



INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2020

(CONTAINS NOTICES 166 TO 171)

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new edition Indian 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>
202	30-06-2020	JAKHAU TO DWARKA LIMIT 22° 04'.00N; 68° 06'.50E. 23° 20'.90N; 69° 00'.60E.	1,50,000	2	Rs. 1950.00
211	31-03-2020	SATPATI TO DIGHI HARBOUR LIMIT 18° 11'.00N; 72° 08'.00E. 19° 44'.50N; 73° 02'.00E.	1,50,000	3	Rs. 1950.00
313	15-01-2020	MAMALLAPURAM (MAHABALIPURAM) TO POINT PUDI LIMIT 12° 31'.50N; 80° 00'.00E. 13° 53'.00N; 80° 54'.00E.	1,50,000	5	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>
202	30-04-2016	JAKHAU TO DWARKA	202	30-06-2020
211	31-08-2018	SATPATI TO DIGHI HARBOUR	211	31-03-2020
313	31-10-2010	MAMALLAPURAM (MAHABALIPURAM) TO POINT PUDI	313	15-01-2020

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>
IN3313AP	313	MAMALLAPURAM TO POINT PUDI	24-07-2020

4. 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>
IN3202KD	202	JAKHAU TO DWARKA	23-07-2020
IN3211SD	211	SATPATI TO DIGHI HARBOUR	24-07-2020
IN3222KK	222	KOLLAM (QUILON) TO KOLACHEL	27-07-2020

VI

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>
IN3202KD	202	JAKHAU TO DWARKA	22-09-2017
IN3211SD	211	SATPATI TO DIGHI HARBOUR	25-10-2018
IN3222KK	222	KOLLAM (QUILON) TO KOLACHEL	09-02-2018
IN3313MP	313	MAMALLAPURAM TO POINT PUDI	11-04-2011

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
224	MANAPPAD TO SETUKKARAI	1,50,000	New Edition
2023	KILTAN ISLAND	25,000	New Edition
	KAVARATTI ISLAND	25,000	New Edition
2116	KORI CREEK	37,500	New Edition
2117	KOTESHWAR JETTY	25,000	New Edition

Availability of ENCs

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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 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 166 to 171 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	167, 170 (T)
22 (INT 752)	3	168, 170 (T)
32 (INT 754)	5	168
33 (INT 755)	5	169
41 (INT 757)	6	169
207	2	166, 167
211	3	168, 170 (T)
221	4	168
222	4	168
253 (INT 7328)	2	167
254 (INT 7331)	3	167
255 (INT 7334)	3	170 (T)
259 (INT 7356)	4	168
260 (INT 7362)	4	168
273	4	168
292 (INT 7021)	2	167, 170 (T)
293 (INT 7022)	3	170 (T)
354 (INT 7408)	5	171 (T)
355 (INT 7405)	5	171 (T)
391	5	171 (T)
403 (INT 7437)	6	169
404 (INT 7439)	6	169
405 (INT 7440)	6	169
473 (INT 7031)	6	169
2016 (INT 7336)	3	170 (T)
2076 (INT 7338)	3	170 (T)
2081 (INT 7342)	2	166, 167
2100 (INT 7344)	2	166
4001	6	169
4006 (INT 7449)	6	169
4013	6	169
4014	6	169
4015	6	169
4016	6	169

SECTION – II**PERMANENT NOTICES*****166 (15/20) INDIA – WEST COAST – GULF OF KHAMBHAT – Approaches to Port Pipavav – Pilot Boarding Place.**

Source: Pipavav Port.

Chart 207 [previous update 109/20]Insert 

20° 51'·84N., 71° 30'·37E.

Delete 

20° 52'·60N., 71° 30'·11E.

Chart 2081 (INT 7342) [previous update 159/19]Insert 

20° 51'·84N., 71° 30'·37E.

Delete 

20° 52'·60N., 71° 30'·11E.

Chart 2100 (INT 7344) (Approaches to Port Pipavav) [previous update 157/19]Insert 

20° 51'·84N., 71° 30'·37E.

Delete 

20° 52'·60N., 71° 30'·11E.

Chart 2100 (INT 7344) (Port Pipavav) [previous update 157/19]Delete 

20° 52'·60N., 71° 30'·11E.

***167 (15/20) INDIA – WEST COAST – Approaches to Ports from Diu to Pipavav– Wreck.**

Source: NHO, Dehradun.

Chart 21 [previous update 109/20]Delete  PA

20° 37'·75N., 71° 15'·40E.

Chart 292 (INT 7021) [previous update 109/20]Delete  PA

20° 37'·75N., 71° 15'·40E.

Chart 253 (INT 7328) [previous update 072/20]Delete  PA

20° 37'·75N., 71° 15'·40E.

Chart 254 (INT 7331) [previous update 109/20]Delete  PA

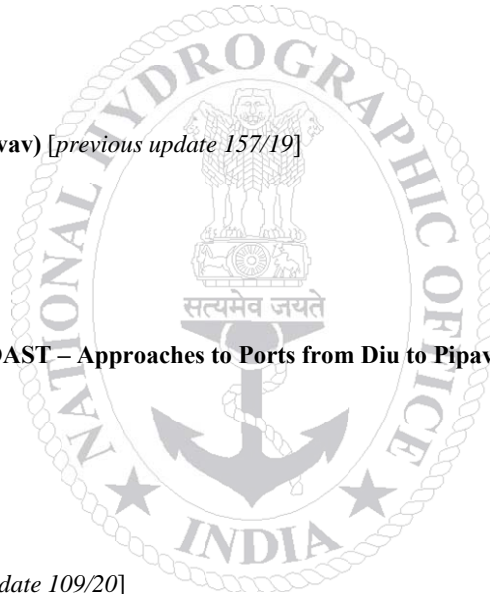
20° 37'·75N., 71° 15'·40E.

Chart 207 [previous update 166/20]Delete  PA

20° 37'·75N., 71° 15'·40E.

Chart 2081 (INT 7342) [previous update 166/20]Delete  PA

20° 37'·72N., 71° 15'·36E.



***168 (15/20) INDIA – WEST COAST – Mumbai to Cape Comorin – Traffic Separation Scheme.**

Source: DG Shipping, MS Notice 11/2020.

Chart 259 (INT 7356) [previous update 147/20]

Insert accompanying block; centered on: 09° 06'·70N., 75° 47'·70E.
 accompanying note, "TRAFFIC SEPARATION SCHEME",
 centered on; 11° 04'·00N., 76° 21'·25E.

Chart 222 [previous update 111/20]

Insert accompanying block; centered on: 08° 44'·00N., 76° 02'·55E.
 accompanying note, "TRAFFIC SEPARATION SCHEME",
 centered on; 08° 35'·80N., 77° 04'·80E.

Chart 22 (INT 752) [previous update 138/20]

Insert Pecked line, - - - - - , joining: 09° 21'·28N., 75° 42'·13E.

08° 41'·40N., 76° 05'·38E.

and

09° 16'·32N., 75° 34'·22E.

08° 36'·37N., 75° 57'·50E.

and

09° 31'·37N., 72° 25'·54E.

