

INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2019

(CONTAINS NOTICES 182 TO 189)

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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

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INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and Up-to-Date



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/ defects pertaining to navigational aids, and shortcomings in Indian charts/ publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section IX with this notice. Also visit our website for downloading and filling up instructions for Hydrographic Note.

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. Navigational Charts produced after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is mandatory on all Charts.

Counterfeit products may have errors resulting in potential risks. The same are not approved by inspecting agencies and do not satisfy the carriage requirements of SOLAS chapter V.

Mariners are strongly advised not to use or encourage the use of counterfeit charts and publications. Failure to comply with the warning may invite legal action.

III

EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts affected by the notices contained in this edition. Whereas sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart 5020 (INT 1).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section IX.

Temporary and Preliminary Notices. These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. SI Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. They should be inserted in pencil, by the user, on receipt.

Source of Information. A star preceding the number of a Notice indicates that the notice is promulgated by INHO based on original information received.

Sailing Directions. Corrections for the Sailing Directions (Pilots) are given in Section VI.

Lights. Corrections to Indian List of Lights are given in Section VII, where affected Light List number is quoted.

- (a) These corrections should be incorporated as per instructions given on page XI of the List of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) The range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

Radio Signals. The corrections in Section VIII should be cut and pasted in the appropriate volume of the List of Radio Signals.

Radio Navigational Warnings.

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which cannot always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

IV

Laws and Regulations. While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
- (b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

Correction of Charts and Publications by the Users. Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified charts and publications up-to-date.

Reliance on Charts and Associated Publications. While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of hydrographic objects shown on some of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

Source Data on Charts. All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first. Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

Further Guidance. The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new edition Indian Chart that is available for mariners in the market is as follows:-

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title, Limits & Description</i> | <i>Scale</i> | <i>Folio</i> | <i>Price</i> |
|------------------|----------------------------|--|--------------|--------------|--------------|
| 213 | 30-06-2019 | RATNAGIRI TO VENGURLA LIMIT 15° 44'.25N; 72° 46'.00E. 17° 05'.00N; 73° 40'.00E. | 1,50,000 | 3 | Rs. 1950.00 |

2. The Indian Chart that is permanently withdrawn is as follows:-

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title</i> | <i>On Publication of New Chart/ Edition</i> | <i>Date of Publication</i> |
|------------------|----------------------------|-----------------------|---|----------------------------|
| 213 | 29-02-2012 | RATNAGIRI TO VENGURLA | 213 | 30-06-2019 |

3. The new Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

| <i>ENC Cell Name</i> | <i>Chart No.</i> | <i>Title</i> | <i>Issue Date</i> |
|----------------------|------------------|------------------------------|-------------------|
| IN3213AA | 213 | RATNAGIRI TO VENGURLA | 26-07-2019 |
| IN3219TG | 219 | TELLICHERRY TO TANUR NAGARAM | 24-07-2019 |
| IN2259BH | 259 | BADAGARA TO COCHIN (KOCHI) | 23-07-2019 |

4. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

| <i>ENC Cell Name</i> | <i>Chart No.</i> | <i>Title</i> | <i>Issue Date</i> |
|----------------------|------------------|------------------------------|-------------------|
| IN3213VR | 213 | RATNAGIRI TO VENGURLA | 08-05-2019 |
| IN3219LT | 219 | TELLICHERRY TO TANUR NAGARAM | 04-06-2013 |
| IN2259BK | 259 | BADAGARA TO COCHIN (KOCHI) | 16-12-2011 |

5. The forthcoming Indian Charts are as follows:-

| <i>Chart No</i> | <i>Title</i> | <i>Scale</i> | <i>Remarks</i> |
|-----------------|-----------------------------|--------------|----------------|
| 204 | DWARKA TO NAVIBANDAR | 1,50,000 | New Edition |
| 214 | VENGURLA TO BETUL | 1,50,000 | New Edition |
| 2527 | MAURITIUS | 1,25,000 | New Chart |
| 4137 | PORT CORNWALLIS | 25,000 | New Chart |
| 7072 | INDIAN OCEAN (WESTERN PART) | 1,00,00,000 | New Edition |
| 7707 | MALDIVES TO SUMATERA | 35,00,000 | New Edition |

VI

Availability of ENC's

The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the worldwide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

| | |
|---|---|
| United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: www.hydro.gov.uk | C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.com |
| M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org | M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com |



SECTION – I

The list of charts affected by the Notices 182 to 189 contained in this edition is as follows:-

| CHART NUMBER | FOLIO NO. | NOTICE NO. |
|---------------------|------------------|-------------------|
| 31 (INT 756) | 5 | 189(T) |
| 33 (INT 755) | 5 | 187 |
| 41 (INT 757) | 6 | 187 |
| 209 | 3 | 184 |
| 219 | 4 | 185 |
| 254 (INT 7331) | 3 | 184 |
| 258 (INT 7348) | 4 | 185 |
| 259 (INT 7356) | 4 | 185 |
| 272 | 4 | 185 |
| 292 (INT 7021) | 2 | 184 |
| 404 (INT 7439) | 6 | 187 |
| 405 (INT 7440) | 6 | 187 |
| 473 (INT 7031) | 6 | 187 |
| 2003 | 4 | 185 |
| 2017 (INT 7327) | 2 | 182 |
| 2108 | 3 | 183 |
| 3039 | 5 | 186 |
| 4006 (INT 7449) | 6 | 187 |
| 4013 | 6 | 187, 188(P) |
| 4015 | 6 | 187 |
| 4016 | 6 | 187 |

SECTION – II
PERMANENT NOTICES

***182 (15/19) INDIA – WEST COAST – Navlakhi and Approaches – Legend.**

Source: NHO, Dehradun.

Chart 2017 (INT 7327) [previous update 087/17]

| | | |
|------------|--|----------------------------|
| Substitute | legend “MLWN” for “MLWS”, centered on: | 22° 50′·67N., 70° 26′·68E. |
| | legend “MLWS” for “MLWN”, centered on: | 22° 50′·67N., 70° 26′·81E. |

***183 (15/19) INDIA – WEST COAST – Essar Bulk Terminal – Legend.**

Source: Essar Bulk Terminal Ltd.

Chart 2108 [previous update 150/17]

| | | |
|------------|---|----------------------------|
| Substitute | legend “HAZIRA” for “TAPTI”, centered on: | 21° 05′·54N., 72° 38′·61E. |
|------------|---|----------------------------|

***184 (15/19) INDIA – WEST COAST – Hazira to Umargam – Light.**

Source: DLL, Mumbai.

Chart 292 (INT 7021) [previous update 170/19]

| | | |
|-------|---------------------------------------|----------------------------|
| Amend | characteristics of light to, Fl(4)20M | 20° 37′·78N., 72° 53′·22E. |
|-------|---------------------------------------|----------------------------|

Chart 254 (INT 7331) [previous update 149/19]

| | | |
|-------|---|----------------------------|
| Amend | characteristics of light to, Fl(4)20s45m20M | 20° 37′·75N., 72° 53′·23E. |
|-------|---|----------------------------|

Chart 209 [previous update 112/19]

| | | |
|-------|---|----------------------------|
| Amend | characteristics of light to, Fl(4)20s45m20M | 20° 37′·75N., 72° 53′·23E. |
|-------|---|----------------------------|

***185 (15/19) INDIA – WEST COAST – Badagara Anchorage – Foul Area and Wreck.**

Source: INS Jamuna.

Chart 272 [previous update 114/19]

| | | |
|--------|--|----------------------------|
| Delete |  PA | 11° 33′·00N., 75° 33′·50E. |
|--------|--|----------------------------|

Chart 258 (INT 7348) [previous update 114/19]

| | | |
|--------|---|----------------------------|
| Insert | # | 11° 32′·96N., 75° 33′·83E. |
|--------|---|----------------------------|

| | | |
|--------|---|----------------------------|
| Delete | # | 11° 35′·80N., 75° 31′·85E. |
|--------|---|----------------------------|

 PA

11° 33′·00N., 75° 33′·50E.

Chart 259 (INT 7356) [previous update 183/18]

| | | |
|--------|---|----------------------------|
| Insert | # | 11° 32′·96N., 75° 33′·83E. |
|--------|---|----------------------------|

| | | |
|--------|---|----------------------------|
| Delete | # | 11° 35′·80N., 75° 31′·85E. |
|--------|---|----------------------------|

 PA

11° 33′·00N., 75° 33′·50E.

