

INDIAN NOTICES TO MARINERS



EDITION NO. 21 DATED 01 NOV 2019

(CONTAINS NOTICES 231 TO 237)

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

FEEDBACK: msis-inho@navy.gov.in



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 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>
2028	15-09-2019	APPROACHES TO RATNAGIRI LIMIT 16° 51'.80N; 73° 03'.60E. 17° 12'.50N; 73° 19'.30E.	60,000	3	Rs. 1950.00
		MIRYA AND RATNAGIRI BAYS LIMIT 16° 57'.00N; 73° 13'.60E. 17° 02'.20N; 73° 17'.80E.	15,000		

2. 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>
257 (INT 7343)	15-09-2019	MALWAN TO KUNDAPURA LIMIT 13° 20'.00N; 72° 52'.00E. 16° 05'.00N; 74° 45'.00E.	3,00,000	4	Rs. 1950.00

3. The Indian Charts that are permanently withdrawn are 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>
2028	31-01-2008	APPROACHES TO RATNAGIRI	2028	15-09-2019
		MIRYA AND RATNAGIRI BAYS		
257 (INT 7343)	30-11-2002	MALWAN TO COONDAPOOR	257 (INT 7343)	15-09-2019

4. 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>
IN2257AA	257	MALWAN TO KUNDAPURA	25-10-2019
IN42028D	2028	APPROACHES TO RATNAGIRI	25-10-2019
IN52028E	2028	MIRYA AND RATNAGIRI BAYS	25-10-2019

VI

5. The new edition 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>
IN3402AS	402	LANDFALL ISLAND TO STEWART SOUND	24-10-2019
IN52099M	2099	MALE ATOLL	21-10-2019

6. 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>
IN2257CM	257	MALVAN TO COONDAPOOR	08-05-2019
IN3402AS	402	LANDFALL ISLAND TO STEWART SOUND	20-05-2019
IN42028A	2028	APPROACHES TO RATNAGIRI	25-02-2019
IN52028C	2028	MIRYA AND RATNAGIRI BAYS	25-02-2019
IN52099M	2099	MALE ATOLL	08-03-2019

7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
210	UMARGAM TO SATPATI	1,50,000	New Edition
219	TELLICHERRY TO TANUR NAGARAM	1,50,000	New Edition
256	MURUD-JINJIRA HR. TO MALVAN	3,00,000	New Edition
258	KUNDAPURA TO BADAGARA	3,00,000	New Edition
259	BADAGARA TO KOCHI	3,00,000	New Edition
273	KADMAT ISLAND TO IHAVANDIFFULU ATOLL	5,00,000	New Edition
304	APP. TO CHANDRABHAGA	1,50,000	New Chart
2006	MINICOY ISLAND	25,000	New Edition
2527	MAURITIUS	1,25,000	New Chart
4152	DUGONG CREEK	25,000	New Chart

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

<i>Title of Publication</i>	<i>Edition</i>
BAY OF BENGAL PILOT (INP - 2)	2019

9. The forthcoming Indian Publications are as follows:-

<i>Title of Publication</i>	<i>Edition</i>
INDIAN LIST OF RADIO SIGNALS VOLUME – 1 (INP – 31 (1))	2019
INDIAN LIST OF RADIO SIGNALS VOLUME – 2 (INP – 31 (2))	2019

VII

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 world wide 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:

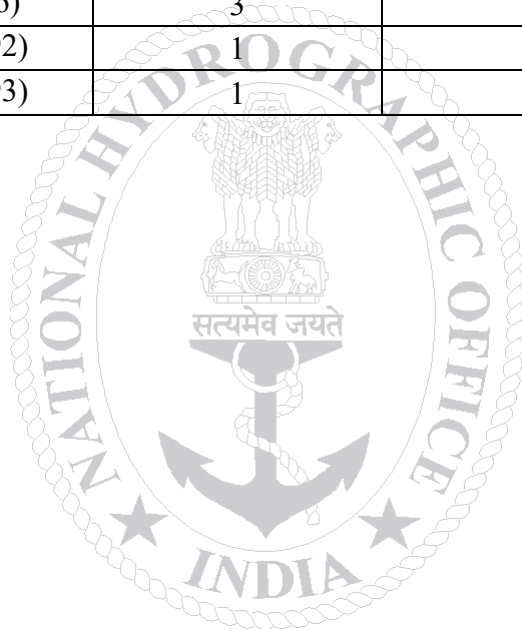
United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: www.hydro.gov.uk	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 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 231 to 237 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	232
41	6	236(T), 237(T)
206	2	232
207	2	232
211	3	233
253 (INT 7328)	2	232
254 (INT 7331)	3	232
255 (INT 7334)	3	233
292 (INT 7021)	2	231, 232
351 (INT 7419)	5	234
2016 (INT 7336)	3	233
2504 (INT 77392)	1	235
2505 (INT 77393)	1	235



SECTION – II**PERMANENT NOTICES*****231 (21/19) INDIAN – WEST COAST – Dwarka to Mumbai – Diffuser.**

Source: INS Sutlej.

Chart 292 (INT 7021) [previous update 217/19]

Delete



Diffuser

21° 28'·20N., 72° 34'·00E.

***232 (21/19) INDIA – WEST COAST – Veraval to Diu Head – Wreck.**

Source: ICGS Pipavav.

Chart 21 [previous update 206/19]

Insert



20° 22'·09N., 71° 11'·20E.

Chart 292 (INT 7021) [previous update 231/19]

Insert



20° 22'·09N., 71° 11'·20E.

Chart 253 (INT 7328) [previous update 201/19]

Insert



20° 22'·09N., 71° 11'·20E.

Chart 254 (INT 7331) [previous update 219/19]

Insert



20° 22'·06N., 71° 11'·21E.

Chart 207 [previous update 219/19]

Insert



20° 22'·09N., 71° 11'·20E.

Chart 206 [previous update 169/19]

Insert



20° 22'·09N., 71° 11'·20E.

***233 (21/19) INDIA – WEST COAST – Inner App. to Mumbai – Wreck.**

Source: MRCC Mumbai.

Chart 255 (INT 7334) [previous update 202/19]

Insert



18° 54'·55N., 72° 47'·16E.

Chart 211 [previous update 202/19]

Insert



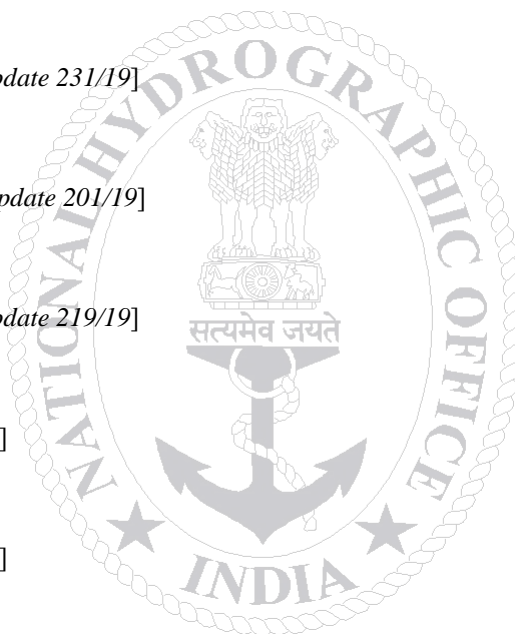
18° 54'·55N., 72° 47'·16E.

Chart 2016 (INT 7336) [previous update 202/19]

Insert



18° 54'·55N., 72° 47'·16E.

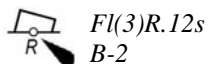


***234 (21/19) INDIA – EAST COAST – Paradip to Pussur River – Buoy.**

Source: Bangladesh Notice 30(T)/19.

Chart 351 (INT 7419) [previous update 156/19]

Delete



21° 28′·45N., 89° 31′·40E.