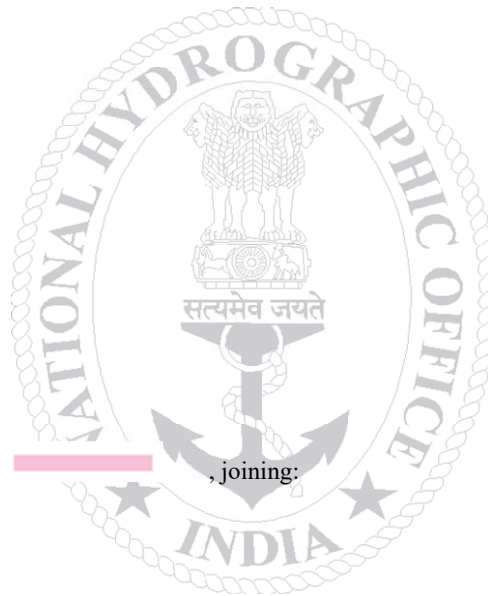
08° 53'·77N., 73° 19'·25E.

and

09° 21'·45N., 72° 20'·53E.

08° 44'·40N., 73° 13'·41E.

Separation Zone,



, joining:

09° 19'·09N., 75° 38'·68E.

08° 39'·20N., 76° 01'·93E.

08° 38'·57N., 76° 00'·96E.

09° 18'·44N., 75° 37'·72E.

09° 19'·09N., 75° 38'·68E.

and

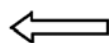
09° 26'·86N., 72° 23'·21E.

08° 49'·51N., 73° 16'·53E.

08° 48'·70N., 73° 16'·02E.

09° 26'·00N., 72° 22'·80E.

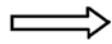
09° 26'·86N., 72° 23'·21E.



centered on:

09° 01'·28N., 75° 51'·26E.

09° 11'·51N., 72° 49'·44E.

***168 (15/20) INDIA – WEST COAST – Mumbai to Cape Comorin – Traffic Separation Scheme. (Continued).**

centered on:

08° 58'·51N., 75° 46'·92E.

09° 06'·45N., 72° 46'·26E.

legend, “TSS (see Note)”, centered on;

09° 01'·93N., 73° 02'·84E.

08° 50'·44N., 75° 57'·60E.



08° 36'·00N., 76° 03'·00E.

09° 22'·00N., 75° 36'·00E.

08° 46'·00N., 73° 20'·00E.

09° 28'·00N., 72° 20'·00E.

Chart 32 (INT 754) [previous update 111/20]

Substitute

existing accompanying note, “TRAFFIC SEPARATION SCHEME”, centered on;

14° 50'·00N., 77° 00'·00E.

Insert

Pecked line, -----, joining:

09° 16'·35N., 75° 45'·00E. (W border)

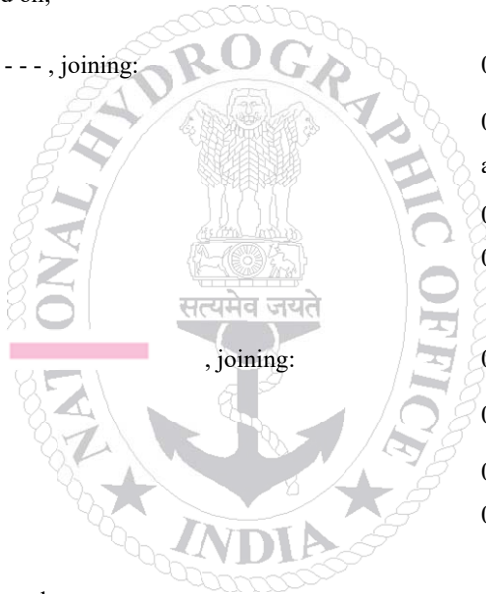
08° 41'·40N., 76° 05'·38E.

and

08° 57'·83N., 75° 45'·00E. (W border)

08° 36'·37N., 75° 57'·50E.

Separation Zone,



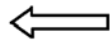
, joining:

09° 08'·25N., 75° 45'·00E. (W border)

08° 39'·20N., 76° 01'·93E.

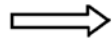
08° 38'·57N., 76° 00'·96E.

09° 05'·96N., 75° 45'·00E. (W border)



centered on:

08° 57'·98N., 75° 53'·20E.



centered on:

08° 54'·05N., 75° 49'·54E

legend, “TSS (see Note)”, centered on;

08° 47'·81N., 75° 59'·08E.



08° 36'·00N., 76° 03'·00E.

Chart 273 [previous update 071/20]

Insert

Accompanying note, “TRAFFIC SEPARATION SCHEME”, centered on;

06° 45'·80N., 74° 20'·00E.

Pecked line, -----, joining:

09° 31'·37N., 72° 25'·54E.

08° 53'·77N., 73° 19'·25E.

and

*168 (15/20) INDIA – WEST COAST – Mumbai to Cape Comorin – Traffic Separation Scheme. (Continued).

09° 21′·45N., 72° 20′·53E.

08° 44′·40N., 73° 13′·41E.

Separation Zone, , joining:

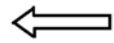
09° 26′·86N., 72° 23′·21E

08° 49′·51N., 73° 16′·53E.

08° 48′·70N., 73° 16′·02E.

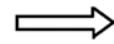
09° 26′·00N., 72° 22′·80E.

09° 26′·86N., 72° 23′·21E



centered on:

09° 11′·51N., 72° 49′·44E.



centered on:

09° 06′·45N., 72° 46′·26E.

legend, “TSS (see Note)”, centered on;

09° 01′·93N., 73° 02′·84E.



08° 46′·00N., 73° 20′·00E.

09° 28′·00N., 72° 20′·00E.

Chart 260 (INT 7362) [previous update 111/20]

Insert

Accompanying note, “TRAFFIC SEPARATION SCHEME”, centered on;

09° 04′·50N., 77° 24′·15E.

Pecked line, - - - - -, joining:

09° 21′·28N., 75° 42′·13E. (W border)

08° 41′·40N., 76° 05′·38E.

and

09° 02′·97N., 75° 42′·00E. (W border)

08° 36′·37N., 75° 57′·50E.

Insert

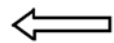
Separation Zone, , joining:

09° 13′·26N., 75° 42′·00E. (W border)

08° 39′·20N., 76° 01′·93E

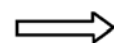
08° 38′·57N., 76° 00′·96E

09° 11′·10N., 75° 42′·00E. (W border)



centered on:

08° 59′·70N., 75° 52′·08E



centered on:

08° 56′·58N., 75° 47′·98E


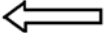


legend, “TSS (see Note)”, centered on;

08° 49′·15N., 75° 58′·07E



08° 36′·00N., 76° 03′·00E.


168 (15/20) INDIA – WEST COAST – Mumbai to Cape Comorin – Traffic Separation Scheme. (Continued).*Chart 221** [previous update NC 15 Jun 18]

Insert	Accompanying note, “TRAFFIC SEPARATION SCHEME”, centered on;	09° 09′·50N., 76° 39′·00E.
	Pecked line, -----, joining:	09° 21′·28N., 75° 42′·13E. 08° 45′·50N., 76° 02′·99E. (S border) and 09° 16′·32N., 75° 34′·22E. 08° 45′·50N., 75° 52′·18E. (S border)
	Separation Zone,  , joining:	08° 45′·50N., 75° 58′·26E. (S border) 09° 19′·09N., 75° 38′·68E. 09° 18′·44N., 75° 37′·72E. 08° 45′·50N., 75° 56′·92E. (S border)
	 centered on:	09° 09′·09N., 75° 46′·81E.
	 centered on:	09° 05′·41N., 75° 42′·83E.
	legend, “TSS (<i>see Note</i>)”, centered on;	08° 59′·12N., 75° 52′·60E.
	 Formal INTM 162(P)/20 is cancelled.	09° 22′·00N., 75° 36′·00E.