***185 (15/19) INDIA – WEST COAST – Badagara Anchorage – Foul Area and Wreck. (Continued).**

Chart 219 [previous update 127/17]

| | | |
|--------|---|----------------------------|
| Insert | # | 11° 32'·88N., 75° 33'·88E. |
| Delete | # | 11° 35'·88N., 75° 31'·90E. |
| |  | 11° 33'·00N., 75° 33'·50E. |




Chart 2003 [previous update 148/18]

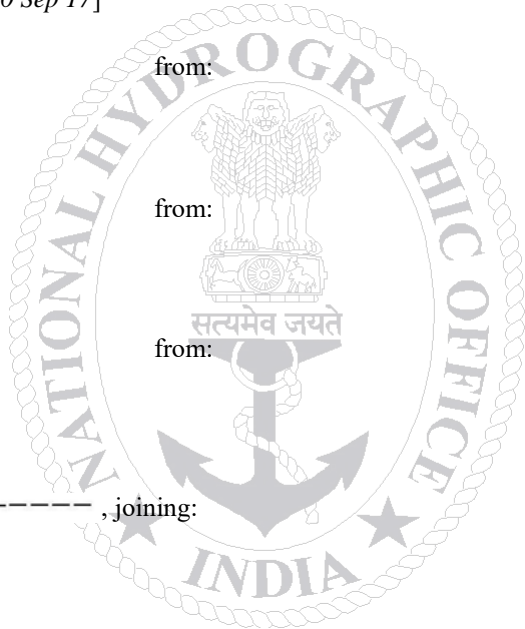
| | | |
|--------|---|----------------------------|
| Insert | # | 11° 32'·96N., 75° 33'·83E. |
| Delete | # | 11° 35'·96N., 75° 31'·85E. |
| |  | 11° 32'·93N., 75° 33'·62E. |
| |  | 11° 33'·00N., 75° 33'·83E. |

***186 (15/19) INDIA – EAST COAST – Kattupalli Port – Buoys and Dredged Area Limit.**

Source: Adani Kattupalli Port Pvt Ltd.

Chart 3039 [previous update NE 30 Sep 17]

| | | | | |
|--------|---|------------------|-------|----------------------------|
| Move |  | <i>Fl.G.2s</i> | from: | 13° 17'·99N., 80° 22'·87E. |
| | to | | | 13° 18'·01N., 80° 22'·88E. |
| |  | <i>Fl(2)G.4s</i> | from: | 13° 18'·11N., 80° 22'·33E. |
| | to | | | 13° 18'·15N., 80° 22'·36E. |
| |  | <i>Fl.G.2s</i> | from: | 13° 18'·19N., 80° 21'·94E. |
| | to | | | 13° 18'·25N., 80° 21'·97E. |
| Insert | pecked line, ----- | , joining: | | 13° 18'·01N., 80° 22'·88E. |
| | | | | 13° 18'·15N., 80° 22'·36E. |
| | | | | and |
| | | | | 13° 18'·15N., 80° 22'·36E. |
| | | | | 13° 18'·25N., 80° 21'·97E. |
| | | | | and |
| | | | | 13° 18'·25N., 80° 21'·97E. |
| | | | | 13° 18'·35N., 80° 21'·57E. |
| Delete | pecked line, ----- | , joining: | | 13° 17'·99N., 80° 22'·87E. |
| | | | | 13° 18'·11N., 80° 22'·33E. |
| | | | | and |
| | | | | 13° 18'·11N., 80° 22'·33E. |
| | | | | 13° 18'·19N., 80° 21'·94E. |
| | | | | and |
| | | | | 13° 18'·19N., 80° 21'·94E. |
| | | | | 13° 18'·35N., 80° 21'·57E. |



***187 (15/19) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – RITCHIE’S ARCHIPELAGO – Approaches to Lacam Harbour – Legend.**

Source: NHO, Dehradun.

Chart 33 (INT 755) [previous update 133/18]

Substitute legend “Shaheed Dweep (Neill Island)” for “Neill I.”, centered on: 11° 50′·40N., 93° 07′·00E.
legend “Swaraj Dweep (Havelock Island)” for “Havelock I.”, centered on: 11° 53′·00N., 93° 09′·00E.

Chart 41 (INT 757) [previous update 177/19]

Substitute legend “Shaheed Dweep (Neill Island)” for “Neill I.”, centered on: 11° 50′·00N., 93° 08′·00E.
legend “Swaraj Dweep (Havelock Island)” for “Havelock I.”, centered on: 11° 53′·00N., 93° 09′·00E.

Chart 473 (INT 7031) [previous update 118/19]

Substitute legend “Netaji Subhash Chandra Bose Island (Ross Island)” for “Ross I.”, centered on: 11° 40′·40N., 92° 47′·80E.
legend “Shaheed Dweep (Neill Island)” for “Neill I.”, centered on: 11° 49′·70N., 93° 03′·00E.
legend “Swaraj Dweep (Havelock Island)” for “Havelock I.”, centered on: 11° 57′·80N., 93° 00′·00E.

Chart 404 (INT 7439) [previous update 072/19]

Substitute legend “Netaji Subhash Chandra Bose Island (Ross Island)” for “Ross I.”, centered on: 11° 40′·40N., 92° 46′·60E.
legend “SHAHEED DWEET (NEILL ISLAND)” for “NEILL I.”, centered on: 11° 49′·80N., 93° 02′·80E.
legend “SWARAJ DWEET (HAVELOCK ISLAND)” for “HAVELOCK I.”, centered on: 11° 58′·50N., 92° 59′·70E.
Delete legend “HAVELOCK (Yoto)”, centered on: 11° 59′·35N., 92° 57′·35E.

Chart 405 (INT 7440) [previous update 072/19]

Substitute legend “Netaji Subhash Chandra Bose Island (Ross Island)” for “Ross I.”, centered on: 11° 40′·40N., 92° 46′·60E.

Chart 4016 [previous update 072/19]

Substitute legend “NETAJI SUBHASH CHANDRA BOSE ISLAND (ROSS ISLAND)” for “ROSS I.”, centered on: 11° 40′·62N., 92° 46′·25E.
legend “SHAHEED DWEET (NEILL ISLAND)” for “NEILL ISLAND”, centered on: 11° 49′·90N., 93° 02′·80E.
legend “SWARAJ DWEET (HAVELOCK ISLAND)” for “HAVELOCK ISLAND”, centered on: 11° 56′·28N., 93° 01′·22E.

Chart 4015 [previous update 154/17]

Substitute legend “SWARAJ DWEET (HAVELOCK ISLAND)” for “HAVELOCK ISLAND”, centered on: 12° 00′·40N., 92° 58′·70E.
legend “Swaraj Dweep (Havelock Island)” for “Havelock Island”, centered on: 12° 10′·22N., 92° 47′·80E.
Delete legend “HAVELOCK (Yoto)”, centered on: 11° 59′·28N., 92° 57′·00E.

Chart 4006 (INT 7449) [previous update 072/19]

Substitute legend “NETAJI SUBHASH CHANDRA BOSE ISLAND (ROSS ISLAND)” for “ROSS ISLAND”, centered on: 11° 40′·59N., 92° 45′·77E.