235 (21/19) INDIAN OCEAN – MAURITIUS – Mathurin Harbour – Beacon, Leading line, Legend.*Chart 2505 (INT 77393)** [previous update 165/18]

Source: HSU, Mauritius.

Delete



19° 40′·58S., 63° 25′·17E.

leading line, joining:

19° 40′·58S., 63° 25′·17E.

19° 40′·22S., 63° 25′·67E.

legend “232,5°”, centered on:

19° 40′·23S., 63° 25′·64E.

Chart 2504 (INT 77392) [previous update 165/18]

Delete



19° 40′·58S., 63° 25′·17E.

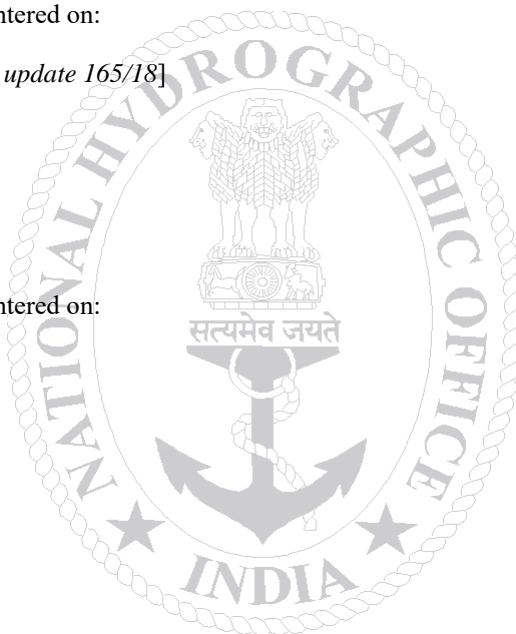
leading line, joining:

19° 40′·58S., 63° 25′·17E.

19° 40′·22S., 63° 25′·67E.

legend “232,5°”, centered on:

19° 40′·23S., 63° 25′·64E.



SECTION – III**TEMPORARY AND PRELIMINARY NOTICES*****236 (T) (21/19) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Survey.**

Source: Myanmar Notice 44/19.

1. 3D Seismic survey will be carried out by MV-Ramform Hyperion (Call Sign: C6DB4) till **31 Jan 19** in the area bounded by the following coordinates:-

Sl. No.	Position
(a)	14° 40'·00N., 094° 49'·00E.
(b)	14° 40'·00N., 096° 15'·00E.
(c)	14° 31'·23N., 096° 14'·99E.
(d)	14° 31'·23N., 095° 51'·89E.
(e)	14° 16'·63N., 095° 51'·90E.
(f)	14° 16'·56N., 095° 13'·52E.
(g)	14° 24'·52N., 095° 13'·49E.
(h)	14° 24'·42N., 094° 49'·08E.

2. During the survey operation period unauthorized navigation, anchoring, fishing and trawling are prohibited within 5 NM from the above mentioned area.
3. Mariners are advised to navigate with caution.

Charts affected – 41 (INT 757).***237 (T) (21/19) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Dredging.**

Source: Myanmar Notice 45/19.

1. Dredging will be carried out by Dredger SS 14 and MV- Shwe Thaigi in the area bounded by the following coordinates:-

Sl. No.	Position	Sl. No.	Position
(i)	16° 46'·97N., 96° 07'·17E.	(viii)	16° 46'·73N., 96° 07'·12E.
(ii)	16° 46'·93N., 96° 07'·09E.	(ix)	16° 46'·69N., 96° 07'·14E.
(iii)	16° 46'·84N., 96° 07'·10E.	(x)	16° 46'·73N., 96° 07'·24E.
(iv)	16° 46'·88N., 96° 07'·18E.	(xi)	16° 46'·64N., 96° 07'·17E.
(v)	16° 46'·79N., 96° 07'·09E.	(xii)	16° 46'·61N., 96° 07'·20E.
(vi)	16° 46'·76N., 96° 07'·10E.	(xiii)	16° 46'·63N., 96° 07'·29E.
(vii)	16° 46'·81N., 96° 07'·21E.	(xiv)	16° 46'·66N., 96° 07'·32E.