***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable.**

Source: IH-102, IN LCU L54.

Chart 41 (INT 757) [previous update 143/20]

Insert	Submarine cable,  , joining:	11° 38′·711N., 92° 44′·914E. (Shore) 11° 38′·143N., 92° 45′·273E. 11° 38′·101N., 92° 45′·621E. 11° 38′·449N., 92° 46′·577E. 11° 38′·943N., 92° 47′·146E. 11° 39′·095N., 92° 47′·591E. 11° 39′·392N., 92° 47′·997E. 11° 42′·478N., 92° 49′·652E. 11° 43′·044N., 92° 49′·635E. 11° 43′·380N., 92° 49′·532E. 11° 48′·960N., 92° 52′·452E.
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***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Insert

Submarine cable, , joining:

11° 57'·499N., 92° 56'·601E.

11° 57'·753N., 92° 56'·821E.

11° 58'·149N., 92° 56'·991E.

11° 59'·004N., 92° 57'·139E.

11° 59'·080N., 92° 57'·137E. (Shore)

and

12° 21'·898N., 92° 55'·316E. (Shore)

12° 21'·466N., 92° 55'·208E.

12° 19'·935N., 92° 56'·676E.

12° 18'·082N., 92° 58'·502E.

12° 17'·512N., 92° 58'·852E.

12° 17'·003N., 92° 58'·964E.

12° 15'·307N., 92° 59'·548E.

12° 12'·474N., 93° 00'·237E.

12° 11'·389N., 93° 00'·258E.

12° 10'·674N., 92° 59'·554E.

12° 10'·561N., 92° 58'·871E.

12° 10'·649N., 92° 58'·240E.

12° 10'·370N., 92° 57'·216E.

12° 09'·910N., 92° 56'·929E.

12° 09'·569N., 92° 56'·374E.

12° 08'·417N., 92° 54'·668E.

12° 06'·021N., 92° 53'·327E.

12° 03'·012N., 92° 52'·879E.

11° 58'·777N., 92° 54'·299E.

11° 58'·079N., 92° 55'·279E.

11° 57'·888N., 92° 56'·196E.

11° 58'·022N., 92° 56'·643E.

11° 58'·414N., 92° 56'·961E.

11° 58'·923N., 92° 57'·065E.


11° 59'·011N., 92° 57'·116E.

11° 59'·078N., 92° 57'·137E. (Shore)




***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Chart 33 (INT 755) [previous update 159/20]

Insert	Submarine cable,  , joining:	11° 38'·711N., 92° 44'·914E. (Shore)
		11° 38'·143N., 92° 45'·273E.
		11° 38'·101N., 92° 45'·621E.
		11° 38'·449N., 92° 46'·577E.
		11° 38'·943N., 92° 47'·146E.
		11° 39'·095N., 92° 47'·591E.
		11° 39'·392N., 92° 47'·997E.
		11° 42'·478N., 92° 49'·652E.
		11° 43'·044N., 92° 49'·635E.
		11° 43'·380N., 92° 49'·532E.
		11° 48'·960N., 92° 52'·452E.
		11° 57'·499N., 92° 56'·601E.
		11° 57'·753N., 92° 56'·821E.
		11° 58'·149N., 92° 56'·991E.
		11° 59'·004N., 92° 57'·139E.
		11° 59'·080N., 92° 57'·137E. (Shore)
		and
		12° 21'·898N., 92° 55'·316E. (Shore)
		12° 21'·466N., 92° 55'·208E.
		12° 19'·935N., 92° 56'·676E.
		12° 18'·082N., 92° 58'·502E.
		12° 17'·512N., 92° 58'·852E.
		12° 17'·003N., 92° 58'·964E.
		12° 15'·307N., 92° 59'·548E.
		12° 12'·474N., 93° 00'·237E.
		12° 11'·389N., 93° 00'·258E.
		12° 10'·674N., 92° 59'·554E.
		12° 10'·561N., 92° 58'·871E.
		12° 10'·649N., 92° 58'·240E.
		12° 10'·370N., 92° 57'·216E.
		12° 09'·910N., 92° 56'·929E.
		12° 09'·569N., 92° 56'·374E.




***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Insert Submarine cable, , joining:

12° 08'·417N., 92° 54'·668E.
 12° 06'·021N., 92° 53'·327E.
 12° 03'·012N., 92° 52'·879E.
 11° 58'·777N., 92° 54'·299E.
 11° 58'·079N., 92° 55'·279E.
 11° 57'·888N., 92° 56'·196E.
 11° 58'·022N., 92° 56'·643E.
 11° 58'·414N., 92° 56'·961E.
 11° 58'·923N., 92° 57'·065E.
 11° 59'·011N., 92° 57'·116E.
 11° 59'·078N., 92° 57'·137E. (Shore)

Chart 473 (INT 7031) [previous update 084/20]

Insert Submarine cable, , joining:

11° 38'·711N., 92° 44'·914E. (Shore)
 11° 38'·143N., 92° 45'·273E.
 11° 38'·101N., 92° 45'·621E.
 11° 38'·449N., 92° 46'·577E.
 11° 38'·943N., 92° 47'·146E.
 11° 39'·095N., 92° 47'·591E.
 11° 39'·392N., 92° 47'·997E.
 11° 42'·478N., 92° 49'·652E.
 11° 43'·044N., 92° 49'·635E.
 11° 43'·380N., 92° 49'·532E.
 11° 48'·960N., 92° 52'·452E.
 11° 57'·499N., 92° 56'·601E.
 11° 57'·753N., 92° 56'·821E.
 11° 58'·149N., 92° 56'·991E.
 11° 59'·004N., 92° 57'·139E.
 11° 59'·080N., 92° 57'·137E. (Shore)
 and
 12° 21'·898N., 92° 55'·316E. (Shore)
 12° 21'·466N., 92° 55'·208E.
 12° 19'·935N., 92° 56'·676E.
 12° 18'·082N., 92° 58'·502E.



