



INDIAN NOTICES TO MARINERS



EDITION NO. 10 DATED 16 MAY 2020

(CONTAINS NOTICES 132 TO 136)

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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 edition Indian Charts that are available for mariners in the market are 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>
2038	15-02-2020	RAJAPUR BAY AND VIJAYDURG HARBOUR LIMIT 16° 30'.00N; 73° 08'.80E. 16° 38'.60N; 73° 23'.10E.	25,000	3	Rs. 1950.00
2507 (INT 77395)	29-02-2020	GRAND PORT LIMIT 20° 25'.35S; 57° 43'.75E. 20° 20'.90S; 57° 47'.20E.	12,500	1	Rs. 1950.00

2. 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>
2038	31-10-2013	RAJAPUR BAY AND VIJAYDURG HARBOUR	2038	15-02-2020
2507 (INT 77395)	15-01-2017	GRAND PORT	2507 (INT 77395)	29-02-2020

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2272CR	272	CORA DIVH TO ELIKALPENI BANK	08-05-2020

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2293MT	293	MUMBAI TO NEW MANGALORE	11-05-2020

5. 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>
IN2272CD	272	CORA DIVH TO ELIKALPENI BANK	02-04-2020
IN2293MT	293	MUMBAI TO NEW MANGALORE	12-06-2019

VI

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
293	MUMBAI TO NEW MANGALORE	7,50,000	New Edition
313	MAMALLAPURAM (MAHABALIPURAM) TO POINT PUDI	1,50,000	New Edition
2007	ANDROTH ISLAND	30,000	New Edition
7708	AUSTRALIA WEST COAST	35,00,000	New Edition

Availability of ENC's

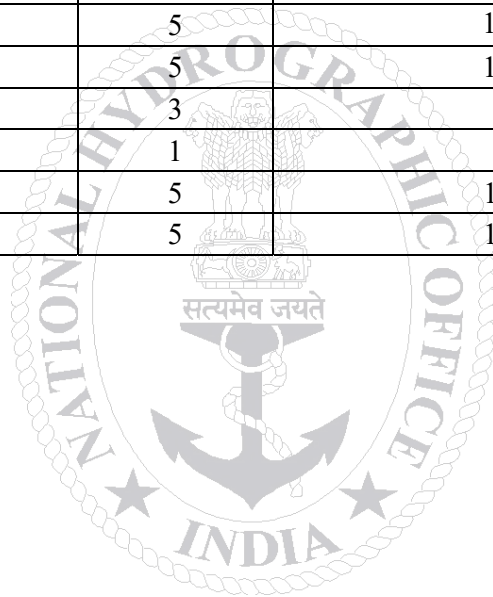
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

<p>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</p>	<p>Navico 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</p>
<p>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</p>	<p>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</p>

SECTION – I

The list of charts affected by the Notices 132 to 136 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
31(INT 756)	5	136(P)
210	3	134(T)
211	3	134(T)
253 (INT 7328)	2	134(T)
254 (INT 7331)	3	134(T)
255 (INT 7334)	3	134(T)
256 (INT 7340)	3	134(T)
292 (INT 7021)	2	134(T)
293 (INT 7022)	3	134(T)
351 (INT 7419)	5	136(P)
354 (INT 7408)	5	135(T)
355 (INT 7405)	5	135(T)
391	5	135(T)
2065	3	133
2550	1	132
3017	5	136(P)
3038	5	136(P)



SECTION – II**PERMANENT NOTICES**

***132 (10/20) INDIAN OCEAN – SEYCHELLES – Port Victoria - Wreck.**

Source: NHO, Dehradun.

Chart 2550 [previous update 099/19]

Substitute *Wk* 42 for *Wk* 88

04° 36′·33S., 55° 28′·51E.

***133 (10/20) INDIA – WEST COAST – Port Dabhol – Legend.**

Source: NHO, Dehradun.

Chart 2065 [previous update 151/19]

Substitute 12,6m (2019) for 14,3m (2016)

17° 32′·67N., 73° 07′·00E.