2. During the operation period unauthorized navigation, anchoring, fishing and trawling are prohibited within 50 Yards from the above mentioned area.
3. The dredging area is marked by yellow buoy with red light (Fl.Q.R)
3. Mariners are advised to contact local port authorities for more information.

Charts affected – 41 (INT 757).

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>
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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 Oct 19:-

2018 SERIES – 758

2019 SERIES – 024 088 199 287 289 369 392 479 549 591 621 688 698 707 723 730 736 740 741
742 744 746 750 751 766 767 768 771 772 773 774 776 777 778 779 780 781 782 783 784 785
786 787 788 789 790 791

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

751. India East Coast - Tuticorin. Charts IN 2075 INT 7366. Pandiyan Tivu DGPS and Racon (08-47N 078-12E) off.
752. Cancel Navarea VIII MSG 586/19, 711 and this MSG. INTM 226/19, 229 refers.
753. Andaman sea – off Nicobar. Charts IN 41 472 INT 7032. Firing by Air force scheduled from 200530 to 221000 UTC Oct 19 in danger area bounded by 09-17.13N 093-04.28E, 08-54.42N 094-14.88E, 08-35.09N 094-21.08E, 07-37.08N 094-00.9E, 07-17.87N 093-20.47E, 08-16.3N 093-41.53E, 08-36.1N 093-36.88E, 09-03.18N 092-35.09E . Wide berth from area advised. 2. Cancel this MSG 221100 UTC Oct 19.
754. Cancel NAVAREA VIII MSG 693/19, 694 and this MSG.
755. India West Coast - off Porbandar . Charts IN 21 204 252 253 292 INT 7021 . Surface and Antiair Firing by Naval ships scheduled from 190001 to 221830 UTC Oct 19 in danger area bounded by 22-40N 067-47E, 20-57N 067-00E, 18-35N 069-42E, 20-14N 070-30E . Wide berth from area advised. 2. Cancel this MSG 221930 UTC Oct 19.
756. India West Coast - off Porbandar. Charts IN 21 252 271 292 INT 7021. Underwater Firing by Naval ships scheduled from 190001 to 221830 UTC Oct 19 IN danger area bounded within 20-35N to 21-25N and 067-35E to 068-25E. Wide berth from area advised. 2. Cancel this MSG 221930 UTC Oct 19.
757. India West Coast – off Mormugao. CHARTS IN 22 293 INT 71. Surface, Sub Surface, Anti air Firing by Naval ships scheduled from 220630 to 251730 UTC Oct 19 in danger area bounded by 14-17N 071-41.35E, 16-30.27N 072-27.11E, 17-58.03N 069-23.04E, 16-25.41N 068-26.07E . Wide berth from area advised. 2. Cancel this MSG 251830 UTC Oct 19.
758. Andaman Sea – off Port Blair. Charts IN 41 405 473 4016 INT 7031. Firing practice scheduled on 23 Oct 19 from 0230 to 0830 UTC in danger area bounded by 11-39.7N 092-46.3E, 11-40.6N 092-47E, 11-38.7N 092-53.1E, 11-32.9N 092-48.3E. Wide berth from area advised. 2. Cancel this MSG 230930 UTC Oct 19.
759. India West Coast – Okha. Charts IN 203 251 291 2068 INT 7319. Firing by Naval Coast Battery scheduled on 23 Oct 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. 2. Cancel this MSG 230830 UTC Oct 19.
760. Andaman Sea – off Cinque. Charts IN 405 473 4030 INT 7440. Firing by Naval ships scheduled on 24 OCT 19 from 0001 to 0530 UTC in danger area bounded within 11-10N to 11-20N and 092-35E to 092-55E . Wide berth from area advised. 2. Cancel this MSG 240630 UTC Oct 19.
761. Bay of Bengal and NE Indian Ocean. Charts IN 31 33 308 353 354 INT 71. Experimental Flight trial scheduled from ITR on 23, 24, 25 Oct 19 from 0630 to 1030 UTC in danger areas bounded by (A) 17-46.8N 083-26.47E, 15-01.92N 082-55.01E, 02-33.62N 086-33.62E, 04-07.55N 091-01.62E, 16-05.59N 085-55.93E, 17-52.04N 083-41.35E (B) 06-42.27S 088-43.91E, 13-20.77S 090-06.62E, 10-33.46S 098-07.97E, 04-30.43S 095-03.75E . Wide berth from area advised. 2. Cancel this MSG 251130 UTC Oct 19.
762. India West Coast – off Mumbai. Chart 255 INT 7334. Cable Ship Umm Al Anber progressing repair in area bounded by 19-00.6N 072-35.02E, 18-59.75N 072-35.19E, 19-00.01N 072-31.62E, 19-00.8N 072-31.6E. Wide berth requested. 2. Cancel this MSG 271830 UTC Oct 19.
763. NAVAREA VIII warnings in force as on 18 Oct 2019:- 2018 Series – 758 2019 Series – 024 088 199 287 289 369 392 479 549 591 621 687 688 698 707 714 723 725 730 736 737 738 740 741 742 744 746 750 751 753 755 756 757 758 759 760 761 762