***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**



Insert	Submarine cable,  , joining:	<p>12° 17′·512N., 92° 58′·852E. 12° 17′·003N., 92° 58′·964E. 12° 15′·307N., 92° 59′·548E. 12° 12′·474N., 93° 00′·237E. 12° 11′·398N., 93° 00′·258E. 12° 10′·674N., 92° 59′·554E. 12° 10′·561N., 92° 58′·871E. 12° 10′·649N., 92° 58′·240E. 12° 10′·370N., 92° 57′·216E. 12° 09′·910N., 92° 56′·929E. 12° 09′·569N., 92° 56′·374E. 12° 08′·417N., 92° 54′·668E. 12° 06′·021N., 92° 53′·327E. 12° 03′·012N., 92° 52′·879E. 11° 58′·777N., 92° 54′·299E. 11° 58′·079N., 92° 55′·279E. 11° 57′·888N., 92° 56′·196E. 11° 58′·022N., 92° 56′·643E. 11° 58′·414N., 92° 56′·961E. 11° 58′·923N., 92° 57′·065E. 11° 59′·011N., 92° 57′·116E. 11° 59′·078N., 92° 57′·137E. (Shore)</p>
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Chart 404 (INT 7439) [previous update 084/20]

Insert	Submarine cable,  , joining:	<p>11° 38′·711N., 92° 44′·914E. (Shore) 11° 38′·143N., 92° 45′·273E. 11° 38′·101N., 92° 45′·621E. 11° 38′·449N., 92° 46′·577E. 11° 38′·943N., 92° 47′·146E. 11° 39′·095N., 92° 47′·591E. 11° 39′·392N., 92° 47′·997E. 11° 42′·478N., 92° 49′·652E. 11° 43′·044N., 92° 49′·635E. 11° 43′·380N., 92° 49′·532E.</p>
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***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Insert

Submarine cable, , joining:

11° 48'·960N., 92° 52'·452E.

11° 57'·499N., 92° 56'·601E.

11° 57'·753N., 92° 56'·821E.

11° 58'·149N., 92° 56'·991E.

11° 59'·004N., 92° 57'·139E.

11° 59'·080N., 92° 57'·137E. (Shore)

and

12° 21'·898N., 92° 55'·316E. (Shore)

12° 21'·466N., 92° 55'·208E.

12° 19'·935N., 92° 56'·676E.

12° 18'·082N., 92° 58'·502E.

12° 17'·512N., 92° 58'·852E.

12° 17'·003N., 92° 58'·964E.

12° 15'·307N., 92° 59'·548E.

12° 12'·474N., 93° 00'·237E.

12° 11'·389N., 93° 00'·258E.

12° 10'·674N., 92° 59'·554E.

12° 10'·561N., 92° 58'·871E.

12° 10'·649N., 92° 58'·240E.

12° 10'·370N., 92° 57'·216E.

12° 09'·910N., 92° 56'·929E.

12° 09'·569N., 92° 56'·374E.

12° 08'·417N., 92° 54'·668E.

12° 06'·021N., 92° 53'·327E.

12° 03'·012N., 92° 52'·879E.

11° 58'·777N., 92° 54'·299E.

11° 58'·079N., 92° 55'·279E.

11° 57'·888N., 92° 56'·196E.

11° 58'·022N., 92° 56'·643E.

11° 58'·414N., 92° 56'·961E.

11° 58'·923N., 92° 57'·065E.


11° 59'·011N., 92° 57'·116E.

11° 59'·078N., 92° 57'·137E. (Shore)




***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Chart 403 (INT 7437) [previous update 150/20]

Insert Submarine cable, , joining:


12° 21'·898N., 92° 55'·316E. (Shore)
 12° 21'·466N., 92° 55'·208E.
 12° 19'·935N., 92° 56'·676E.
 12° 18'·082N., 92° 58'·502E.
 12° 17'·512N., 92° 58'·852E.
 12° 17'·003N., 92° 58'·964E.
 12° 15'·307N., 92° 59'·548E.
 12° 15'·000N., 92° 59'·616E. (S border)

Chart 405 (INT 7440) [previous update 187/19]

Insert Submarine cable, , joining:

11° 38'·711N., 92° 44'·914E. (Shore)
 11° 38'·143N., 92° 45'·273E.
 11° 38'·101N., 92° 45'·621E.
 11° 38'·449N., 92° 46'·577E.
 11° 38'·943N., 92° 47'·146E.
 11° 39'·095N., 92° 47'·591E.
 11° 39'·392N., 92° 47'·997E.
 11° 42'·478N., 92° 49'·652E.
 11° 43'·000N., 92° 49'·634E. (N border)


Chart 4016 [previous update 084/20]

Insert Submarine cable, , joining:

11° 38'·711N., 92° 44'·914E. (Shore)
 11° 38'·143N., 92° 45'·273E.
 11° 38'·101N., 92° 45'·621E.
 11° 38'·449N., 92° 46'·577E.
 11° 38'·943N., 92° 47'·146E.
 11° 39'·095N., 92° 47'·591E.
 11° 39'·392N., 92° 47'·997E.
 11° 42'·478N., 92° 49'·652E.
 11° 43'·044N., 92° 49'·635E.
 11° 43'·380N., 92° 49'·532E.
 11° 48'·960N., 92° 52'·452E.
 11° 57'·499N., 92° 56'·601E.
 11° 57'·753N., 92° 56'·821E.



***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Insert Submarine cable, , joining:

11° 58'·149N., 92° 56'·991E.

11° 59'·000N., 92° 57'·138E. (N border)

and

11° 59'·000N., 92° 54'·222E. (N border)

11° 58'·777N., 92° 54'·299E.

11° 58'·079N., 92° 55'·279E.

11° 57'·888N., 92° 56'·196E.


11° 58'·022N., 92° 56'·643E.

11° 58'·414N., 92° 56'·961E.

11° 58'·923N., 92° 57'·065E.

11° 59'·000N., 92° 57'·109E. (N border)

Chart 4015 [previous update 057/20]

Insert Submarine cable, , joining:

11° 55'·600N., 92° 55'·676E. (S border)

11° 57'·499N., 92° 56'·601E.

11° 57'·753N., 92° 56'·821E.

11° 58'·149N., 92° 56'·991E.

11° 59'·004N., 92° 57'·139E.

11° 59'·080N., 92° 57'·137E. (Shore)

and

12° 16'·400N., 92° 59'·161E. (N border)

12° 15'·307N., 92° 59'·548E.

12° 12'·474N., 93° 00'·237E.

12° 11'·389N., 93° 00'·258E.

12° 10'·674N., 92° 59'·554E.

12° 10'·561N., 92° 58'·871E.

12° 10'·649N., 92° 58'·240E.

12° 10'·370N., 92° 57'·216E.

12° 09'·910N., 92° 56'·929E.

12° 09'·569N., 92° 56'·374E.

12° 08'·417N., 92° 54'·668E.

12° 06'·021N., 92° 53'·327E.

12° 03'·012N., 92° 52'·879E.

11° 58'·777N., 92° 54'·299E.



***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**




Insert	Submarine cable,  , joining:	11° 58'·079N., 92° 55'·279E.
		11° 57'·888N., 92° 56'·196E.
		11° 58'·022N., 92° 56'·643E.
		11° 58'·414N., 92° 56'·961E.
		11° 58'·923N., 92° 57'·065E.
		11° 59'·011N., 92° 57'·116E.
		11° 59'·078N., 92° 57'·137E. (Shore)

Chart 4014 [previous update NC 15 Dec 16]


Insert	Submarine cable,  , joining:	12° 21'·898N., 92° 55'·316E. (Shore)
		12° 21'·466N., 92° 55'·208E.
		12° 19'·935N., 92° 56'·676E.
		12° 18'·082N., 92° 58'·502E.
		12° 17'·512N., 92° 58'·852E.
		12° 17'·003N., 92° 58'·964E.
		12° 15'·307N., 92° 59'·548E.
		12° 12'·474N., 93° 00'·237E.
		12° 11'·389N., 93° 00'·258E.
		12° 10'·674N., 92° 59'·554E.
		12° 10'·561N., 92° 58'·871E.
		12° 10'·649N., 92° 58'·240E.
		12° 10'·370N., 92° 57'·216E.
		12° 10'·000N., 92° 56'·985E. (S border)