Section – III**TEMPORARY AND PRELIMINARY NOTICES*****134 (T) (10/20) INDIA – WEST COAST – Arabian Sea – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

Rig Name	Position
Aban III	18° 18'.64N., 72° 21'.82E.
Aban IV	19° 37'.35N., 71° 21'.66E.
Aban Ice	19° 14'.88N., 71° 56'.32E.
CE Thornton	18° 42'.53N., 72° 20'.47E.
Discovery 1	18° 36'.21N., 72° 13'.99E.
DS Fortune	19° 18'.85N., 71° 24'.94E.
DS Fossil	18° 36'.36N., 72° 15'.79E.
FG Mclintok	18° 45'.65N., 72° 19'.21E.
Great Drill Chaaya	18° 38'.79N., 72° 14'.94E.
Great Drill Chaaru	19° 32'.35N., 71° 20'.93E.
Great Drill Chetna	22° 33'.31N., 68° 26'.35E.
Great Drill Chitra	19° 27'.35N., 71° 17'.94E.
Harvey H Ward	19° 35'.30N., 71° 24'.38E.
Jindal Explorer	19° 25'.22N., 71° 11'.57E.
Jindal Star	19° 07'.79N., 71° 59'.92E.
JT Angel	19° 35'.35N., 71° 23'.25E.
Ron Tappmeyer	19° 00'.63N., 72° 11'.95E.
Sagar Bhushan	19° 23'.98N., 70° 58'.01E.
Sagar Gaurav	19° 16'.72N., 71° 21'.38E.
Sagar Jyoti	19° 40'.14N., 72° 00'.33E.
Sagar Kiran	18° 50'.58N., 71° 58'.53E.
Sagar Ratna	20° 17'.15N., 71° 54'.32E.
Sagar Shakti	20° 10'.65N., 72° 12'.43E.
Sagar Uday	19° 24'.64N., 71° 14'.37E.
Sagar Vijay	19° 02'.24N., 71° 50'.12E.
Sundower 5	19° 22'.76N., 71° 16'.31E.
Sundower 7	18° 29'.86N., 72° 15'.01E.
Trident 2	17° 56'.08N., 72° 25'.30E.
Trident 12	18° 43'.45N., 72° 20'.32E.
Valiant Driller	18° 44'.08N., 72° 18'.48E.
Victory Driller	19° 20'.80N., 71° 22'.05E.
Vivekananda 1	19° 11'.99N., 72° 11'.00E.
Vivekananda 2	18° 15'.54N., 72° 16'.34E.
Virtue 1	19° 41'.92N., 71° 32'.53E.

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.

3. All positions are in WGS 84 datum.

4. **Charts Affected – 292 (INT 7021) – 293 (INT 7022) – 253 (INT 7328) – 254 (INT 7331) – 255 (INT 7334) – 256 (INT 7340) – 210 – 211.*****Former INTM 129(T)/20 is cancelled.***

***135 (T) (10/20) INDIA – EAST COAST – Bay of Bengal – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

Rig Name	Position
Aban II	16° 27′.74N., 82° 10′.63E.
Deep Driller 8	16° 40′.09N., 82° 25′.43E.
DDKG 1	16° 29′.48N., 82° 38′.63E.
Essar Wildcart	16° 33′.44N., 82° 29′.19E.
SSV Louisiana	16° 15′.39N., 82° 25′.99E.
Olinda Star	16° 16′.38N., 82° 15′.88E.
Platinum Explorer	16° 14′.15N., 82° 22′.01E.
DSR West Polaris	16° 31′.70N., 82° 35′.90E.

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.

3. All positions are in WGS 84 datum.

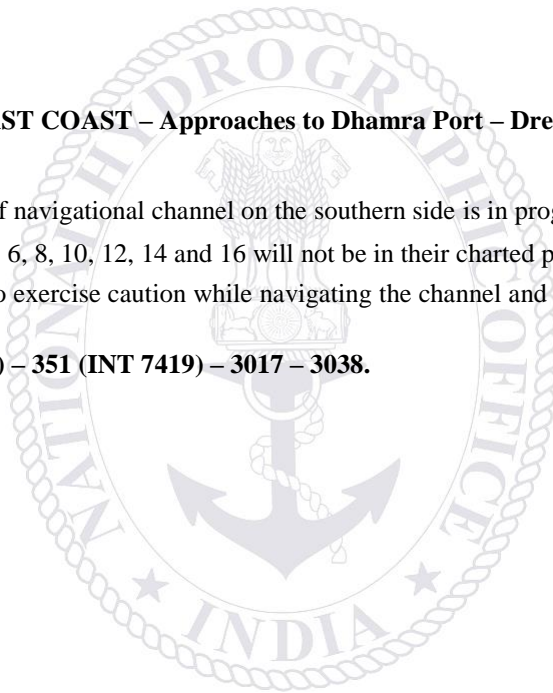
4. **Charts Affected – 391 – 354 (INT 7408) – 355 (INT 7405).*****Former INTM 130(T)/20 is cancelled.******136 (P) (10/20) INDIA – EAST COAST – Approaches to Dhamra Port – Dredging.**

Source: Dhamra Port.

