



INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUN 2020

(CONTAINS NOTICES 143 TO 146)

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
211	SATPATI TO DIGHI HARBOUR	1,50,000	New Edition
313	MAMALLAPURAM (MAHABALIPURAM) TO POINT PUDI	1,50,000	New Edition
2007	ANDROTH ISLAND; ANDROTH JETTY	30,000; 5,000	New Edition
2011	APPROACHES TO JAIGARH AND ANGRE PORT	25,000	New Edition
2068	GULF OF KACHCHH DEEP WATER ROUTE	75,000	New Edition
2105	JAIGARH AND ANGRE PORT	12,500	New Edition
3009	KAKINADA ANCHORAGE; KAKINADA PORT	25,000; 10,000	New Edition
3012	VISAKHAPATNAM HARBOUR	12,500	New Edition
3039	KATTUPALLI PORT	12,500	New Edition
2530	APPROACHES TO GRAND PORT	30,000	New Chart
4151	APPROACHES TO HUT BAY; HUT BAY	25,000; 10,000	New Chart
4255	APPROACHES TO STEWARD SOUND	50,000	New Chart
7708 (INT 708)	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:

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	Navico Norway AS Nyaskaivejei 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 143 to 146 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	145(T)
22 (INT 752)	3	145(T)
31 (INT 756)	5	145(T)
32 (INT 754)	5	145(T)
33 (INT 755)	5	145(T)
41 (INT 757)	6	143, 145(T)
205	2	145(T)
206	2	145(T)
210	3	144(T)
211	3	144(T), 145(T)
212	3	145(T)
213	3	145(T)
215	3	145(T)
216	4	145(T)
219	4	145(T)
221	4	145(T)
222	4	145(T)
223	4	145(T)
224	5	145(T)
252 (INT 7325)	2	145(T)
253 (INT 7328)	2	144(T), 145(T)
254 (INT 7331)	3	144(T)
255 (INT 7334)	3	144(T), 145(T)
256 (INT 7340)	3	144(T), 145(T)
257 (INT 7343)	4	145(T)
258 (INT 7348)	4	145(T)
259 (INT 7356)	4	145(T)
260 (INT 7362)	4	145(T)
261	4	145(T)
262 (INT 7365)	5	145(T)
263 (INT 7383)	5	145(T)
268 (INT 7353)	4	145(T)
272	4	145(T)
273	4	145(T)
292 (INT 7021)	2	144(T), 145(T)
293 (INT 7022)	3	144(T), 145(T)
305	5	145(T)
308 (INT 7409)	5	145(T)
351 (INT 7419)	5	145(T)
352 (INT 7416)	5	145(T)
353 (INT 7413)	5	145(T)
354 (INT 7408)	5	145(T)

356 (INT 7400)	5	145(T)
357 (INT 7397)	5	145(T)
391	5	145(T)
404 (INT 7439)	6	145(T)
405 (INT 7440)	6	145(T)
473 (INT 7031)	6	145(T)
2008	3	145(T)
2023	4	145(T)
2028	3	145(T)
2032	4	145(T)
2037	5	145(T)
2048	4	145(T)
2053	4	145(T)
2121	2	145(T)
2353	3	145(T)
3002 (INT 7410)	5	145(T)
3034	5	145(T)
3035	5	145(T)
3043	5	145(T)
3044	5	145(T)
4006 (INT 7449)	6	145(T)
4016	6	145(T)
7702 (INT 702)	1	145(T)
7703 (INT 703)	1	145(T), 146(T)
7706 (INT 706)	1	146(T)
7707 (INT 707)	1	146(T)

SECTION – II

PERMANENT NOTICES

***143 (12/20) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Wreck.**

Source: Myanmar Notice 18/20.

Chart 41 (INT 757) [*previous update 126/20*]

Insert



16° 22'·00N., 96° 21'·00E.



Section – III**TEMPORARY AND PRELIMINARY NOTICES**

***144 (T) (12/20) 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° 36'.89N., 71° 42'.73E.
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° 25'.20N., 71° 41'.10E.
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° 22'.27N., 72° 04'.30E.
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° 31'.94N., 72° 15'.23E.
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 referred to 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 141(T)/20 is cancelled.