***187 (15/19) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – RITCHIE’S ARCHIPELAGO – Approaches to Lacam Harbour – Legend. (Continued).**

Chart 4013 (Panel – Fusilier Channel) [previous update 173/19]

| | | |
|------------|---|----------------------------|
| Substitute | legend “SHAHEED DWEEP (NEILL ISLAND)” for “NEILL ISLAND”, centered on: | 11° 50′·38N., 93° 03′·46E. |
| | legend “SWARAJ DWEEP (HAVELOCK ISLAND)” for “HAVELOCK ISLAND”, centered on: | 11° 53′·61N., 93° 02′·30E. |

Chart 4013 (Panel – Approaches to Lacam Harbour) [previous update 173/19]

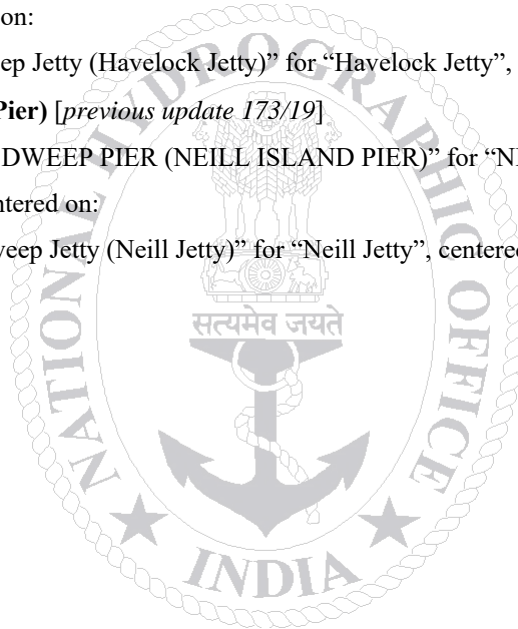
| | | |
|------------|---|----------------------------|
| Substitute | legend “SWARAJ DWEEP (HAVELOCK ISLAND)” for “HAVELOCK ISLAND”, centered on: | 12° 00′·32N., 92° 57′·54E. |
| | legend “Swaraj Dweep (Havelock Island)” for “Havelock I.”, centered on: | 12° 00′·00N., 92° 55′·98E. |

Chart 4013 (Panel – Lacam Harbour) [previous update 173/19]

| | | |
|------------|---|----------------------------|
| Substitute | legend “SWARAJ DWEEP (HAVELOCK ISLAND)” for “HAVELOCK ISLAND”, centered on: | 12° 02′·17N., 92° 57′·89E. |
| | legend “SWARAJ DWEEP (HAVELOCK ISLAND)” for “HAVELOCK ISLAND”, centered on: | 12° 02′·32N., 92° 58′·83E. |
| | legend “Swaraj Dweep Jetty (Havelock Jetty)” for “Havelock Jetty”, centered on: | 12° 02′·57N., 92° 58′·90E. |

Chart 4013 (Panel – Neill Island Pier) [previous update 173/19]

| | | |
|------------|---|----------------------------|
| Substitute | legend “SHAHEED DWEEP PIER (NEILL ISLAND PIER)” for “NEILL ISLAND PIER”, centered on: | 11° 50′·17N., 93° 01′·66E. |
| | legend “Shaheed Dweep Jetty (Neill Jetty)” for “Neill Jetty”, centered on: | 11° 50′·26N., 93° 01′·87E. |



SECTION – III**TEMPORARY AND PRELIMINARY NOTICES*****188 (P) (15/19) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Shaheed Dweep Pier (Neill Island Pier) – Construction Work.**

Source: IH – 102, INS Investigator.

1. Widening and extension of Shaheed Dweep Jetty and construction of a new Jetty parallel to the existing is in progress in the area bounded by the following coordinates:-

| Sl. No. | Position |
|---------|-----------------------------|
| (a) | 11° 50'·20N., 093° 01'·90E. |
| (b) | 11° 50'·38N., 093° 02'·00E. |
| (c) | 11° 50'·42N., 093° 01'·94E. |
| (d) | 11° 50'·23N., 093° 01'·83E. |

2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.

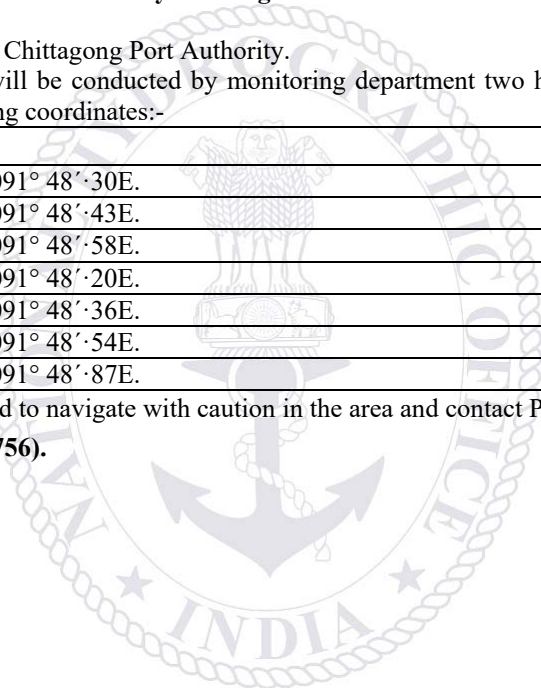
Charts affected – 4013.***189 (T) (15/19) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Survey.**

Source: Marine Department, Chittagong Port Authority.

1. River bed survey will be conducted by monitoring department two hours every day w.e.f. Aug 2019 in the area bounded by the following coordinates:-

| Sl. No. | Position |
|---------|-----------------------------|
| (a) | 22° 13'·85N., 091° 48'·30E. |
| (b) | 22° 13'·80N., 091° 48'·43E. |
| (c) | 22° 13'·71N., 091° 48'·58E. |
| (d) | 22° 13'·76N., 091° 48'·20E. |
| (e) | 22° 13'·68N., 091° 48'·36E. |
| (f) | 22° 13'·62N., 091° 48'·54E. |
| (g) | 22° 13'·50N., 091° 48'·87E. |

2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.

Charts affected – 31 (INT 756).

SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

Status of MSI Promulgation by NAVTEX Stations is as follows:-

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Operational

Following new Navtex stations along the Indian coast have commenced operations:-

| INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz | | | | | | | | |
|--|----------------|----|---------------------------|------|------|------|------|------|
| Sl. | Station Name | B1 | Broad Cast Timings in UTC | | | | | |
| (a) | Veraval | H | 0110 | 0510 | 0910 | 1310 | 1710 | 2110 |
| (b) | Vengurla Point | J | 0130 | 0530 | 0930 | 1330 | 1730 | 2130 |
| (c) | Muttam Point | L | 0150 | 0550 | 0950 | 1350 | 1750 | 2150 |
| (d) | Porto Novo | O | 0220 | 0620 | 1020 | 1420 | 1820 | 2220 |
| (e) | Vakalpudi | Q | 0240 | 0640 | 1040 | 1440 | 1840 | 2240 |
| (f) | Balasore | S | 0300 | 0700 | 1100 | 1500 | 1900 | 2300 |
| (g) | Keating Point | V | 0330 | 0730 | 1130 | 1530 | 1930 | 2330 |

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crews using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrec_mumbai@mtnl.net. Any suspicious activity of skiffs/boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

3. DISPLAY ANOMALIES IN ECDIS

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website www.iho.int, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, Their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of <http://www.iho.int/srv1>) and ensure that all installed ECDIS units are checked.

4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 07 of 2018(01stApril 2018).

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(b) Traffic Separation Schemes (TSS). The TSS off Mumbai harbour is mandatory for all Indian and foreign flag ships and vessels entering and leaving Mumbai harbour and Jawaharlal Nehru Port Trust (JNPT)/ Nhava-Shevaharbour irrespective of size.

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

The GAGAN System is now commissioned for safety of life, civil aviation, and en- route operations in addition to all other non-aviation applications. The GAGAN signal is being broadcasted through GSAT-8 and GSAT-10 with PRN127& 128 respectively.

All the GPS users are requested to enable SBAS functionality in their receivers, configure it to receive PRN-127& 128 and avail the benefits of GAGAN in terms of increased accuracy and reliability. There may be occasional signal outages due to system up-gradation activities.

6. **USAGE OF THURAYA/ IRIDIUM AND SATELLITE PHONE**

The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

Satellite phones can be used only after no objections certificate issued by department of telecommunication (DOT) on a case to case basis. The shipping agents should mandatorily intimate the details of person carrying Thuraya and the particulars of Thuraya, Iridium and other such sets in pre arrival notification on security (PANS).

The unauthorized holders of Thuraya/ Iridium and other such Satellite phones can be prosecuted under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.

7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.

(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.