<p>763. Continued. (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 260930 UTC Oct 19.</p>
<p>764. India West Coast – off Mormugao. Charts IN 22 256 272 293 INT 71 . Surface, Sub Surface, Anti air firing by Naval ships scheduled from 220630 to 251730 UTC Oct 19 in danger area bounded by 13-39N 071-29E, 17-07N 072-40E, 15-50N 068-05.3E, 18-28N 069-43.4E. Wide Berth from area advised. 2. Cancel NAVAREA VIII MSG 757/19 and this MSG 251830 UTC Oct 19.</p>
<p>765. India East Coast - off Vishakhapatnam and Nicobar. Charts IN 41 308 354 472 INT 71. Missile launch scheduled from 17-39.24N 083-37.81E from 221830 to 241830 UTC Oct 19. 2. Danger area as follows:- (A) Circle of 4.5 NM from launcher. (B) Circle of 10 NM from 07-05.77N 092-20.15E. 3. Wide berth from area advised. 4. Cancel this MSG 241930 UTC Oct 19.</p>
<p>766. India West Coast - off Porbandar. Charts IN 21 204 252 253 292 INT 7021. Surface and Anti air firing by Naval ships scheduled from 260001 UTC OCT to 021830 UTC Nov 19 in danger area bounded by 19-46N 066-27E, 22-40N 067-47E, 21-20N 069-15E, 18-25N 067-55E. Wide berth from area advised. 2. Cancel this MSG 021930 UTC Nov 19.</p>
<p>767. India West Coast - off Porbandar. Charts IN 21 252 271 292 INT 7021. Underwater firing by naval ships scheduled from 260001 UTC Oct to 021830 UTC Nov 19 in danger area bounded within 20-35N to 21-25N and 067-35E to 068-25E. Wide berth from area advised. 2. Cancel this MSG 021930 UTC Nov 19.</p>
<p>768. India West Coast – off Pipavav . Chart 292 INT 7021. SV Coastal Triumph progressing survey in area bounded by 20-25.52N 071-02.52E, 20-45.08N 071-35.83E, 20-48.25N 071-41.28E, 20-54.75N 071-51.51E, 21-07.47N 072-08.87E, 20-51.22N 072-23.69E, 20-34.06N 072-14.53E, 20-25.35N 071-57.59E, 20-17.04N 071-37.16E . Wide berth of 2 NM requested. 2. Cancel this MSG 311830 UTC Oct 19.</p>
<p>769. Cancel NAVAREA VIII MSG 761/19, 765 and this MSG.</p>
<p>770. India East Coast – Chennai. Charts IN 313 356 3001 INT 7400. Firing by Naval Coast Battery scheduled on 25 Oct 19 from 0530 to 0730 UTC. 2. Danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised. 3. Cancel this MSG 250830 UTC Oct 19.</p>
<p>771. Bay of Bengal – off Chittagong. Charts BA 84 90 INT 756. Firing from Faujdarhat firing range scheduled from 23 to 31 Oct 19 from 0030 to 1600 UTC in danger sector extending upto 6.8 NM between bearing 330 from 22-23.30N 091-45.20E and 280 from 22-20.45N 091-45.43E. Wide berth from area advised. 2. Cancel this MSG 311700 UTC Oct 19.</p>
<p>772. Andaman Sea – Yangon river. Chart BA 833 INT 7442. Buoys New upper spit, Additional lower western shifted to 16-25.7N 096-20.75E, 16-21N 096-22.1E. Buoys New additional upper western FL R 3S (16-25.9N 096-20.2E), Lower western FL R 3S (16-22.3N 096-21.95E) laid. Buoy new center spit removed.</p>
<p>773. India West Coast – off Mumbai. chart 255 INT 7334. Mt Shivali progressing survey in area bounded within 18-57.5N to 19-01.5N and 071-41.5E to 071-47.5E. Wide berth requested. 2. Cancel this MSG 311830 UTC Oct 19.</p>
<p>774. India West Coast – Gulf of Khambhat. Chart 210 INT 7331. Uncharted Rigs reported 20-13.26N 071-54.72E and 20-14.91N 071-57.77E.</p>
<p>775. India West Coast – off Mumbai. Chart 292 INT 7021. Barge Kreuz Glorious Progressing underwater repair of platform, pipeline and other structures in area bounded by 19-20.98N 071-18.14E, 19-31.78N 071-18.15E, 19-12.83N 072-06.78E, 19-08.72N 072-07.01E, 18-43.49N 072-20.3E, 18-34.96N 072-14.45E . All vessels in vicinity to give wide berth and exercise caution. 2. Cancel this MSG 151830 UTC May 20.</p>
<p>776. Lakshadweep Sea – off Cape Comorin. Chart IN 22 INT 752. Abandoned MSV Ark of God reported sunk 06-12.79N 075-54.32E at 211100 UTC Oct 19.</p>
<p>777. India West Coast - off Karwar. Chart IN 257 INT 7343. MV Erlyne Reported loss of general cargo 14-04N 072-58E at 240100 UTC Oct 19. 2. Cancel this MSG 270100 UTC Oct 19.</p>
<p>778. India East Coast – Off Chennai. Charts IN 356 391 INT 7400. Firing by CG Aircraft scheduled on 29, 30, 31 Oct 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 311230 UTC Oct 19.</p>
<p>779. India West Coast – Off Mumbai. Chart 292 INT 7021. Barge KREUZ GLORIOUS progressing underwater</p>