**Chart 4001** [previous update NC 31 Aug 16]

Insert	Submarine cable,  , joining:	12° 21'·898N., 92° 55'·316E. (Shore)
		12° 21'·466N., 92° 55'·208E.
		12° 19'·935N., 92° 56'·676E.
		12° 18'·082N., 92° 58'·502E.
		12° 17'·512N., 92° 58'·852E.
		12° 17'·003N., 92° 58'·964E.
		12° 15'·307N., 92° 59'·548E.
		12° 15'·000N., 92° 59'·616E. (S border)

***169 (15/20) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Elphinstone Harbour to Port Blair – Submarine Cable. (Continued).**

Chart 4013 [previous update 084/20]

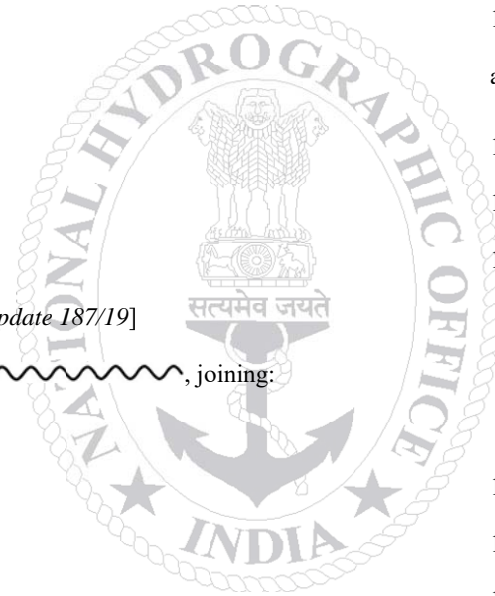
Insert Submarine cable, , joining:

11° 58'·000N., 92° 56'·928E. (S border)
 11° 58'·149N., 92° 56'·991E.
 11° 59'·004N., 92° 57'·139E.
 11° 59'·080N., 92° 57'·137E. (Shore)
 and
 11° 59'·078N., 92° 57'·137E. (Shore)
 11° 59'·011N., 92° 57'·116E.
 11° 58'·923N., 92° 57'·065E.
 11° 58'·414N., 92° 56'·961E.
 11° 58'·022N., 92° 56'·643E.
 11° 58'·000N., 92° 56'·570E. (S border)
 and

Chart 4006 (INT 7449) [previous update 187/19]

Insert Submarine cable, , joining:

11° 38'·711N., 92° 44'·914E. (Shore)
 11° 38'·143N., 92° 45'·273E.
 11° 38'·101N., 92° 45'·621E.
 11° 38'·449N., 92° 46'·577E.
 11° 38'·943N., 92° 47'·146E.
 11° 39'·095N., 92° 47'·591E.
 11° 39'·392N., 92° 47'·997E.
 11° 40'·412N., 92° 48'·500E. (E border)



Section – III

TEMPORARY AND PRELIMINARY NOTICES

***170 (T) (15/20) INDIA – WEST COAST – Jawaharlal Nehru Port and Trombay – Geotechnical investigation.**

Source: JNPT.

1. An Octagon shaped area with Spud Pontoon “AQUA-I” and marker buoys is marked for carrying out geotechnical investigation in the area bounded by following coordinates:-

Sl. No.	Position
(i)	18° 56′·642N., 72° 56′·236E.
(ii)	18° 56′·617N., 72° 56′·161E.
(iii)	18° 56′·572N., 72° 56′·055E.
(iv)	18° 56′·529N., 72° 55′·998E.
(v)	18° 56′·500N., 72° 56′·014E.
(vi)	18° 56′·526N., 72° 56′·083E.
(vii)	18° 56′·591N., 72° 56′·178E.
(viii)	18° 56′·614N., 72° 56′·272E.

2. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

Charts affected – 2076 (INT 7338) – 2016 (INT 7336) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 21–22 (INT 752).

***171 (T) (15/20) 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′·76N., 82° 10′·63E.
Deep Driller 8	16° 40′·13N., 82° 25′·73E.
DDKG 1	16° 29′·83N., 82° 46′·89E.
SSV Louisiana	16° 14′·15N., 82° 22′·00E.
Olinda Star	16° 16′·36N., 82° 15′·83E.
Platinum Explorer	15° 05′·92N., 82° 06′·44E.
West Polaris	16° 32′·22N., 82° 33′·70E.

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 – 391 – 354 (INT 7408) – 355 (INT 7405).**

Former INTM 165(T)/20 is cancelled.

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 31 Jul 20:-

2019 SERIES – 199 287 289 369 392 479 591 621 812 895 928

2020 SERIES – 074 086 116 260 267 329 331 333 354 362 368 371 384 385 397 410 413 416 417
418 419 420

3. NAVAREA VIII Warnings issued during the period from 16 Jul 20 to 31 Jul 20 (both dates inclusive) are as tabulated below:-

397. India East Coast - off Chennai. Charts IN 313 3001 INT 7402. Pulicat DGPS (13-25N 080-20E) off.
398. India East Coast - off Gopalpur. Charts IN 31 305 352 353 INT 706. Army Air Defence firing scheduled on 20, 21, 22, 23, 24 Jul 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 241530 UTC Jul 20.
399. India East Coast - off Chennai. Charts IN 33 313 356 357 391 INT 706. Firing scheduled on 21, 22, 23 Jul 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 231230 UTC Jul 20.
400. NAVAREA VIII warnings In force as on 17 Jul 20:- <u>2019 Series</u> - 199 287 289 369 392 479 591 621 812 895 928 <u>2020 Series</u> - 074 086 116 260 267 329 331 333 340 354 362 368 369 371 372 373 383 384 385 387 392 394 395 397 398 399 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 241000 UTC Jul 20.
401. Lakshadweep Sea - off Male. Charts IN 227 2061 INT 707. Abandoned FV Kanduroadhi reported adrift 04-08N 073-48E at 180130 UTC Jul 20. 2. Cancel this MSG 210130 UTC Jul 20.
402. India West Coast - off Mumbai. Charts IN 255 292 INT 7021. Yellow buoy reported adrift 18-38N 071-26E at 200725 UTC Jul 20. 2. Cancel this MSG 230725 UTC Jul 20.
403. Cancel NAVAREA VIII MSG 394/20 and this MSG.
404. Indian Ocean - off Agalega Island. Charts INT 702. MV Glocem reported MOB 10-01.26S 056-18.39E at 220920 UTC Jul 20. Vessel transiting to keep sharp lookout. 2. Cancel this MSG 261000 UTC Jul 20.
405. Indian Ocean - off Agalega Island. Charts INT 702. Barge Sona III reported adrift with crew 09-59S 056-21E at 221145 UTC Jul 20. 2. Cancel this MSG 261145 UTC Jul 20.
406. India East Coast - Chennai. Charts IN 313 356 357 391 3001 3004 INT 7403. Firing scheduled on 28 Jul 20 from 0830 to 0930 UTC in danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised. 2. Cancel this MSG 281030 UTC Jul 20.
407. NAVAREA VIII warnings in force as on 24 Jul 20:- <u>2019 Series</u> - 199 287 289 369 392 479 591 621 812 895 928 <u>2020 Series</u> - 074 086 116 260 267 329 331 333 354 362 368 369 371 372 373 383 384 385 395 397 404 405 406 407 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 311000 UTC Jul 20.
408. India West Coast - Okha. Charts IN 271 291 2068 INT 705. Firing scheduled on 29 Jul 20 from 0530 to 0730 UTC in danger sector extending upto 12 NM within bearing 270 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised.