List of Indian Chart Agents

| | |
|---|---|
| <p>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p> | <p>M/s VDO Marine Insrtuments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p> |
| <p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p> | <p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p> |
| <p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in, sales@ccmarine.in</p> | <p>M/s Global Marine Infratech Pvt. Ltd. SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.in</p> |
| <p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</p> | <p>L. R. Marine Services 301, 3rd Floor, Biry House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p> |
| <p>M/s Lift o Marine Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p> | <p>IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com sanjeev.sharma@iictechnologies.com Web: www.iictechnologies.com</p> |
| <p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p> | |

SECTION – V**NAVAREA – VIII WARNINGS IN FORCE**

1. For details of NAVAREA limits and organisation/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2016.

2. NAVAREA VIII Warnings in force as on 31 Jul 19:-

| |
|---|
| 2017 SERIES – 685 762 |
| 2018 SERIES – 428 758 |
| 2019 SERIES – 024 088 199 287 289 368 369 392 465 479 503 523 537 549 553 555 557 559 570 572 582 586 591 592 594 595 596 597 598 599 600 |

3. NAVAREA VIII Warnings issued during the period from 16 Jul 19 to 31 Jul 19 (both dates inclusive) are as tabulated below:-

| |
|--|
| 579. Bay of Bengal – Kaladan River. Charts BA 1885 INT 7430. Cylindrical Buoy (20-06.22N 092-54.33E) removed. 2. Cancel NAV VIII MSG 554 and this MSG 191830 UTC Jul 19. |
| 580. India East Coast. Charts IN 355 (INT 7405). Rig list:- Aban II 16-39.01N 082-22.73E Deep Driller8 16-40.09N 082-25.43E DDKG1 16-26.63N 082-38.26E Essar Wildcat 16-33.17N 082-26.49E SSV Louisiana 16-59.30N 082-26.20E Olinda Star 16-18.74N 082-17.01E DSR Platinum Explorer 16-26.11N 082-29.06E New 2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 547/19. |
| 581. Andaman Sea – off Port Blair. Charts IN 404 473 4016 (INT 757). Firing practice scheduled daily from 20 to 25 Jul 19 from 0330 to 0830 UTC in danger area bounded within 11-33.40N to 11-38.34N and 092-44.70E to 092-49.80E. 2. Cancel this MSG 250930 UTC Jul 19. |
| 582. India East Coast – off Gopalpur. Chart IN 31 (INT 7413). RV MGS Sagar progressing geophysical survey in area bounded by 17-29.30N 086-28.23E, 17-55.73N 086-00.33, 18-50.32N 086-59.85E, 18-09.57N 087-50.48E. Wide berth requested. 2. Cancel this MSG 201830 UTC Aug 19. |
| 583. Bay of Bengal and Andaman Sea. Charts IN 32 33 41 INT 71. GSLV launch scheduled on 22 Jul 19 from 0830 to 1000 UTC. 2. Danger zone as follows :- Zone -1: Circle of 10 NM from 13-43.2N 080-13.8E Zone-2: 12-30N 082-40E, 13-15N 082-50E, 12-45N 084-10E, 12-00N 084-00E Zone-3: 11-35N 085-00E, 12-25N 085-10E, 11-45N 087-15E, 10-55N 087-05E Zone-4: 08-10N 094-20E, 09-00N 094-40E, 08-25N 096-15E, 07-35N 095-55E. |
| 584. India East Coast – off Chennai. Charts IN 356 (INT 7400) 391. Firing by CG Aircraft scheduled on 23, 24, 25 Jul 19 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised. 2. Cancel this MSG 251230 UTC Jul 19. |
| 585. India East Coast – off Gopalpur. Charts IN 352 353 (INT 7413). Army Air Defence firing and BPTA Flight scheduled daily from 22 to 31 Jul 19 from 0130 to 0830 and 0930 to 1430 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 40 NM radius joining point b and c. Wide berth from area advised. 2. Cancel this MSG 311530 UTC Jul 19. |
| 586. Andaman Sea – off Port Cornwallis. Charts IN 402 (INT 7436). INS Nirupak reported lesser depth of 17 meters at 13-29.76N 093-09.33E and 19.6 meters at 13-28.54N 093-09.12E. |
| 587. NAVAREA VIII warnings in force as on 19 Jul 2019:- 2017 Series – 685 762 2018 Series – 428 758 2019 Series – 024 088 199 287 289 368 369 378 392 465 479 503 523 537 549 553 555 557 558 559 564 570 572 580 581 582 583 584 585 586 (A) NAVAREA VIII warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 261830 UTC Jul 19. |

| | | | | | | | | | | | | | | |
|---|--------------------------|----------------------|----------------|----------------------|--------|--------------------------|---------------|----------------------|---------------|--------------------------|-------------|--------------------------|-----------------------|----------------------|
| <p>588. India West Coast – Okha. Charts IN 271 2068 INT 7319. Firing by Naval Coast Battery scheduled on 25 Jul 19 from 0530 to 0730 UTC in danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised.</p> <p>2. Cancel this MSG 250830 UTC Jul 19.</p> | | | | | | | | | | | | | | |
| <p>589. India East Coast- Chennai. Charts IN 313 3001 (INT 7402). Firing by Naval Coast Battery scheduled on 26 Jul 19 from 0530 to 0730 UTC in danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised.</p> <p>2. Cancel this MSG 260830 UTC Jul 19.</p> | | | | | | | | | | | | | | |
| <p>590. Cancel NAVAREA VIII MSG 564 and this MSG.</p> | | | | | | | | | | | | | | |
| <p>591. Andaman Sea – off Port Blair. Chart IN 4006 (INT 7449). Anchor chain cable of unmoored floating dock marked with buoys in area bounded within 11-40.46N to 11-40.55N and 092-42.70E to 092-42.73E.</p> <p>2. Cancel NAVAREA VIII MSG 378.</p> | | | | | | | | | | | | | | |
| <p>592. NAVAREA VIII warnings in force as on 26 Jul 2019:- 2017 Series – 685 762 2018 Series – 428 758 2019 Series – 024 088 199 287 289 368 369 392 465 479 503 523 537 549 553 555 557 559 570 572 580 582 585 586 591. (A) NAVAREA VIII warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in.</p> <p>2. Cancel this MSG 021830 UTC Aug 19.</p> | | | | | | | | | | | | | | |
| <p>593. North Bay of Bengal. Chart IN 31 (INT 756). Yellow Moored Buoy BD08 carrying radar reflector and LT FL415S reported adrift 17-50N 89-15E on 26 Jul 19.</p> <p>2. Cancel this MSG 291000 UTC Jul 19.</p> | | | | | | | | | | | | | | |
| <p>594. India East Coast – off Gopalpur. Charts IN 352 353 (INT 7413). Army Air Defence Firing and BPTA Flight scheduled daily from 01 to 23 Aug 19 from 0130 to 0830 and 0930 to 1430 UTC in danger area bounded by (A) 19-14.6N 084-53.7E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 40 NM radius joining point B and C. Wide berth from area advised.</p> <p>2. Cancel this MSG 231530 UTC Aug 19.</p> | | | | | | | | | | | | | | |
| <p>595. Andaman Sea – off Port Blair. Charts IN 404 405 (INT 7440) 473. Firing practice scheduled on 01 and 02 Aug 19 from 0330 to 0730 UTC in danger area bounded within 11-30N to 11-40N and 093-05E to 093-20E.</p> <p>2. Cancel this MSG 020830 UTC Aug 19.</p> | | | | | | | | | | | | | | |
| <p>596. India West Coast – Kochi. Charts IN 220 2029 (INT 7358). Firing by Naval Coast Battery scheduled on 02, 09, 16, 23, 30 Aug from 0900 to 1200 UTC and 06, 13, 20, 27 Aug 19 from 0900 to 1200 and 1230 to 1430 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E. Wide berth from area advised.</p> <p>2. Cancel this MSG 301300 UTC Aug 19.</p> | | | | | | | | | | | | | | |
| <p>597. Central Andaman Sea. Charts IN 41 473 (INT 7031). Yellow Moored Buoy BD12 carrying radar reflector and LT FL415S reported adrift 10-35.83N 094-06.6E on 290001 UTC Jul 19.</p> <p>2. Cancel this MSG 010001 UTC Aug 19.</p> | | | | | | | | | | | | | | |
| <p>598. India East Coast. Charts IN 355 (INT 7405). Rig list:-</p> <table border="0"> <tr> <td>Aban II</td> <td>16-39.01N 082-22.73E</td> </tr> <tr> <td>Deep Driller 8</td> <td>16-40.09N 082-25.43E</td> </tr> <tr> <td>DDKG 1</td> <td>16-21.85N 082-42.40E New</td> </tr> <tr> <td>Essar Wildcat</td> <td>16-33.17N 082-26.49E</td> </tr> <tr> <td>SSV Louisiana</td> <td>16-19.03N 082-21.23E New</td> </tr> <tr> <td>Olinda Star</td> <td>16-18.96N 082-15.91E New</td> </tr> <tr> <td>DSR Platinum Explorer</td> <td>16-26.11N 082-29.06E</td> </tr> </table> <p>2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 580/19.</p> | Aban II | 16-39.01N 082-22.73E | Deep Driller 8 | 16-40.09N 082-25.43E | DDKG 1 | 16-21.85N 082-42.40E New | Essar Wildcat | 16-33.17N 082-26.49E | SSV Louisiana | 16-19.03N 082-21.23E New | Olinda Star | 16-18.96N 082-15.91E New | DSR Platinum Explorer | 16-26.11N 082-29.06E |
| Aban II | 16-39.01N 082-22.73E | | | | | | | | | | | | | |
| Deep Driller 8 | 16-40.09N 082-25.43E | | | | | | | | | | | | | |
| DDKG 1 | 16-21.85N 082-42.40E New | | | | | | | | | | | | | |
| Essar Wildcat | 16-33.17N 082-26.49E | | | | | | | | | | | | | |
| SSV Louisiana | 16-19.03N 082-21.23E New | | | | | | | | | | | | | |
| Olinda Star | 16-18.96N 082-15.91E New | | | | | | | | | | | | | |
| DSR Platinum Explorer | 16-26.11N 082-29.06E | | | | | | | | | | | | | |
| <p>599. Andaman Sea – Port Cornwallis. Charts IN 402 INT 7436. LT (13-18N 093-04E) unlit.</p> | | | | | | | | | | | | | | |
| <p>600. Central Andaman Sea. Charts IN 41 473 (INT 7031). Oceanographic Buoy BD12 reported adrift 10-57.02N 094-24.33E on 300300 UTC Jul 19.</p> <p>2. Cancel this MSG 020300 UTC Aug 19.</p> | | | | | | | | | | | | | | |