***145 (T) (12/20) INDIAN OCEAN – Northern Part – Wave Rider Buoys .**

Source: INCOIS.

1. Moored yellow coloured Wave Rider Buoys (WRB) are deployed by INCOIS in following positions:–

WRB Buoy	Positions		Charts affected
WRB Digha	21° 16'.68N	87° 42'.67E	31 (INT 756) – 351 (INT 7419)
WRB Gopalpur	19° 15'.13N	84° 56'.40E	3043 – 305 – 31 (INT 756) – 352 (INT 7416) – 353 (INT 7413)
WRB Visakhapatnam	17° 37'.78N	83° 15'.85E	3002 (INT 7410) – 3035 – 391 – 308 (INT 7409) – 31 (INT 756) – 32 (INT 754) – 354 (INT 7408)
WRB Krishnapatnam	14° 16'.17N	80° 11'.55E	3034 – 391 – 31 (INT 756) – 32 (INT 754) – 356 (INT 7400) – 33 (INT 755)
WRB Pondicherry	11° 55'.55N	79° 51'.17E	3044 – 32 (INT 754) – 357 (INT 7397)
WRB Tuticorin	08° 52'.87N	78° 17'.73E	2037– 224 – 262 (INT 7365) – 32 (INT 754)
WRB Colachel	08° 09'.90N	77° 14'.92E	2048 – 222 – 22 (INT 752) – 223 – 261– 260 (INT 7362) – 32 (INT 754) – 262 (INT 7365) – 263 (INT 7383)
WRB Kollam	08° 58'.78N	76° 26'.83E	2032 – 221 – 22 (INT 752) – 259 (INT 7356) – 260 (INT 7362) – 32 (INT 754)
WRB Kozhikode	11° 16'.50N	75° 40'.45E	2053 – 219 – 22 (INT 752) – 258 (INT 7348) – 259 (INT 7356) – 272
WRB Karwar	14° 49'.35N	74° 02'.40E	2008 – 215 – 216 – 2353 – 22 (INT 752) – 257 (INT 7343) – 293 (INT 7022)
WRB Ratnagiri	16° 58'.68N	73° 15'.28E	2028 – 212 – 213 – 22 (INT 752) – 256 (INT 7340) – 293 (INT 7022)
WRB Versova	19° 07'.93N	72° 44'.45E	21– 211– 22 (INT 752) – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022)
WRB Veraval	20° 52'.77N	70° 23'.05E	205 – 206 – 21 – 2121 – 253 (INT 7328) – 252 (INT 7325) – 292 (INT 7021)
WRB Port Blair	11° 39'.37N	92° 46'.08E	33 (INT 755) – 4016 – 4006 (INT 7449) – 404 (INT 7439) – 405 (INT 7440) – 41 (INT 757) – 473 (INT 7031)
WRB Kavaratti	10° 31'.80N	72° 36'.60E	2023 – 22 (INT 752) – 268 (INT 7353) – 273
WRB Seychelles	04° 38'.70S	55° 52'.35E	7702 (INT 702) – 7703 (INT 703)

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from buoys and exercise caution.

***146 (T) (12/20) INDIAN OCEAN – Maldives to Sumatera – ADCP Buoys.**

Source: INCOIS.

1. Moored orange coloured Acoustic Doppler Current Profiler (ADCP) buoys are deployed by INCOIS in following positions:–

ADCP Buoy	Positions		Charts affected
EQCM2.12	00° 00'.01N	83° 00'.19E	7707 (INT 707)
EQCM3.11	00° 00'.05N	77° 21'.71E	7703 (INT 703) – 7707 (INT 707)
EQCM4.1	03° 00'.03N	77° 21'.77E	7703 (INT 703) – 7706 (INT 706) – 7707 (INT 707)

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from buoys and exercise caution.