1. Dredging for widening of navigational channel on the southern side is in progress.

2. Port hand buoys no. 2, 4, 6, 8, 10, 12, 14 and 16 will not be in their charted positions.

3. All vessels are advised to exercise caution while navigating the channel and contact local port authority for latest information.

Charts Affected – 31 (INT 756) – 351 (INT 7419) – 3017 – 3038.

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	BI	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 icgmrc_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 Instruments 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>HC 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 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 15 May 20 :-

2019 SERIES – 199 287 289 369 392 479 591 621 812 895 928
2020 SERIES – 074 086 116 117 159 242 245 248 259 260 265 266 267 268 269 272 273 274 275 276 278 280 281 283 284 285 287 288 290

3. NAVAREA VIII Warnings issued during the period from 01 May 20 to 15 May 20 (both dates inclusive) are as tabulated below:-

268. India West Coast. Charts IN 255 292 INT 7021. Rig move. Sagar Vijay 19-02.24N 071-50.12E. Wide berth requested.
269. India East Coast. Charts IN 355 INT 7405. Rig move. SSV Louisiana 16-15.39N 082-25.99E. Wide berth requested.
270. Cancel NAVAREA VIII MSG 118/20, 209, 250, 252, 253, 256, 263, 264 and this MSG. INTM 09/20 refers.
271. NAVAREA VIII warnings in force as on 01 May 20. 2019 Series - 199 287 289 369 392 479 591 621 812 895 928 2020 Series - 074 086 116 117 159 242 245 248 249 254 255 259 260 261 265 266 267 268 269 270 2. NAVAREA VIII warnings less than 42 days promulgated via safetynet. Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in . 3. Cancel this MSG 080930 UTC May 20.
272. India West Coast. charts IN 255 292 INT 7021. Rig move. Aban Ice 19-14.88N 071-56.32E, CE Thronton 18-42.53N 072-20.47E, Sagar Kiran 18-50.58N 071-58.53E, Sagar Ratna 20-17.15N 071-54.32E, Trident2 17-56.08N 072-25.3E . Wide berth requested.
273. India West Coast. Charts IN 255 292 INT 7021. Rig move. Parameshwara 19-00.06N 071-46.40E demobilized.
274. India West Coast – Kochi. Charts IN 220 259 2029 INT 7356. Firing by Naval Coast battery scheduled on 08, 15, 22, 29 May 20 from 0900 to 1200 UTC and 12, 19, 26 May 20 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 291300 UTC May 20.
275. India West Coast. Charts IN 255 292 INT 7021 . Rig move. Discovery1 18-36.21N 072-13.99E, GD Chaaya 18-38.79N 072-14.94E. Wide berth requested.
276. India East Coast. Charts IN 355 INT 7405. Rig move . DDKG1 16-29.48N 082-38.63E. Wide berth requested.
277. NAVAREA VIII WARNINGS in force as on 08 May 20. 2019 Series - 199 287 289 369 392 479 591 621 812 895 928 2020 Series - 074 086 116 117 159 242 245 248 254 255 259 260 261 265 266 267 268 269 272 273 274 275 276 2. NAVAREA VIII warnings less than 42 days promulgated via safetynet. Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in . 3. Cancel this MSG 150930 UTC May 20.
278. India West Coast - off Okha. Charts IN 202 INT 7318. RV Polar duchess progressing survey in area bounded by 22-27N 068-25E, 22-35N 068-25E, 22-35N 068-16E, 22-41N 068-16E, 22-41N 068-33E, 22-28N 068-33E, 22-28N 068-37E, 22-16N 068-37E, 22-16N 068-25E. Vessel towing 08 streamers of 8 kms. Wide berth requested. 2. Cancel this MSG 311830 May 20.
279. Andaman Sea - off Barren. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 14, 15 May 20 from 0430 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide berth from area advised. 2. Cancel this MSG 151030 UTC May 20.
280. India West Coast. Charts IN 255 292 INT 7021. Rig move. Virtuel 19-41.92N 071-32.53E, DS Fortune 19-18.85N 071-24.94E . Wide berth requested.
281. India West Coast - off Dabhol. Charts IN 212 INT 7340. Harnai LT (17-49N 073-05E) Unlit.
282. India East Coast - Karaikal. Charts IN 357 INT 7397 . LT (10-55N 079-51E) unlit.
283. India West Coast - off Mumbai. Charts IN 255 INT 7334. DSV Seamec Princess progressing operations in area