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)
Chapter - 1 (Page 25)

Article 1.155, Para 1, line 16, Insert after text “erratic.”

General direction of tropical storms and cyclones are shown in diagram 1.155.1 to 1.155.5.

Page 41A, Insert new diagrams placed on page 6.2 to 6.6

Chapter - 7 (Page 264)

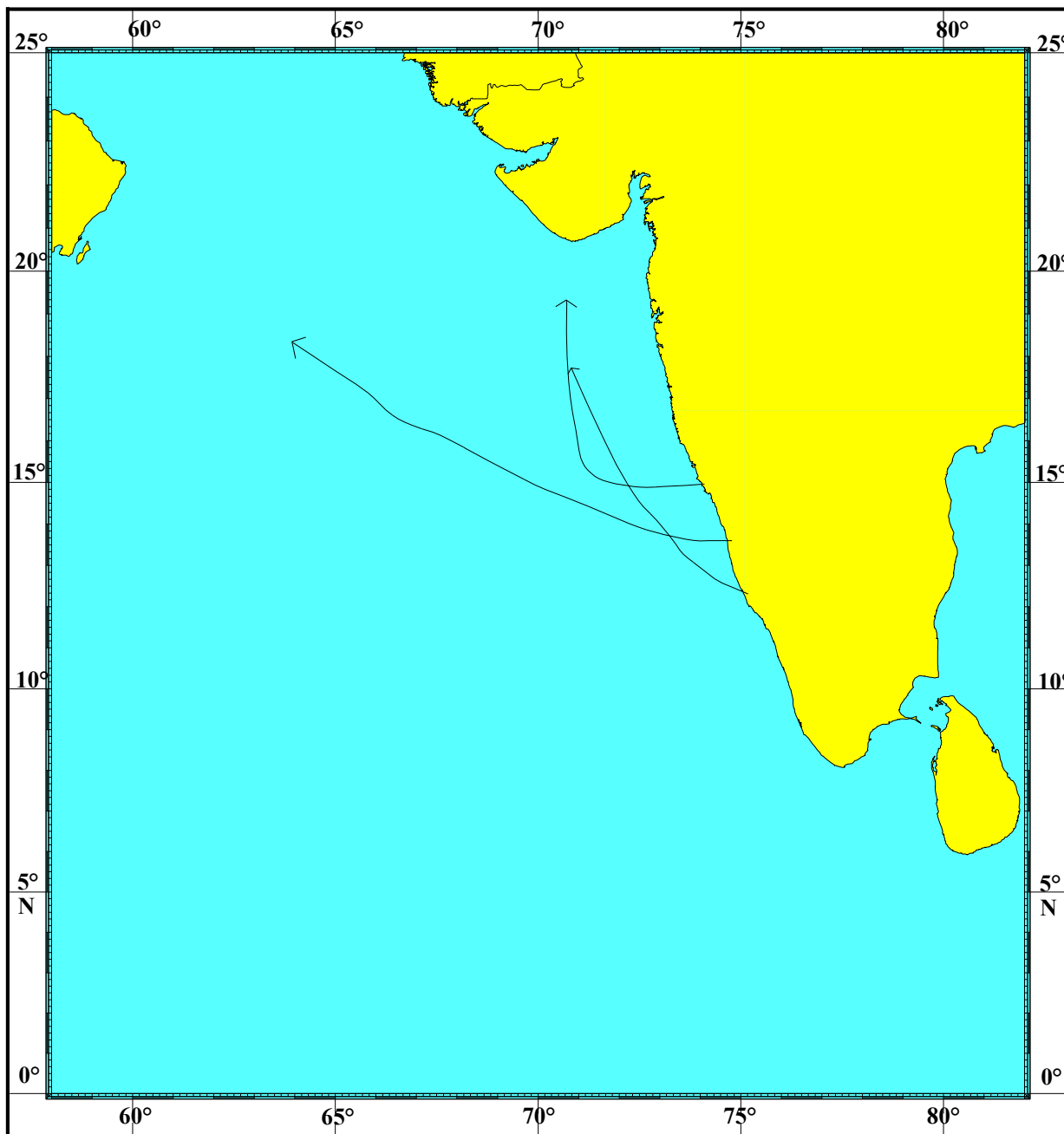
Article 7.106, delete image and replace by