408. Continued.
2. Cancel this MSG 290830 UTC Jul 20.
409. India East Coast - off Gopalpur. Charts IN 31 305 352 353 INT 706. Army Air Defence firing scheduled on 29, 30, 31 Jul 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 311530 UTC Jul 20.
410. India East Coast. Charts IN 355 391 INT 706. Rig Move. DDKG 1 16-29.83N 082-46.89E. Refer to 165(T) of INTM 14/20. Wide berth requested.
411. Indian Ocean - off Reunion I. Charts IN 7071 INT 702. Gunnery exercise scheduled from 270600 to 291400 UTC Jul 20 in danger area bounded by 21-12S 054-57E, 21-19.3S 054-25.54E, 21-39.02S 054-33.3E, 21-26S 055-02.3E. Wide berth from area advised
2. Cancel this MSG 291500 UTC Jul 20.
412. Andaman Sea - off Barren. Charts IN 41 404 473 INT 7031. Firing scheduled on 30, 31 JUL 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 311030 UTC Jul 20.
413. India East Coast. Charts IN 355 INT 7405. Rig Move. SSV Louisiana 16-14.15N 082-22E, Aban II 16-27.76N 082-10.63E. Refer to 165 (T) of INTM 14/20. Wide berth requested.
414. Cancel NAVAREA VIII MSG 372, 373, 383, 395/20 and this MSG. INTM 164, 165(T)/20 refers.
415. India East Coast. Charts IN 3009 INT 7407 Vakalapudi (17-00N 082-17E) Navtex transmitter inoperative.
416. Indian Ocean - off Grand Port. Charts BA 711 INT 7737. MV Wakashio reported aground 20-26.51S 057-44.55E PA on 25 Jul 20.
417. India West Coast - Kochi. Charts IN 220 259 2029 INT 7356. Firing scheduled on 04, 11, 18, 25 Aug 20 from 0900 to 1200 UTC and 1230 to 1430 UTC and 07, 14, 21, 28 Aug 20 from 0900 to 1200 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 281300 UTC Aug 20.
418. India East Coast - off Chennai. Charts IN 32 313 356 357 INT 754. Firing scheduled on 04, 05, 06 Aug 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 061230 UTC Aug 20.
419. NAVAREA VIII warnings in force as on 31 Jul 20:-
2019 Series - 199 287 289 369 392 479 591 621 812 895 928
2020 Series - 074 086 116 260 267 329 331 333 354 362 368 371 384 385 397 410 413 415 416 417 418
2. NAVAREA VIII warnings less than 42 days promulgated via safetynet. Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in
3. Cancel this MSG 071000 UTC Aug 20.
420. Cancel NAVAREA VIII MSG 415/20 and this MSG.

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter - 3 (Page 129)

(Source: Indian Chart 3012, Visakhapatnam Port)

Article 2.154, Delete para 1 and replace by

1 Anchorage. Anchorage is prohibited within an area of the port approaches bounded by the following co-ordinates:

17°41'.56 N, 83°18'.38 E

17°41'.56 N, 83°21'.39 E

17°40'.23 N, 83°21'.39 E

17°40'.23 N, 83°17'.38 E

Page 130, Delete Article 2.157 and replace by

Entrance Channel

2.157

1 The entrance channel to the outer harbour is 200 m wide and dredged to a depth of 22 m. The dredging depth at approaches to outer turning circle and at outer turning circle is 21 m. The maintained depth at inner channel and inner turning basin is 16.1 m. The entrance channel to the inner harbour is maintaining depth of 10.7 m to 16.1 m. Eight pairs of leading light-beacons, consisting of pylons, lead through the inner harbour channel; the first pair stand within the S entrance point and in line bear 270.7°; the second pair, painted red and white, stand on the N entrance point and in line bear 278.6°; the third pair, also painted red and white stand on the S side of the channel and in line bear 262.5°; the fourth pair painted red and white inline bear 278½°. The fifth pair is Oil refinery leading lights with alignment of 322.1°; The sixth pair stand 6 cables W of the S entrance point and in line astern bearing 165½°, leading to the inner turning basin to pass between the red and green lights of breakwaters. The seventh pair stands on the NS side of the channel and in line astern bearing 149½°. The eighth pair stands on the S side of the channel and in line bearing 098.5°.

Article 2.159, para 1, delete and replace by

2.159

1 Inner Harbour turning basin is about 2 cables in diameter and dredged to 16.1 m lies at the W end of the entrance channel to the inner harbour with three arms extending from it. Western and North-Western arm dredged to 10.7m and Northern arm dredged to 16.1 m. The berth detail is shown below:-

Quay Berths	Berth length (m)	Depth alongside (m)
East Quay-1	280	16.1
East Quay-2 to 4	515	16.1
East Quay-5	126.75	12.1
East Quay-6	182.90	12.1

East Quay-7	255.00	16.1
East Quay-8	255.00	16.1
East Quay-9	255.00	16.1
East Quay-10	182.00	12.0
West Quay-1	212.00	14.1
West Quay-2	226.70	14.1
West Quay-3	201.20	14.1
West Quay-4	243.00	12.1
West Quay-5	241.70	12.1
West Quay-6	255.00	15.5
RE W Quay -1	162.70	12.0
West Quay-7	280.00	16.1
West Quay-8	280.00	16.1
Fertiliser Berth	173.13	10.7
Oil Refinery Berth-1	183.00	10.06
Oil Refinery Berth-2	183.00	9.75
Green Channel Berth	150.00	9.00

Note:*Replacement & upgradation work of these berths to a depth of 16.10 m is under progress.

Article 2.160, delete para 2-8 and replace by

2 The permissible draught at the ore berth on either side is 16.50 m; these berths can accommodate bulk carriers of up to 2,00,000 dwt. The berth is served by a conveyor belt, with a capacity of 8000 TPH, from the stock pile nearly 5 km distant. A turning circle dredged to 21.0 m lies between the berths and the entrance channel.

3 A general bulk cargo berth accommodating vessels up to 200,000 dwt and 18.10 m draught is situated SW of the Ore Berth.

4 A berth for handling oil is situated close NW of South Breakwater, Tankers of up to 280 m long and draught of 17 m can be accepted. A submarine oil pipeline is laid from the west of the berth to a trestle bridge perpendicular to the coast.

5 An LPG berth, with a dredged draught of 16 m alongside and able to accept vessels of up to 230 m LOA, beam 42m and draught 14m subject to the distance from ships centre manifold to its stern does not exceed 119 m is situated SW of the outer turning circle.

6 A Multipurpose which accommodates vessels of up to 320 m LOA and draught 14.5 m is situated North East of the Ore Berth II. (Existing Berth length is 450m another length of 395m extension work towards south is under progress)

7 The Channel berth with 9 m depth alongside is situated next to the General Cargo Berth.

8 Berthing of vessels at SBM, daughter tanker for STS, are carried out during day light hours.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7671.1	- Khowr-e-Deyreh. Ldg Lts 045°. Rear. 0.9M from front. B	29 02.14 N 50 49.11 E	Iso W 4s	8	8	White pile beacon	
D9131.3	Traidnet 19	29 06.10 N 49 12.80 E	Lit	*#	*#	Platform	TE; reported missing (T) 2011
F1486	PAULA PINANG - Muka Head. Summit	05 28.34 N 100 10.83 E	FI W 10s	#	#	White granite tower 14	fl 0.3. TE 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. 14 dated 16 Jul 2020)

**PAGE 5, BANGLADESH, CHITTAGONG, Pilots and Ports,
 PROCEDURE**

Delete entry and replace by:

PROCEDURE

- (1) For vessels bound for the outer anchorages A, B and C:
 - (a) Pilotage is compulsory for inbound vessels with a draft more than 10m, highly recommended for a vessel of a draft 9.5-10m and advisable for any other which is bound for Chittagong outer anchorages from Kutubdia
 - (b) Vessels must take all measures, including having the Pilot/Navigational Facilitator remaining onboard, until draft has been reduced to 9.5m/dragging tendency has been eliminated, as well as when shifting from one anchorage to another
 - (c) Notice of ETA: Vessels should notify port authority by at least 72h prior to arrival at the outer anchorage area and provide regular updates
 - (d) Contact Chittagong Pilots by emailing oac@cpa.gov.bd to make the above arrangements and receive guidance relating to the outer anchorage area
- (2) For vessels intending to berth at the jetty or mooring within the Karnaphuli River:
 - (a) Pilotage is compulsory for all vessels of 200 gt and over inward-bound/outward-bound of Karnaphuli River and is available HW only
 - (b) Notice of ETA: Vessels should call on VHF Ch 12 or 16 and report ETA when 12 n miles from the port.
 - (c) Vessels should arrive at the Pilot boarding ground at least 3h before daylight HW.
 - (d) Vessels due to enter in the next 24h period should anchor in the relevant anchorage and keep watch on VHF from at least 3h before Pilot boarding time.
 - (e) Pilot boards in position 22°11'.83 N 91°46'.70 E

**PAGE 6, BANGLADESH, MONGLA, Pilots and Ports,
 CONTACT DETAILS**

Delete entry and replace by:

CONTACT DETAILS:

Pilots

For details see HIRAN POINT.

Port Control

VHF Channel: Ch 16; 11

Telephone: +880 4662 75367

Hr Mr

Telephone: +880 468 75221

E-mail: hm@mpa.gov.bd

Port Authority

Telephone: +880 468 75215

+880 468 75200

Fax: +880 468 75224

E-mail: mpa@bttb.net.bd

Website: www.mpa.gov.bd

(Source: BA 30/20)

(15/20)

**PAGE 64, INDIA, RELIANCE JAMNAGAR MARINE TERMINAL,
Gulf of Kachchh,**

Delete entry and replace by

**SIKKA PORTS & TERMINALS LIMITED, 22°29'.80N 69°50'.90E
Gulf of Kachchh**

Pilots and Terminal

CONTACT DETAILS:

Port Authority

Call: reliance port control

VHF Channel: Ch 16; 71

Telephone: +91(0)288 351 2600

+ 91(0)288 351 2605

+91(0)288 351 2635

E-mail: port_operation.centre@ril.com

Tugs

Call: Reliance port control

VHF Channel: Ch 71

Hours: H24

PROCEDURE:

- (1) Pilotage is compulsory for all vessels using the terminal.
- (2) Notice of ETA: Vessels are required to inform Reliance Jamnagar Marine Terminal by E-Mail of their ETA at the Pilot Boarding Ground, 72 hours prior to their arrival.
- (3) Confirmation of ETA should be sent 48h, 24h and 12h prior to their arrival.
- (4) At least 3h prior to arrival, vessels should contact Port Control on VHF Ch 16 or 71. Port Control will assign a working channel for use whilst in the Sikka Port Limit. Berthing instructions will be advised. A listening watch should be maintained on both channels.
- (5) Vessels at the SPMs must maintain a watch on the cargo control room on VHF Ch advised by the Terminal personnel (normally VHF Ch 68 or 71)
- (6) Vessels at the tanker berths must maintain a watch on VHF Ch 16 & 71. A shore portable VHF radio will be placed onboard for communication during cargo operation
- (7) Pilot boards in the following positions:
 - (a) SPMs: 22°36'.00N 69°47'.00E
 - (b) Jetty (Flood and Ebb) and SPMs (during ebb): 22°32'.20N 69°46'.25E
 - (c) Crude Vessels (during flood): 22°38'.00N 69°52'.10E
 - (d) Product Vessels (during flood): 22°36'.50N 69°53'.00E

NOTE:

All times to be in Local Time.

Vessel Traffic Service

For details see GULF OF KACHCHH VTS

(Source: Sikka Ports & Ltd.)

(15/20)

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.

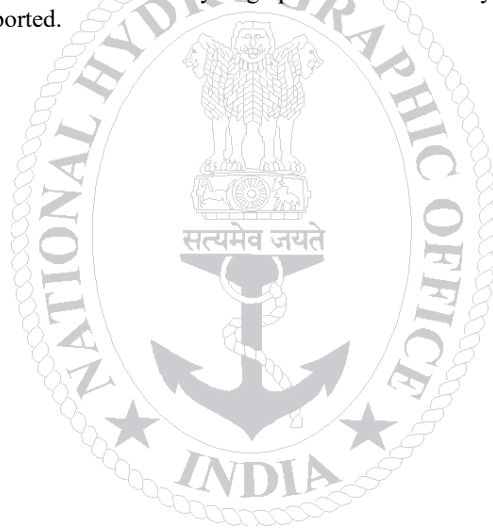
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

To accompany Indian Notice to Mariners 168/20

Chart 259 (INT 7356)

TRAFFIC SEPARATION SCHEME

Consult Indian Notices To Mariners Special edition notice no 21 for details of Traffic Separation Schemes and other relevant information.

To accompany Indian Notice to Mariners 168/20

Chart 222

TRAFFIC SEPARATION SCHEME

Consult Indian Notices To Mariners Special edition notice no 21 for details of Traffic Separation Schemes and other relevant information.

To accompany Indian Notice to Mariners 168/20

Chart 32 (INT 754)

TRAFFIC SEPARATION SCHEME

Consult Indian Notices To Mariners Special edition notice no 21 for details of Traffic Separation Schemes and other relevant information.

To accompany Indian Notice to Mariners 168/20

Chart 273

TRAFFIC SEPARATION SCHEME

Consult Indian Notices To Mariners Special edition notice no 21 for details of Traffic Separation Schemes and other relevant information.

To accompany Indian Notice to Mariners 168/20

Chart 260 (INT 7362)

TRAFFIC SEPARATION SCHEME

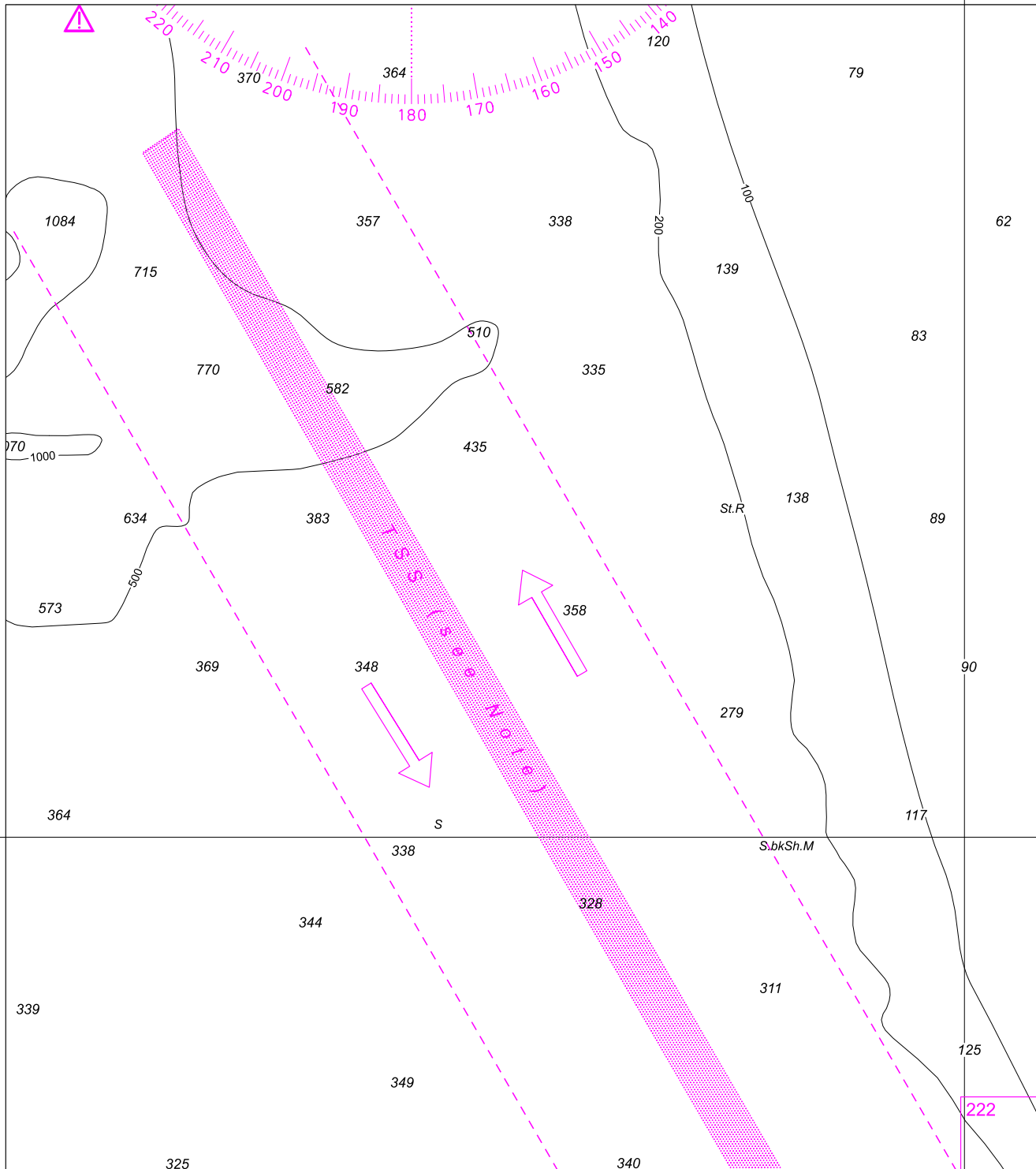
Consult Indian Notices To Mariners Special edition notice no 21 for details of Traffic Separation Schemes and other relevant information.

To accompany Indian Notice to Mariners 168/20

Chart 221

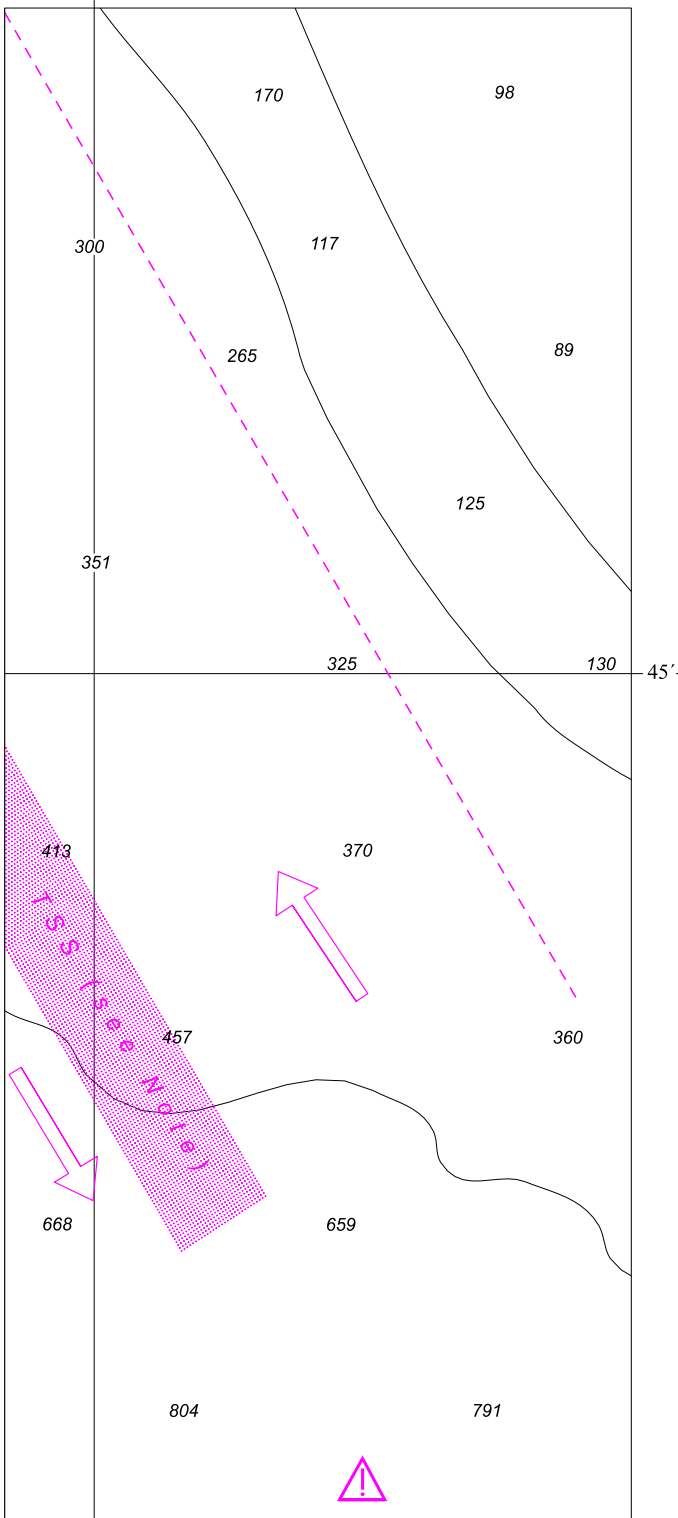
TRAFFIC SEPARATION SCHEME

Consult Indian Notices To Mariners Special edition notice no 21 for details of Traffic Separation Schemes and other relevant information.



76°00'

To accompany Indian to Mariners No.168/2020



76°00' E

Block correction for Chart no.222



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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