<p>779. Continued. repair of platform, pipeline and other structures at 19-20.98N 071-18.14E, 19-31.78N 071-18.15E, 19-12.83N 072-06.78E, 19-08.72N 072-07.01E, 18-43.49N 072-20.3E, 18-34.96N 072-14.45E. All vessels in vicinity to give wide berth and exercise caution. 2. Cancel NAVAREA VIII MSG 775/19 and this MSG 151830 UTC May 20.</p>																																												
<p>780. NAVAREA VIII WARNINGS IN FORCE AS ON 25 OCT 2019 2018 SERIES – 758 2019 SERIES – 024 088 199 287 289 369 392 479 549 591 621 687 688 698 707 714 723 730 736 737 740 741 742 744 746 750 751 762 766 767 768 771 772 773 774 776 777 778 779 (A) NAVAREA VIII Warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII Warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 010930 UTC Nov 19.</p>																																												
<p>781. India West Coast – Kochi. Charts IN 220 259 2029 INT 7356. Firing by naval coast battery scheduled on 01 Nov 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. 2. Cancel this MSG 011530 UTC Nov 19.</p>																																												
<p>782. India East Coast – off Gopalpur. Charts IN 352 353 INT 7413. Army air defence firing and BPTA flight scheduled daily from 01 to 06 Nov 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 061530 UTC Nov 19.</p>																																												
<p>783. Bay Of Bengal - off Bangladesh. Chart IN 31 INT 756. Firing by naval ships scheduled daily from 01 to 30 Nov 19 except on Friday and Saturday from 0001 to 1600 UTC in danger areas bounded by (A) 21-20.83N 090-34E, 21-41N 091-14E, 21-20.83N 091-28E, 21-00N 090-47.83E (B) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (C) 20-22N 091-06E, 20-46.5N 091-31E, 20-24N 091-59E, 20-00N 091-36E (D) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (E) 20-58N 089-34E, 20-58N 089-54E, 20-34N 089-54E, 20-34N 089-34E. Wide berth from area advised. 2. Cancel this MSG 301700 UTC Nov 19.</p>																																												
<p>784. India West Coast- off Jaigarh. Chart 256 INT 7340. Abandoned fishing boats Ganga Ganesh and Swarna Jyoti reported anchored 17-32.59N 072-28.15E and 17-41.05N 072-19.91E. 01 crew missing.</p>																																												
<p>785. India West Coast- off Mumbai. Chart 255 INT 7022. Fishing boat Vaishnav Devi Mata reported sunk in vicinity of 18-40N 070-58E.</p>																																												
<p>786. India West Coast- off Karwar. Chart 215 INT 7343. Abandoned fishing boats reported adrift 14-56.16N 074-02.67E, 15-10.73N 073-50.6E, 14-50N 073-57E. 2. Cancel this MSG 311000 UTC Oct 19.</p>																																												
<p>787. India West Coast. Charts IN 251 253 254 255 256 292 INT 7021. Rig list</p> <table border="0"> <tr><td>ABAN III</td><td>18-01.06N 072-22.72E</td></tr> <tr><td>ABAN ICE</td><td>19-27.64N 071-03.10E NEW</td></tr> <tr><td>DISCOVERY1</td><td>19-12.51N 072-02.24E</td></tr> <tr><td>FG MCLINTOK</td><td>18-55.88N 072-18.31E NEW</td></tr> <tr><td>GREAT DRILL CHAAYA</td><td>18-41.51N 072-21.21E</td></tr> <tr><td>GREAT DRILL CHAARU</td><td>18-39.51N 072-12.85E</td></tr> <tr><td>GREAT DRILL CHETNA</td><td>19-42.62N 070-51.07E NEW</td></tr> <tr><td>GREAT DRILL CHITRA</td><td>19-13.34N 072-10.86E</td></tr> <tr><td>HARVEY H WARD</td><td>18-08.47N 072-18.78E</td></tr> <tr><td>JINDAL EXPLORER</td><td>19-27.59N 071-24.98E</td></tr> <tr><td>JT ANGEL</td><td>19-31.28N 071-15.32E</td></tr> <tr><td>RON TAPMEYER</td><td>18-08.49N 072-22.08E</td></tr> <tr><td>SAGAR BHUSHAN</td><td>19-06.62N 071-15.39E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-31.57N 070-56.41E</td></tr> <tr><td>SAGAR JYOTI</td><td>18-18.09N 072-14.60E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-17.29N 071-01.93E</td></tr> <tr><td>SAGAR RATNA</td><td>19-07.35N 072-06.45E</td></tr> <tr><td>SAGAR SHAKTI</td><td>18-57.98N 071-28.47E</td></tr> <tr><td>SAGAR UDAY</td><td>19-27.30N 070-52.18E</td></tr> <tr><td>SAGAR VIJAY</td><td>19-25.52N 070-54.29E</td></tr> <tr><td>SUNDOWER7</td><td>18-30.07N 072-15.95E</td></tr> <tr><td>TRIDENT XII</td><td>18-36.16N 071-01.65E</td></tr> </table>	ABAN III	18-01.06N 072-22.72E	ABAN ICE	19-27.64N 071-03.10E NEW	DISCOVERY1	19-12.51N 072-02.24E	FG MCLINTOK	18-55.88N 072-18.31E NEW	GREAT DRILL CHAAYA	18-41.51N 072-21.21E	GREAT DRILL CHAARU	18-39.51N 072-12.85E	GREAT DRILL CHETNA	19-42.62N 070-51.07E NEW	GREAT DRILL CHITRA	19-13.34N 072-10.86E	HARVEY H WARD	18-08.47N 072-18.78E	JINDAL EXPLORER	19-27.59N 071-24.98E	JT ANGEL	19-31.28N 071-15.32E	RON TAPMEYER	18-08.49N 072-22.08E	SAGAR BHUSHAN	19-06.62N 071-15.39E	SAGAR GAURAV	19-31.57N 070-56.41E	SAGAR JYOTI	18-18.09N 072-14.60E	SAGAR KIRAN	19-17.29N 071-01.93E	SAGAR RATNA	19-07.35N 072-06.45E	SAGAR SHAKTI	18-57.98N 071-28.47E	SAGAR UDAY	19-27.30N 070-52.18E	SAGAR VIJAY	19-25.52N 070-54.29E	SUNDOWER7	18-30.07N 072-15.95E	TRIDENT XII	18-36.16N 071-01.65E
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TRIDENT XII	18-36.16N 071-01.65E																																											

787. Continued.	
VALIANT DRILLER	18-44.08N 072-18.48E
VICTORY DRILLER	19-24.61N 071-13.18E NEW
VIVEKANANDA1	19-09.88N 072-05.99E NEW
VIVEKANANDA2	19-10.77N 072-05.56E NEW
2.	Wide berth requested.
3.	Cancel NAVAREA VIII MSG 737/19.
788. India West Coast – off Pipavav.	Chart 292 INT 7021. SV coastal triumph progressing survey in area bounded by 20-25.52N 071-02.52E, 20-45.08N 071-35.83E, 20-48.25N 071-41.28E, 20-54.75N 071-51.51E, 1-07.47N 072-08.87E, 20-51.22N 072-23.69E, 20-34.06N 072-14.53E, 20-25.35N 071-57.59E, 20-17.04N 071-37.16E. Wide berth of 2 NM requested.
2.	Cancel NAVAREA VIII MSG 768/19 and this MSG 071830 UTC Nov 19.
789. Andaman Sea – off Irrawaddy.	Charts BA 830 INT 757. MV Ramform Hyperion progressing seismic survey in area bounded by 14-40N 094-49E, 14-40N 096-15E, 14-31.22N 096-14.99E, 14-31.23N 095-51.88E, 14-16.63N 095-51.89E, 14-16.56N 095-13.51E, 14-24.52N 095-13.49E, 14-24.42N 094-49.08. wide berth OF 5 NM requested
2.	Cancel this MSG 310001 UTC Jan 20.
790. India East Coast – off Chennai.	Charts in 356 391 INT 7400. Firing by CG Aircraft scheduled on 04, 05, 06, 07 Nov 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 071230 UTC Nov 19.
791. India West Coast – off Hazira.	Chart 254 INT 7331. MT Tapi progressing survey in vicinity of 21-01.92N 072-33.27E, 21-03.96N 072-31.62E, 21-06.28N 072-31.03E. Wide berth requested.
2.	Cancel this MSG 301830 UTC Nov 19.
792. India West Coast – New Mangalore Port.	Chart IN 2002 INT 7351. Dredger Bhagavati Prem reported beached 12-59.49N 074-47.38E.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

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
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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, ENCs 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

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NATION WIDE SAR TELE: 1554 (LAND LINE)

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AFTN: VABBYXYC