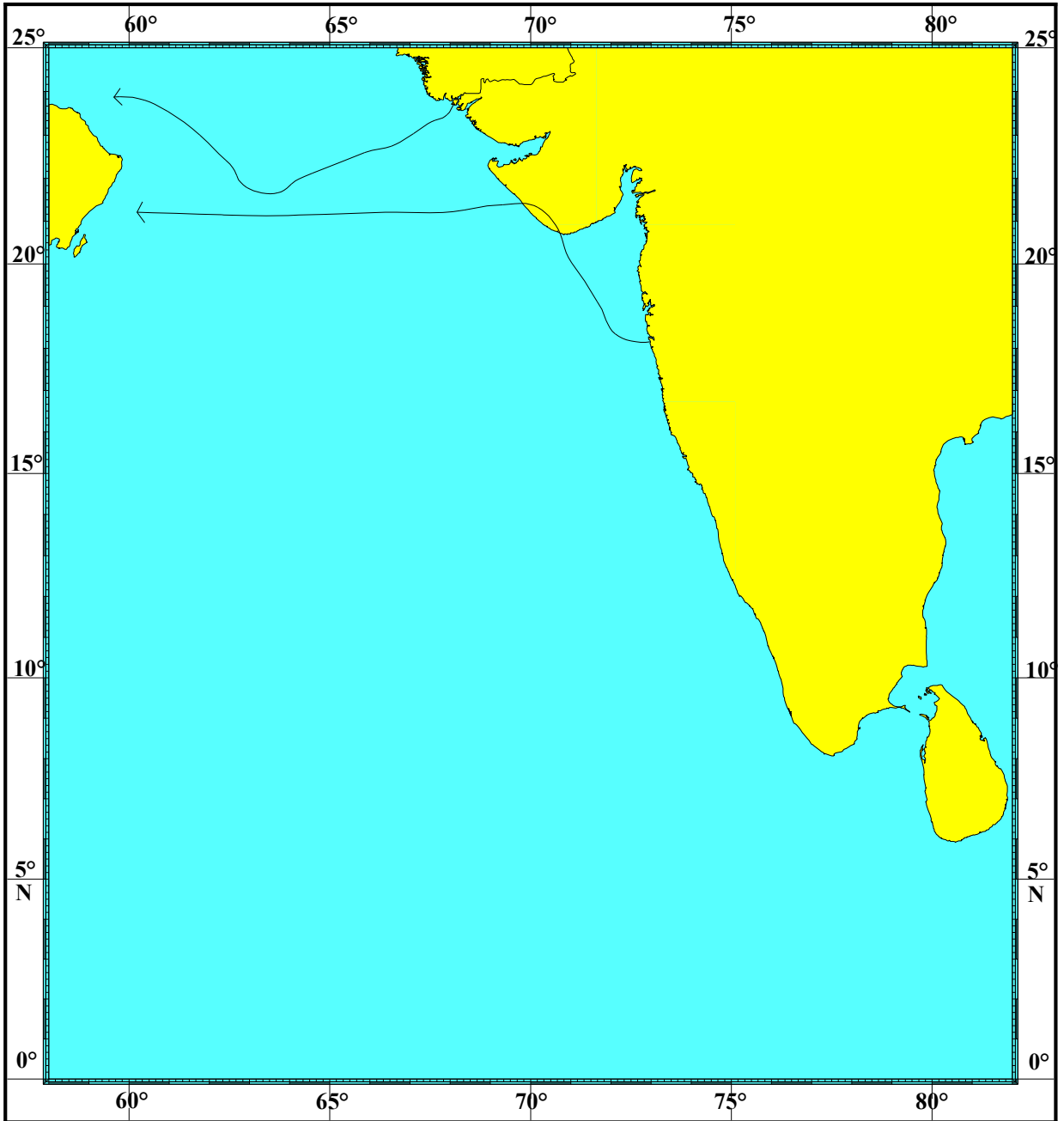
Jaigarh Port Approach View

Page 265, Article 7.108, Para 5, delete and replace by

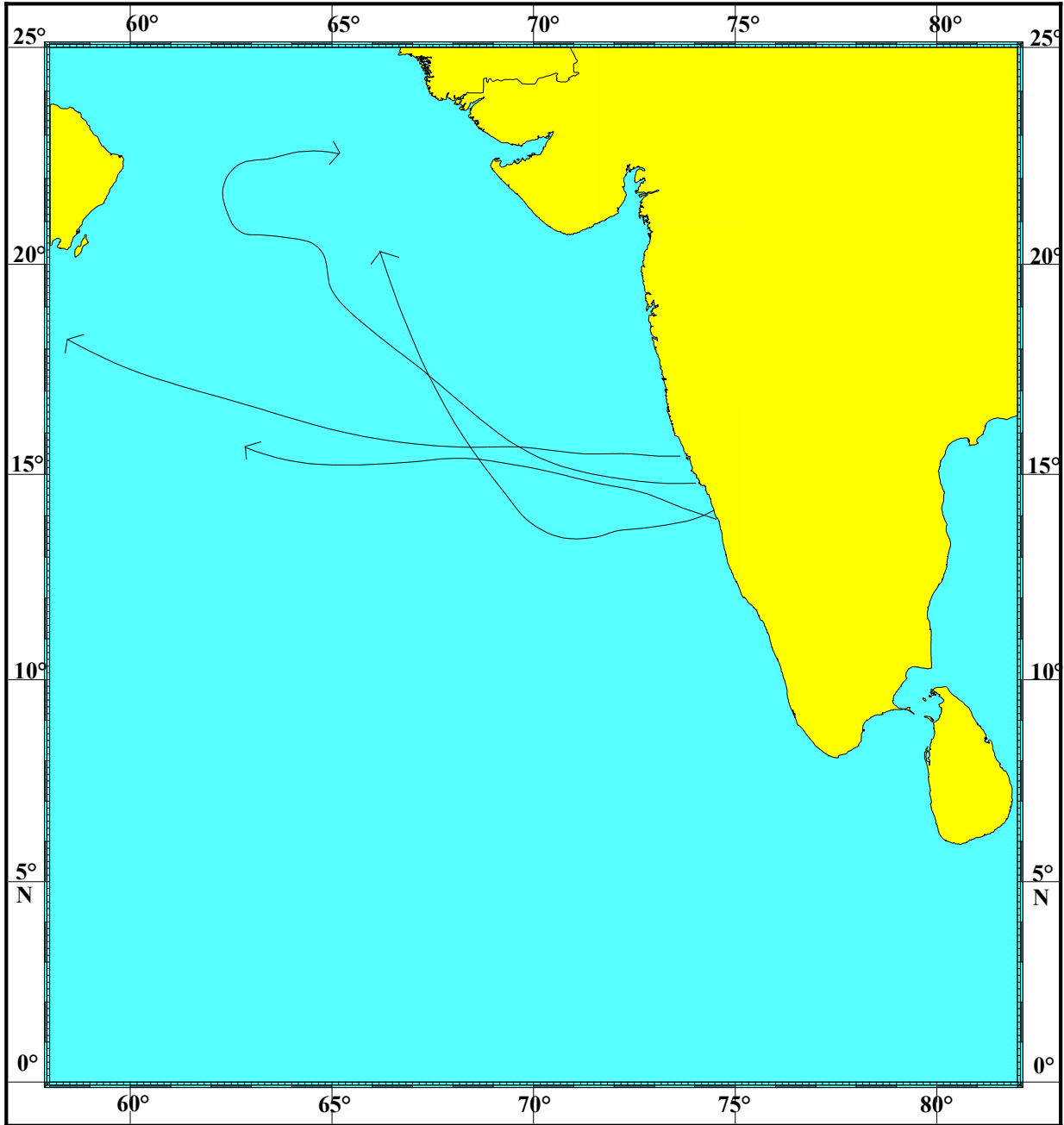
5 Three tugs with firefighting and rescue capability available. A conveyor belt system is available at berth 1 and 3A for unloading facilities. Barge loaders are available at berth 6A for loading facilities. Mobile cranes are available.



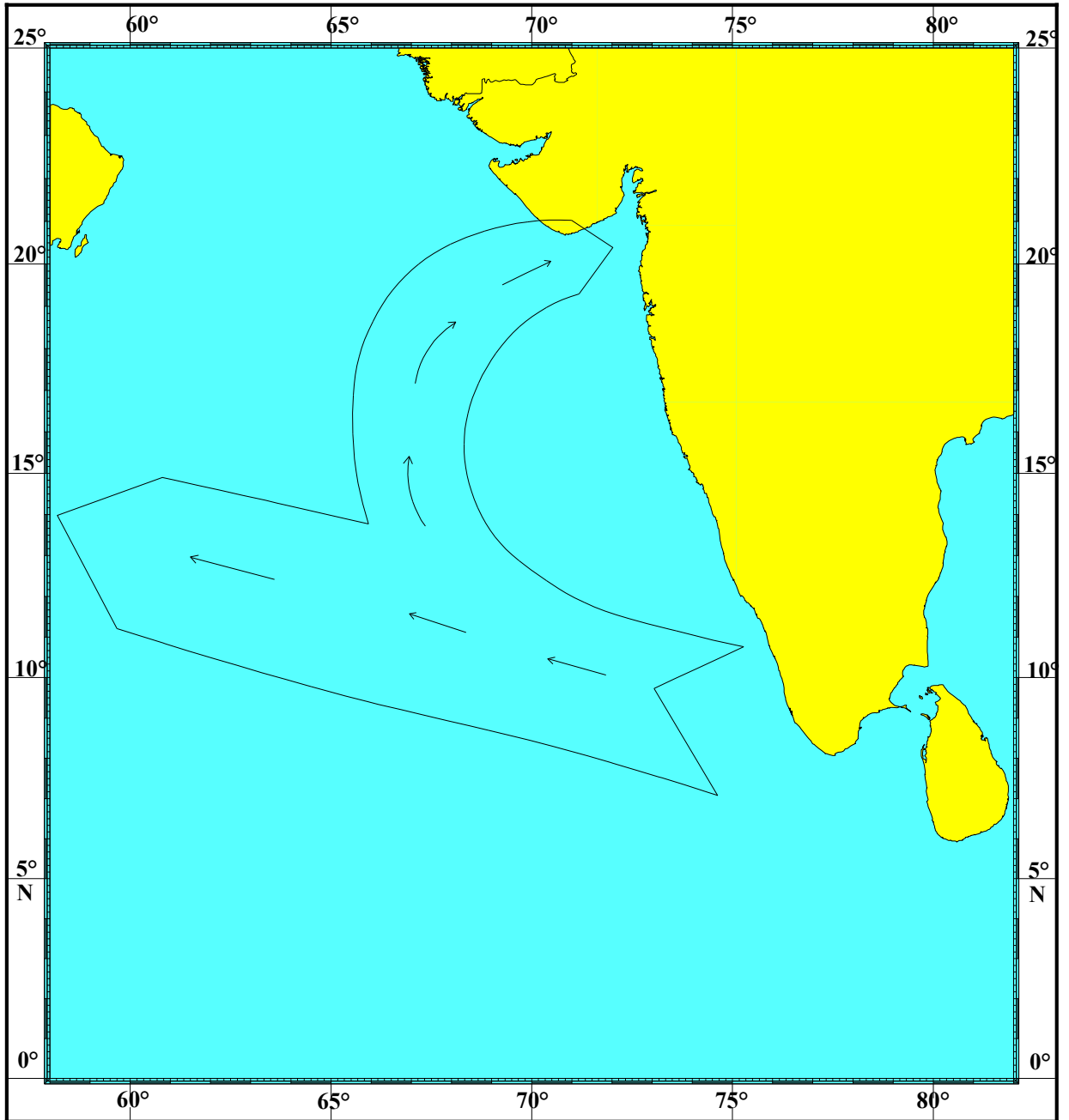
General direction of tropical storms and cyclones - Apr, May & Jun (1.155.1)



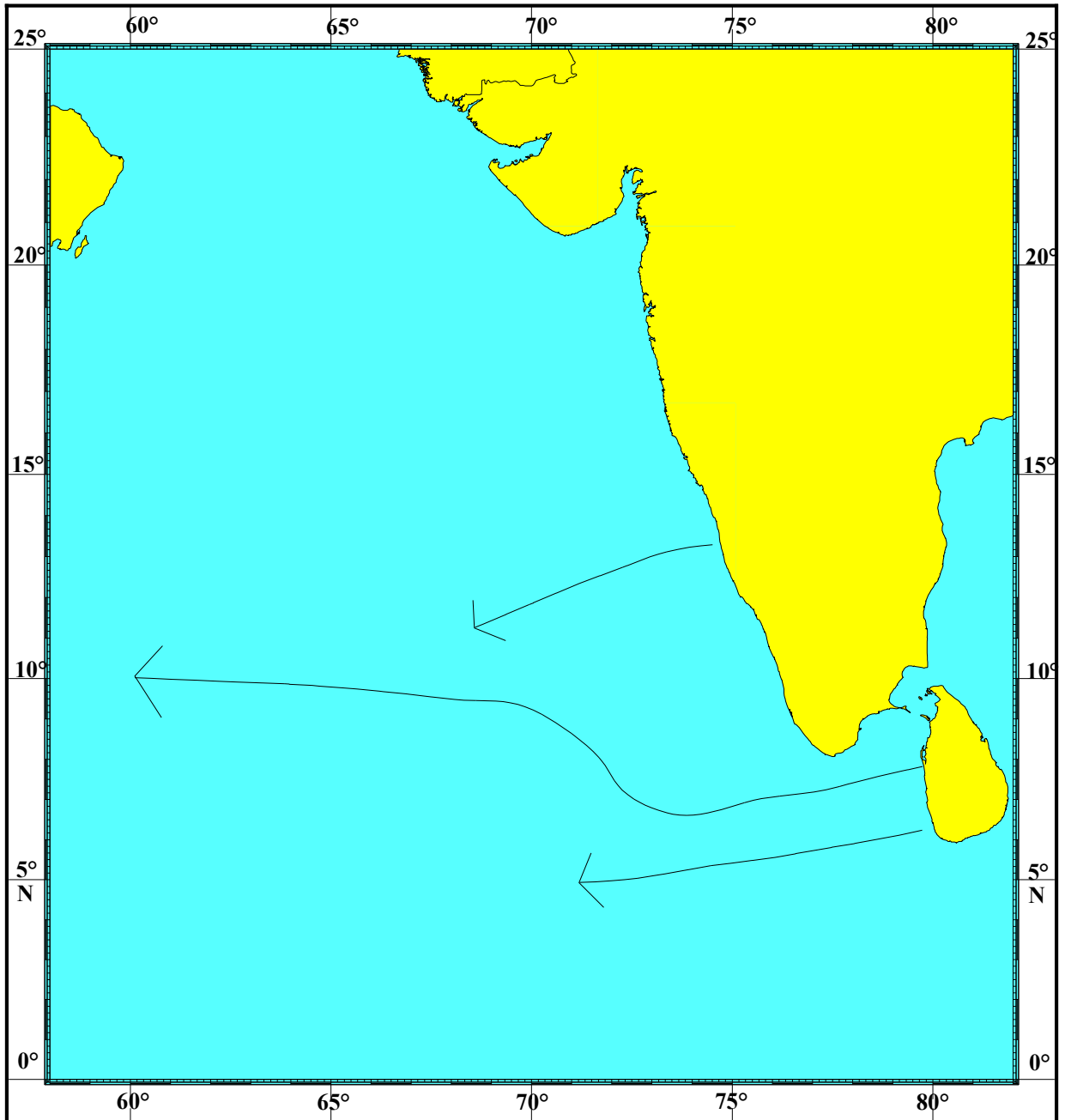
General direction of tropical storms and cyclones - Jul, Aug & Sep (1.155.2)



General direction of tropical storms and cyclones - Oct (1.155.3)



General direction of tropical storms and cyclones - Nov (1.155.4)



General direction of tropical storms and cyclones - Dec (1.155.5)

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

| No | Name & Location | Position (Lat-Long) | Characteristics | Ht. (mts) | Range (miles) | Structure & Height (mts) | Remarks |
|-------------------|--|---------------------------|-----------------|--------------|------------------|---|-------------------------------|
| D7299.577 | JIZAN. N APPROACHES. FARASAN ARCHIPELAGO - Jizan Economic City Commercial Port. Ldg Lts 049°. Front | 17 17.15 N 42 20.14 E | Fl Bu | .. | .. | Tower | |
| * | * | * | * | * | * | * | * |
| D7299.578 | - - - Rear | 17 17.50 N 42 20.56 E | Fl Bu | .. | .. | Tower | |
| * | * | * | * | * | * | * | * |
| D7299.579 | - Port Entrance | 17 16.61 N 42 19.30 E | R | .. | 12 | Beacon 4 | |
| * | - - | .. | By day | .. | 5 | | * |
| D7299.5795 | - Port Entrance | 17 16.56 N 42 19.68 E | G | .. | 12 | Beacon 4 | |
| * | - - | .. | By day | .. | 5 | | * |
| D7299.58 | Remove from list; deleted | | | | | | * |
| D7671 | - Khowr-e-Deyreh. Ldg Lts 043°. Front. A | 29 01.76 N 50 48.69 E | LFl W 3s | 4 | 6 | White pile beacon | TE 2019 |
| D7671.4 | - No 24 | 28 59.86 N 50 50.12 E | Fl(2)R 6s | 4 | 7 | Red pile beacon | TE 2019 |
| D7711 | Bandar-e Sirik (IR) | 26 29.93 N 57 04.81 E | Fl(3)W 10s | 25 | 12 | White o | Leading light details unknown |
| D7712 | Ra's al Kuh (IR) | 25 49.85 N 57 19.20 E | Fl W 10s | 45 | 18 | Metal framework Tower 20 | |
| - | - | .. | Racon | .. | .. | .. | ILRS Vol 2 Station 78540 |
| D7717 | KHALIJ-E CHABAHAR - Damagheh-ye Chabahar. Beacon. No 9 | 25 18.00 N 60 33.00 E | Fl(4)W 7s | .. | .. | White post | |
| * | * | * | * | * | * | * | * |
| D7725 | GWATAR BAY - Damagheh-Ye-Pasa Bandar | 25 03.78 N 61 25.24 E | Fl(2)W 5s | 15 | 12 | Framework tower | |
| F0480 | GULF OF KHAMBAT - Valsad Khadi. Auranga River. S Entrance point | 20 37.79 N 73 53.22 E | Fl(4)W 20s | 48 | 20 | Circular RCC tower, White and red bands, 45 | |
| F1081 | GULF OF MARTABAN. RANGOON RIVER - Construction platform. Yangon River Approaches | 16 12.72 N 96 16.72 E | Fl R 2s | .. | .. | Concrete structure 27 | |
| F1652.5 | Kuala Batu Pahat. Bukit Segenting | 01 47.50 N 102 53.40 E | Fl(4)W 30s | 86 | 23 | White metal Framework tower 14 | Range 15M (T) 2019 |
| F1738 | SINGAPORE PORT. JOHOR STRAIT - Karang Si Ajar | 01 25.54 N 104 05.04 E | Fl W 3s | 8 | 18 | White concrete tower | TE 2019 |
| F9326 | Remove from list; deleted | | | | | | * |

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 11 dated 01 June 2019)

NIL

INP 31(2), 2014

(Last correction: Edition No.12 dated 16 June 2019)

NIL

NP 31(5), 2017

(Last correction: Edition No. 14 dated 16 Jul 2019)

NIL

INP 31(6), 2018

(Last correction: Edition No. 11 dated 01 June 2019)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(UTTARAKHAND), INDIA
e-mail: - inho@navy.gov.in, msis-inho@navy.gov.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.gov.in

Instructions for filling up IH 102

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/ Everest/ Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. Paper Charts. A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. ENCs. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

Depth Reporting

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

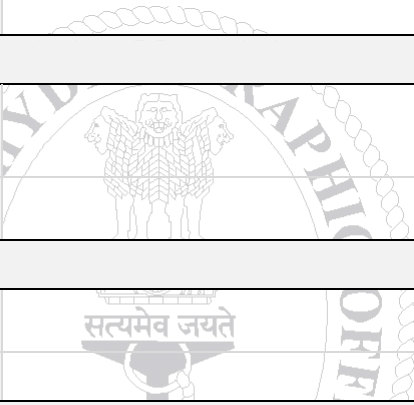

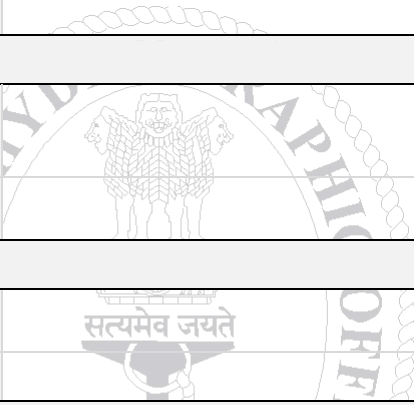
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further, communication from National Hydrographic Office to the sender of Hydrographic Notes will only be necessary to verify unusual features or abnormal values reported.



| HYDROGRAPHIC NOTE | | | | IH.102 (Revised 2012) | |
|--|---|----------------------------------|---------------------------------------|----------------------------------|------------------------------------|
| For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues | | | | | |
| Date | | | Ref. Number | | |
| Name of the Ship or Sender | | | | | |
| Address | | | | | |
| Tel/FAX/E-mail address | | | | | |
| Observation Date | | | Time (UTC/IST) | | |
| Object of Changes Observed (Tick appropriate) | <input type="checkbox"/> Bathymetry | | <input type="checkbox"/> Nav. Dangers | | <input type="checkbox"/> Nav. aids |
| | <input type="checkbox"/> Designated Areas | | <input type="checkbox"/> Others | | |
| Geographical Position (See Instructions Overleaf) | Latitude | | | Longitude | |
| Position Method | <input type="checkbox"/> DGPS | <input type="checkbox"/> GPS | <input type="checkbox"/> Radar | <input type="checkbox"/> Others | |
| Datum Used | <input type="checkbox"/> WGS84 | <input type="checkbox"/> Everest | | <input type="checkbox"/> Others | |
| Charts Affected | | | | Edition | |
| Latest Edition of Indian Notices to Mariners Held | | | | | |
| Tracing/Plot/Photograph if enclosed | | | | | |
| ENCs Affected | | | | | |
| Latest Update Disk Held | | | | | |
| Publication Affected | | | | Edition | |
| Page No./Light No. etc | | | | | |
| Details: | | | | | |
| | | | | | |
| Limitations if any in Reporting the Changes Above | | | | | |
| Details of Documents/Photos attached: | | | | | |
| Signature of the Master/Reporter/Observer | | | | | |

| HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102) | | IH.102A (Revised 2012) | |
|---|----------|----------------------------------|-----------|
| Date | | Ref. No. | |
| Name of the Ship or Sender | | | |
| Address | | | |
| Tel/Fax/E-mail | | | |
| 1. NAME OF PORT | | | |
| Location | Latitude | | Longitude |
| 2. GENERAL REMARKS | | | |
| Principal activities and trade | | | |
| Number of ships and tonnage handled per year | | | |
| Maximum size of draught of vessel handled | | | |
| Copy of Port handbook (if available) | | | |
| 3. ANCHORAGES | | | |
| Type / Purpose | | | |
| Minimum depth at anchorage | | | |
| Shelter afforded | | | |
| Holding ground | | | |
| Recommended pilotage to the anchorage | | | |
| 4. PILOTAGE | | | |
| Authority for request | | | |
| Embarkation position | | | |
| Regulations | | | |
| Documents to be provided | | | |
| Recommended pilotage to approach of Harbour and Berths | | | |
| Information on VTMS | | | |
| 5. DIRECTIONS | | | |
| Entry and Berthing Information | | | |
| Tides (Height) | | | |
| Tidal Stream Information | | | |
| Wind Speed and Direction | | | |
| Navigational Aids (Beacons / Buoys / Lights / Etc.) | | | |
| 6. POLLUTION CONTROL | | | |
| Local regulation in force (If Any) | | | |
| 7. TUGS | | | |
| Number available / Tug type | | | |
| Maximum HP / Bollard pull | | | |

| 7. TUGS (Continued) | |
|--|--|
| Requesting authority | |
| Availability timing / Communication | |
| Hiring charges | |
| 8. BERTHING AND WHARVES | |
| Type & Number of berths available | |
| Length | |
| Depth alongside | |
| Facilities available | |
| Procedure for requesting berth & hiring charges | |
| 9. CARGO HANDLING | |
| Containers | |
| Lighters & Ro-Ro etc. | |
| 10. CRANES | |
| Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach | |
| Container handling facilities | |
| 11. BRIDGES | |
| Vertical clearance | |
| 12. REPAIRS | |
| Hull machinery and underwater | |
| Ship and Boat yards | |
| Docking or Slipway facilities (Size/ Dimensions of vessels handled) | |
| Hards and Ramps | |
| Divers / Diving assistance | |
| 13. SERVICES | |
| Radio / FAX / Telephone / Internet etc. | |
| Medical | |
| Quarantine | |
| Consul | |
| Ship chandlery and Stevedores | |
| Compass adjustment | |
| Tank cleaning | |
| Hull painting | |
| Police / Ambulance / Firefighting (Fixed and Mobile facilities) | |
| Nav. Warning and Weather bulletin | |
| Garbage disposal / Waste oil disposal | |
| Helicopter landing facilities | |

| | |
|--|---|
| 14. RESCUE & DISTRESS | |
| Salvage, Lifeboat, Life guards, etc | |
| 15. SUPPLIES | |
| Fuel (Type, Quantities & Method of delivery) | |
| Fresh water (Method of delivery and Rate of supply) | |
| Provisions | |
| Chart agents | |
| 16. COMMUNICATIONS | |
| Road, Rail and Air services available | |
| Nearest airport or airfield | |
| Port Radio and Information Service (Frequencies and Operating Hours) | |
| 17. PORT AUTHORITY | |
| Designation, Address, Telephone, E-mail Address and Website | |
| 18. SECURITY | |
| Security of ports / International Ship and Port Facility Security (ISPS) compliance |  |
| Custom and Immigration Regulations in force | |
| 19. SMALL CRAFT FACILITIES | |
| Information and facilities for small craft, yachts visiting the port |  |
| Yacht clubs, berths etc | |
| 20. SHORT LEAVE | |
| 21. CLUBS RECREATION | |
| Information Kiosk (Location) |  |
| Foreign Exchange firms / Banks (Within / Near Port Area) | |
| Places of interest near port | |
| 22. VIEWS | |
| Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc. | |
| 23. ADDITIONAL DETAILS | |
| Any other information considered to be useful for the mariners | |
| SIGNATURE OF THE OBSERVER / REPORTER / MASTER | |



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

INMARSAT C (IOR) 441907210 CODE: 43 (TOLL FREE)

AFTN: VABBYXYC