<p>283. Continued. bounded by 19-42.5N 070-45.4E, 19-41.3N 072-09.7E, 18-54.9N 072-20.6E, 18-55.1N 071-46.6E, 18-55.7N 071-02E, 19-11N 070-50.9E. Wide berth requested. 2. Cancel this MSG 301830 UTC Jun 20.</p>
<p>284. India East Coast - Visakhapatnam Port. Charts IN 3002 3012 INT 7411. Lattice structure of 0.8X15X50 M reported sunk 17-39.6N 083-19.6E. Wide berth advised.</p>
<p>285. India West Coast - off Karwar. Charts IN 214 215 216 257 293 INT 7343. Under water firing scheduled from 150001 to 312359 UTC May 20 in danger area bounded by 14-56N 073-06E, 15-12N 073-36E, 14-18N 074-02E, 13-58N 073-24E. Wide berth from area advised. 2. Cancel this MSG 010100 UTC Jun 20.</p>
<p>286. India East Coast - off Chennai. Charts IN 32 356 357 391 INT 7400. Firing by CG aircraft scheduled on 14, 15 May 20 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 151230 UTC May 20.</p>
<p>287. India West Coast - off Okha. Charts IN 202 204 251 252 271 291 292 INT 7021. Under water firing scheduled from 150001 to 312359 UTC May 20 in danger area bounded by 22-05N 067-40E, 22-34N 068-12E, 21-46N 069-04E, 21-14N 068-32E. Wide berth from area advised. 2. Cancel this MSG 010100 UTC Jun 20.</p>
<p>288. India West Coast - off Mumbai. Charts IN 255 INT 7334. CS Umm AL Anber progressing cable repair in area bounded by 18-58N 071-48E, 18-58N 071-59E, 18-56N 071-59E, 18-55.6N 071-48E. Wide berth requested. 2. Cancel this MSG 311830 UTC May 20.</p>
<p>289. Cancel Navarea VIII MSG 282/20 and this MSG.</p>
<p>290. NAVAREA VIII warnings in force as on 15 May 20. 2019 Series - 199 287 289 369 392 479 591 621 812 895 928 2020 Series - 074 086 116 117 159 242 245 248 259 260 265 266 267 268 269 272 273 274 275 276 278 280 281 283 284 285 287 288 2. NAVAREA VIII warnings less than 42 days promulgated via safetynet. Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in. 3. Cancel this MSG 220930 UTC May 20.</p>

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)
Chapter - 2 (Page 112)

Article 2.83, insert after Para 5

6 Anchorage may be obtained in area bound by following coordinate:

13°12'.08N, 80°21'.80E

13°12'.17N, 80°21'.49E

13°12'.38N, 80°21'.69E

Article 2.89, Para 1, delete line 4 and replace by

in position 13°12'.20N, 80°23'.10E for major port
and in the anchorage area for minor port.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7019.06	- Fause Baie des Galions. Ldg Lts 316.5°. Front.	25 02.35 S 46 58.20 E	Iso W 6s	25	5	..	TE 2020
D7019.061	- - - Rear	25 01.57 S 46 57.40 E	Iso W 6s	55	5	..	TE 2020
D7021.3	- Port d' Ehoala. Breakwater	25 03.79 S 46 58.08 E	FI(2)R 5s	20	5	..	TE 2020
D7021.6	- Port d' Ehoala. Ldg Lts 226.5°. Front	25 04.06 S 46 57.62 E	Iso W 6s	21	2	..	TE 2020
D7021.61	- - - Rear	25 04.31 S 46 57.34 E	Iso W 6s	54	2	..	TE 2020
D7266	- - Ldg Lts 068°. Front. Customs pier	10 26.65 N 45 00.35 E	Q R	13	2	Red and white framework tower 12	TE 2020
D7266.1	- - - Rear. 190m from front	10 26.69 N 45 00.44 E	Iso R 4s	17	2	Red and white framework tower 16	TE 2020
F1494	- Fort Cornwallis	05 25.27 N 100 20.62 E	FI R 2s	27	15	White metal framework tower on NE tower of fort 21	<i>fl 0.4,</i> *
F1578	- Kuala Selangor	03 20.50 N 101 14.70 E	FI(2)W 15s	73	18	White round metal tower on masonry base 27	<i>fl 0.4, ec 3.4, fl 0.4, ec 10.8</i> *
F1586	- Pulau Angsa	03 11.18 N 101 13.03 E	FI WR 10s	36	W 22 R 15	White round concrete tower 11	W145°-315°(170°), R315°-145° (190°). Partially obscured 323.5°- 010.5°(47°) by Air Obstruction light F R 28m close by *
F1616	PERMATANG SEDEPA (ONE FATHOM BANK) TSS - Northbound Route. N Side. Permatang Sedepa (One Fathom Bank)	02 53.31 N 100 59.71 E	FI(4)W 20s	43	23	White round metal tower, red bands on concrete piles. Dome shaped roof at base of tower	
- - - -	Racon	ILRS Vol 2 Station 79880 *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2019

(Last correction: *Edition No. 05 dated 01 Mar 2020*)

NIL

INP 31(2), 2019

(Last correction: *Edition No.08 dated 16 Apr 2020*)

NIL

NP 31(5), 2017

(Last correction: *Edition No. 05 dated 01 Mar 2020*)

NIL

INP 31(6), 2018

(Last correction: *Edition No. 09 dated 01 May 2020*)

PAGE 123, MOZAMBIQUE, MAPUTO.

Delete entry and replace by:

MAPUTO

UNCTAD LOCODE: MZ MPM

25°59'S 32°34'E

Pilots

CONTACT DETAILS:

VHF Channel: Ch 16; 12

Telephone: +258 21430101

Fax: +258 21430101

E-mail: POMLMaputoPilots@pomaritime.com

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** to transit the North Channel, inbound and outbound and is available H24 for the following:
 - (a) Vessels with a draught of 11.5m or more
 - (b) All tankers regardless of draught
- (2) **Notice of ETA:** Vessels should send ETA 48h, 24h, 12h and 2h prior to arrival at the Pilot Station.
- (3) Vessels with a draught of 12.5m or over must contact Port Control on VHF Ch 12, 3h prior to arrival at Lt buoy No 1N.
- (4) **Pilot boards** in the following positions:
 - (a) 25°56'.42S, 32°46'.75E
 - (b) 25°41'.50S, 32°51'.50E (vessels with draught of 12.5m or over)

Port

CONTACT DETAILS:

Port Control

VHF Channel: Ch 16; 12 14

Telephone: +258 21494396, +258 21340500

Fax: +258 21430101, +258 21307648

E-mail: portcontrol@portmaputo.com

Harbour Master

Telephone: +258 21340517

Fax: +258 21021892

E-mail: Frederico.Silva@portmaputo.com

Port Authority

Telephone: +258 21340500

Fax: +258 21313921

E-mail: info@portmaputo.com

Mussa.Aly@portmaputo.com (Marine Operations Manager)

Website: www.portmaputo.com

HOURS: H24**PROCEDURE:**

(1) All vessels intending to call at Maputo and Matola Ports, must submit by e-mail to Maputo Port Control, Hr Mr, Marine Operations Manager, Pilot and agent, their ETA to the Fairway Lt Buoy 1N (25°38'.36S 32°53'.01E), 3h prior to arrival.

(2) In the approach channel to the port, two-way Reporting Points have been established in the following positions:

(a) 25°37'.89S 32°53'.12E (In the vicinity of Lt buoy No 1N)

(b) 25°46'.49S 32°49'.57E (In the vicinity of Lt buoy No 2N)

(c) 25°55'.72S 32°52'.18E (In the vicinity of Lt buoy No 5)

(d) 25°56'.01S 32°44'.57E (In the vicinity of Lt buoy No 6)

(e) 25°56'.93S 32°41'.11E (In the vicinity of Lt buoy No 8)

(f) 25°57'.47S 32°39'.22E (In the vicinity of Lt buoy No 11)

(g) 25°59'.23S 32°35'.90E (In the vicinity of Lt buoy No 14)

(3) Inward-bound and outward-bound vessels must report to Maputo Port Control via VHF Ch 12 at the Reporting Points above.

(Source: BA 19/20)**(10/20)**

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.

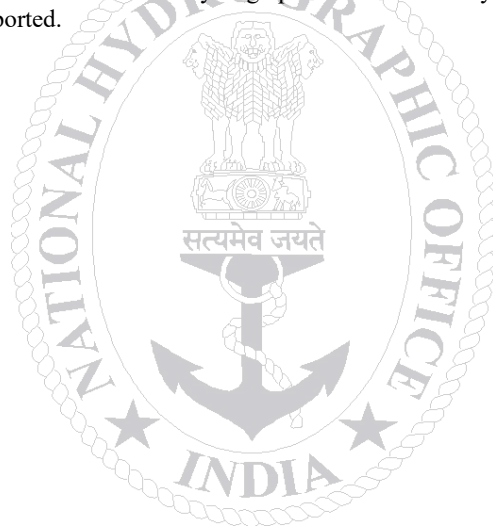
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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