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, Biryra 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 Jun 20:-

2019 SERIES – 199 287 289 369 392 479 591 621 812 895 928
2020 SERIES – 074 086 116 117 245 260 267 281 283 292 304 308 315 317 320 321 323 325 326 328 329 331 333 334 336 337 339 340 341

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

318. India West Coast - Mormugao. Charts IN 2022 INT 7345. Aguada DGPS (15-29N 073-46E) off. 2. Cancel this MSG 021230 UTC Jun 20.
319. Cancel NAVAREA VIII MSG 284, 295, 310, 312/20 and this MSG. INTM 11/20 refers.
320. India West Coast - Salaya HR. Charts IN 2051 INT 7333. Kalubhar Tapu LT (22-26N 069-35E) unlit.
321. India West Coast. Charts IN 292 293 INT 706. Rig Move. Sagar Bhushan 19-25.2N 071-41.1E. Wide berth requested.
322. India West Coast - off Mormugao. Charts IN 213 214 215 256 257 293 INT 706. Firing scheduled on 07 Jun 20 from 0030 to 1430 UTC in danger area bounded by 17-18.2N 070-36.3E, 16-23N 072-46E, 15-17N 073-21E, 14-15N 072-52E, 14-17N 071-41.3E, 15-57.4N 069-11E. Wide berth from area advised. 2. Cancel this MSG 071530 UTC Jun 20.
323. India West Coast. Charts IN 210 255 292 INT 7021. Rig Move. Greatdrill Chauru 19-36.89N 071-42.73E. Wide berth requested.
324. Andaman Sea - Car Nicobar. Charts IN 407 472 INT 7032. DGPS (09-15N 092-46E) off from 0230 – 1030 UTC on 05 Jun 20. 2. Cancel this MSG 051030 UTC Jun 20.
325. India West Coast - off Karwar. Charts IN 214 215 216 257 272 293 INT 706. Under water firing scheduled from 060001 to 302359 UTC Jun 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 Jul 20.
326. India West Coast – off Okha. Charts IN 202 204 251 252 271 291 292 INT 705. Under water firing scheduled from 060001 to 302359 UTC Jun 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 Jul 20.
327. India East Coast - off Chennai. Charts IN 33 313 356 357 391 INT 706. Firing by CG aircraft scheduled on 09, 10, 11 Jun 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 111230 UTC Jun 20.
328. India West Coast. Charts IN 211 255 292 293 INT 706. Rig Move. Valiant Driller 18-31.94N 072-15.23E. Wide berth requested.
329. Bay of Bengal - Rabnabad channel. Charts IN 31 INT 756. Buoy 11 (21-36.6N 090-12.9E) missing.
330. NAVAREA VIII Warnings in force as on 05 Jun 20:- 2019 Series - 199 287 289 369 392 479 591 621 812 895 928 2020 Series - 074 086 116 117 245 260 267 281 283 292 304 307 308 314 315 317 320 321 322 323 325 326 327 328 329 330 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 121000 UTC Jun 20.
331. India West Coast - Gulf of Khambhat. Charts IN 2039 2102 INT 706. Perigee LT Vessel reported drifted from 21-42.11N 072-18E.
332. South Arabian Sea. Charts IN 7073 INT 71. Abandoned Fishing Vessel Yuang Tai reported on fire and drifting NE 07-55N 061-26E at 051319 UTC Jun 20. 2. Cancel this MSG 081319 UTC Jun 20.

333. India East Coast. Charts IN 31 351 INT 706. Balasore (21-29N 086-55E) NAVTEX transmitter off.
334. Indian Ocean - LA Reunion. Charts BA 712 INT 7730. CS Teliri progressing cable laying operations in area bounded by 20-55.3S 055-17E, 20-46S 054-52E, 20-43S 054-54E, 20-49S 055-14E, 20-54S 055-18E, 20-55.7S 055-18.4E. 2. Cancel this MSG 260001 UTC Jun 20.
335. Cancel NAVAREA VIII MSG 307/20 and this MSG.
336. NAVAREA VIII Warnings in force as on 12 Jun 20:- 2019 Series - 199 287 289 369 392 479 591 621 812 895 928 2020 Series - 074 086 116 117 245 260 267 281 283 292 304 308 315 317 320 321 323 325 326 328 329 331 333 334 335 336 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 191000 UTC Jun 20.
337. India West Coast - off Trivandrum. Charts IN 222 260 INT 707. Rocket launch from 08-31.98N 076-52.05E scheduled on 17 Jun 20 from 0530 to 0730 UTC. 2. Danger sector:- (A) Radius of 05 NM from launcher between azimuth 190 and 300. (B) Radii of 45 and 75 NM from launcher between azimuth 220 and 260. 3. Wide berth from area advised. 4. Cancel this MSG 170830 UTC Jun 20.
338. India West Coast - off Daman. Charts IN 209 210 254 INT 706. Green cylindrical buoy reported adrift 20-22N 072-24E at 120330 UTC Jun 20. 2. Cancel this MSG 150330 UTC Jun 20.
339. Andaman Sea - off Barren. Charts IN 41 404 473 INT 7031. Firing by CG aircraft scheduled on 18, 19 Jun 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 191030 UTC Jun 20.
340. NE Indian Ocean. Charts INT 70 71 73. Fallout hazard predicted from rocket Vega VV16 daily from 19 Jun to 19 Jul 20 from 0359 - 0516 UTC in area bounded by 25-25S 088-30E, 07-46S 092-12E, 07-52S 092-42E, 25-31S 089-01E. 2. Cancel this MSG 190616 UTC Jul 20.
341. India East Coast - off Gopalpur. Charts IN 31 305 352 353 INT 706. Army air defence firing scheduled on 16, 17, 18 Jun 20 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 41 NM radius joining point B and C. Wide berth from area advised. 2. Cancel this MSG 181530 UTC Jun 20.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7073	Ile Tromelin. NW side. Meteorological Station	15 53.26 S 54 31.23 E	Fl R 4s	16	8	White round post on building 10	<i>fl 1</i> *
F0564	Harnai. On Pormontory	17 48.53 N 73 05.36 E	Fl R 5s	29	8	White masonry tower 10	<i>fl 0.5.</i> <i>R280°-154° (234°). Storm Signals</i> TE 2020 *
F0916	- Near Arasalar River Entrance	10 54.74 N 79 51.02 E	Fl(2)W 10s	18	13	White stone tower 17	<i>fl 1, ec 2, fl 1, ec 6</i> TE 2020 *
F0936	- Madras (Chennai)	13 02.39 N 80 16.77 E	Fl(2)W 10s	57	28	White triangular tower, red bands 46	<i>fl 0.3, ec 2.2, fl 0.3, ec 7.2</i>
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 79135 TD 2020
--	--	..	AIS	..	..	..	MMSI No 004194425 *
F1262.35	Karang Willem III	01 18.17 N 98 15.82 E	Fl(2)W 8s	12	12	Ø on beacon 15	<i>fl 0.5, ec 1, fl 0.5, ec 6</i>
*#	*#	*#	*#	*#	*#	*#	*#
F1616	PERMATANG SEDEPA (ONE FATHOM BANK) TSS - Northbound Route. N side. Permatang Sedepa (One Fathom Bank)	02 53.31 N 100 59.71 E	Fl(4)W 20s	43	23	White round metal tower, red bands on concrete piles. Dome shaped roof at base of tower.	ILRS Vol 2 Station 79880. Range 15M (T) 2020 *
----	----	..	Racon	..	..	..	ILRS Vol 2 Station 79880. Range 15M (T) 2020 *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2019

(Last correction: Edition No. 11 dated 01 Jun 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. 10 dated 16 May 2020)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

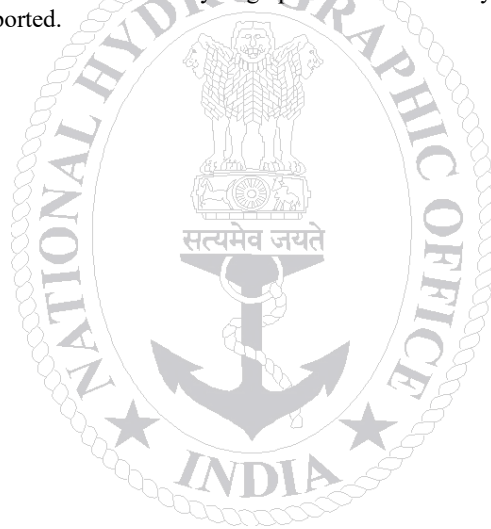
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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



HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, 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

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC