



# INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2020

(CONTAINS NOTICES 172 TO 178)

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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> 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 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>
IN2254AF	254	APPROACHES TO GULF OF KHAMBHAT	11-08-2020
IN2260KK	260	KOCHI TO KANNIYAKUMARI (CAPE COMORIN)	10-08-2020
IN42359A	2359	APPROACHES TO PORT OF NEW MANGALORE	10-08-2020

2. 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>
IN2254AF	254	APPROACHES TO GULF OF KHAMBHAT	11-02-2019
IN2260KK	260	KOCHI TO KANNIYAKUMARI (CAPE COMORIN)	26-08-2019
IN42359A	2359	APPROACHES TO PORT OF NEW MANGALORE	08-11-2018

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
201	GORA CHAN CREEK TO GODIA CREEK	1,50,000	New Edition
224	MANAPPAD TO SETUKKARAI	1,50,000	New Edition
315	PALK STRAIT	1,25,000	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 ENC'S

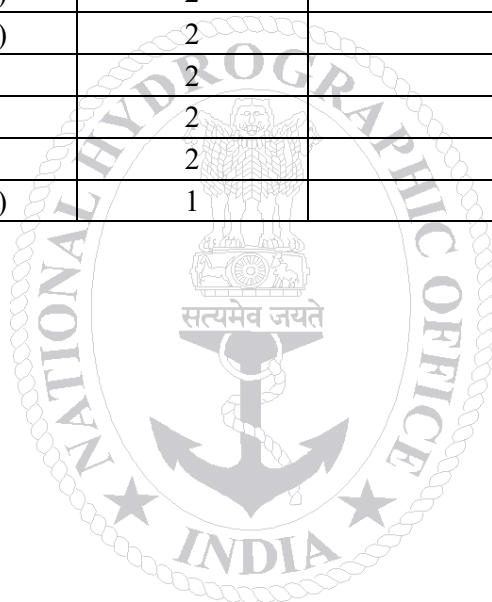
The complete folios of Official Indian ENC'S are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC'S through the world wide network of their agents and distributors. Updates are also made available as per the existing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

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

**SECTION – I**

The list of charts affected by the Notices 172 to 178 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
41 (INT 757)	6	177
203 (INT 7319)	2	172
208	2	175
254 (INT 7331)	3	175
292 (INT 7021)	2	175
354 (INT 7408)	5	178 (T)
355 (INT 7405)	5	178 (T)
391	5	178 (T)
2005	2	173
2039	2	175
2051 (INT 7333)	2	174
2060 (INT 7332)	2	172
2079 (INT 7329)	2	172
2102	2	175
2114	2	173
2124	2	174
2514 (INT 7739)	1	176



**SECTION – II****PERMANENT NOTICES****\*172 (16/20) INDIA – WEST COAST – Approaches to Mundra Port – Accompanying Note.**

Source: NHO, Dehradun.

**Chart 203 (INT 7319) [previous update 150/20]**

Substitute existing accompanying note, “DEEP WATER ROUTE”, centered on; 22° 55′·20N., 69° 23′·63E.

**Chart 2060 (INT 7332) (Approaches to Salaya) [previous update 216/19]**

Substitute existing accompanying note, “DEEP WATER ROUTE”, centered on; 20° 34′·30N., 69° 41′·91E.

**Chart 2079 (INT 7329) [previous update 067/20]**

Substitute existing accompanying note, “DEEP WATER ROUTE”, centered on; 22° 46′·94N., 69° 34′·75E.

**\*173 (16/20) INDIA – WEST COAST – Approaches to Kharo creek and Mitha Port – Legend.**

Source: NHO, Dehradun.

**Chart 2005 [previous update 126/19]**

Delete legend, “CGS Jakhau” centered on; 23° 13′·43N., 68° 37′·22E.

**Chart 2114 [previous update 094/17]**

Delete legend, “CGS Jakhau” centered on; 23° 13′·43N., 68° 37′·09E.

**\*174 (16/20) INDIA – WEST COAST – Salaya Channel – Legend.**

Source: NHO, Dehradun.

**Chart 2051 (INT 7333) [previous update 216/19]**

Insert legend, “Nora Rk.”, centered on; 22° 25′·50N., 69° 34′·03E.

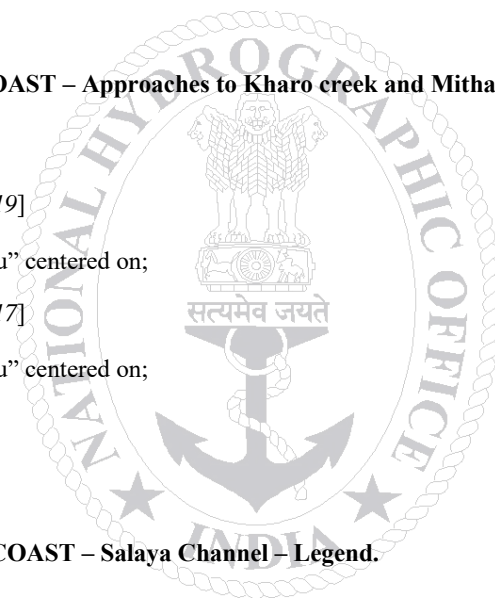
legend, “Blunt channel”, centered on; 22° 24′·61N., 69° 39′·75E.

Substitute legend, “DHANI REEF” for “KALUBHAR REEF”, centered on; 22° 25′·39N., 69° 32′·76E.

**Chart 2124 [previous update 216/19]**

Insert legend, “Nora Rk.”, centered on; 22° 25′·54N., 69° 34′·05E.

Substitute legend, “DHANI REEF” for “KALUBHAR REEF”, centered on; 22° 25′·20N., 69° 32′·54E.



**\*175 (16/20) INDIA – WEST COAST – Bhavnagar Port – Foul.**

Source: VTS Khambhat.

**Chart 292 (INT 7021)** [previous update 167/20]

Insert # 21° 43'·50N., 72° 22'·00E.

**Chart 254 (INT 7331)** [previous update 167/20]

Insert # 21° 43'·50N., 72° 22'·00E.

**Chart 208** [previous update 155/20]

Insert # 21° 43'·47N., 72° 22'·01E.

**Chart 2039** [previous update 155/20]

Insert # 21° 43'·50N., 72° 22'·00E.

**Chart 2102** [previous update 045/18]

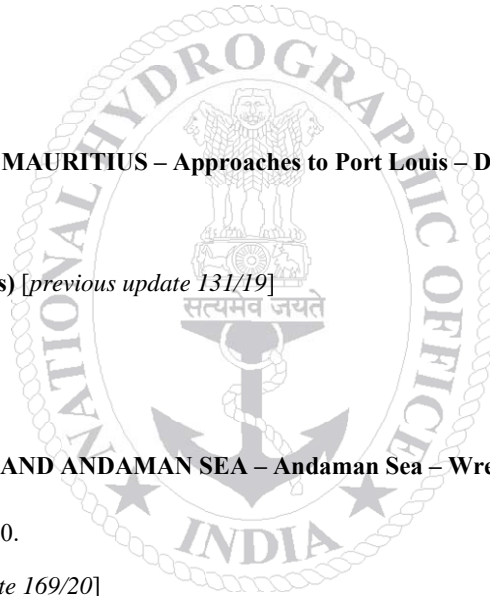
Insert # 21° 43'·50N., 72° 22'·00E.

**\*176 (16/20) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Depth.**

Source: NHO, Dehradun.

**Chart 2514 (INT 7739) (Port Louis)** [previous update 131/19]Insert Depth, <sup>5</sup>4 20° 09'·22S., 57° 29'·87E.**\*177 (16/20) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Wreck.**

Source: Myanmar Notice No. 27/2020.

**Chart 41 (INT 757)** [previous update 169/20]Insert  Rep 15° 58'·00N., 96° 57'·70E.



**Section – III****TEMPORARY AND PRELIMINARY NOTICES**

**\*178 (T) (16/20) INDIA – EAST COAST – Bay of Bengal – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

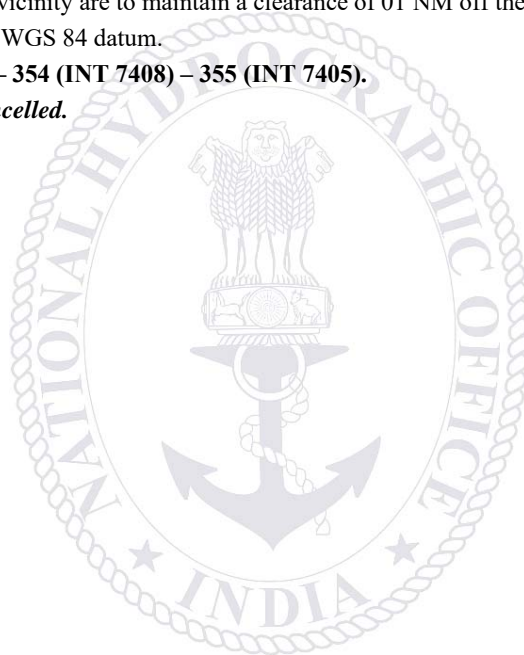
<b>Rig Name</b>	<b>Position</b>
Aban II	16° 27'·76N., 82° 10'·63E.
Deep Driller 8	16° 40'·13N., 82° 25'·73E.
DDKG 1	16° 29'·80N., 82° 45'·80E.
SSV Louisiana	16° 14'·15N., 82° 22'·00E.
Olinda Star	16° 16'·36N., 82° 15'·83E.
Platinum Explorer	15° 05'·92N., 82° 06'·44E.
West Polaris	16° 32'·22N., 82° 33'·70E.

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 171(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:-

<b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b>								
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](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto: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](http://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](http://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 are published in the fortnightly Indian Notices to Mariners.

- (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 recommended for all foreign flag ships and vessels irrespective of size.
- (b) Traffic Separation Schemes (TSS). The TSS is mandatory for all Indian and foreign flag ships and vessels entering and leaving.

#### 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><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s VDO Marine Instruments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 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: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> , <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> 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: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s JM Maritime Services</b> 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 : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></p>
<p><b>M/s Lift o Marine</b> Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a>, <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></p>	<p><b>HC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></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 16 Aug 20:-

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

**2020 SERIES** – 074 086 116 267 329 331 333 354 362 368 371 384 385 416 417 422 426 429 434  
436 437 438

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

<b>421. Cancel NAVAREA VIII MSG 410/20, 413 and this MSG INTM 171(T)/20 refers.</b>
<b>422. Andaman Sea - Gulf of Martaban.</b> Charts IN BA 826 INT 7441. MV Myanmar Goneyi reported sunk 15-58N 096-57.7E.
<b>423. Lakshadweep Sea – off Mormugao.</b> Charts IN 22 214 215 257 293 2020 2022 2078 INT 7343. Firing scheduled on 07 Aug 20 from 0330 to 0730 UTC in danger sector 15 NM between bearing 220 and 260 from 15-24.7N 073-47.05E. Wide berth From area advised. 2. Cancel this MSG 070830 UTC Aug 20.
<b>424. Cancel NAVAREA VIII MSG 397/20 and this MSG.</b>
<b>425. India West Coast – off Mumbai.</b> Charts IN 255 INT 7334. Abandoned FV Dev Sandesh reported anchored 19-25.17N 072-10.9E.
<b>426. India East Coast – off Gopalpur.</b> Charts IN 31 305 352 353 INT 706. Army Air Defence firing scheduled on 10, 11, 12, 13, 17, 18, 19, 20 Aug 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 201530 UTC Aug 20.
<b>427. Central Indian Ocean.</b> Charts IN 7070 INT 70. RV Marion Dufresne progressing oceanographic observations from 09 to 12 Aug 20 at 25-27.6S 069-56.2E, 25-31.7S 069-57.7E, 25-36.5S 070-00.7E, 25-35S 070-06.7E, 25-30.7S 070-05.8E, 25-29.1S 070-01.8E, 25-26.5S 070-04.9E, 25-24.8S 070-00.1E, 25-22S 069-55.8E, 25-35.4S 069-54.9E, 25-18.9S 070-02.9E, 25-19.1S 070-02.9E, 25-19.7S 070-03.3E, 25-19.5S 070-02.2E, 25-18.4S 070-02.6E, 25-19.6S 070-01.4E. 2. Cancel this MSG 121830 UTC Aug 20.
<b>428. NAVAREA VIII Warnings In Force As On 07 Aug 2020 :-</b> <b><u>2019 Series</u></b> - 199 287 289 369 392 479 591 621 812 895 928 <b><u>2020 Series</u></b> - 074 086 116 267 329 331 333 354 362 368 371 384 385 416 417 422 425 426 427 (A) NAVAREA VIII Warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII Warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in. 3. Cancel this MSG 141000 UTC Aug 20.
<b>429. India East Coast – off Paradip.</b> Charts IN 301 351 352 3011 3017 3031 3037 3038 INT 7419. Firing by IAF scheduled on 10, 11, 12, 13, 14, 17, 18, 19, 20, 21 Aug 20 from 0330 to 0630 and 0830 to 1130 UTC in danger area bounded by 21-12.58N 086-46.13E, 20-15N 087-20E, 20-52N 088-14E, 21-41N 087-45E. Wide berth from area advised. 2. Cancel this MSG 211230 UTC Aug 20.
<b>430. India West Coast – off Porbandar.</b> Charts IN 202 204 205 252 271 291 292 INT 705. Firing from Kathiawar range scheduled on 10, 11 Aug 20 from 0230-1030 UTC in danger area bounded by 22-12N 068-36.33E, 21-15.5N 069-04E, 21-09N 069-40E, 21-15.5N 069-42.5E, 22-05.75N 068-49E. Wide berth from area advised. 2. Cancel this MSG 111130 UTC Aug 20.
<b>431. India West Coast – off Mormugao.</b> Charts IN 22 256 293 INT 7022. Sub Surface Firing scheduled from 130030 to 131430 UTC Aug 20 and 140030 to 141430 UTC Aug 20 in danger area bounded within 15-30N to 16-00N and 072-10E to 072-40E. Wide Berth from area advised. 2. Cancel this MSG 141530 UTC Aug 20.
<b>432. Cancel NAVAREA VIII MSG 425/20 and this MSG.</b>
<b>433. India West Coast – off Ratnagiri.</b> Charts IN 22 293 INT 7022. Surface and Sub Surface firing scheduled from 130030 to 131430 UTC Aug 20 and 140030 to 141430 UTC Aug 20 in danger area bounded within 16-50N to 17-00N and

<p><b>433. Continued.</b> 071-40E to 071-50E. Wide berth from area advised. 2. Cancel this MSG 141530 UTC Aug 20.</p>
<p><b>434. India West Coast – off Dwarka.</b> Charts IN 204 252 INT 7325. FV Lakshmi Sagar reported sunk PA 22-00.42N 068-59.24E.</p>
<p><b>435. North Indian Ocean.</b> Charts IN 7703 INT 703. Raft made of blue drums and wooden structure reported adrift 040-0.5 KTS at 03-14.1S 062-27.1E at 121100 UTC Aug 20. 2. Cancel This MSG 151100 UTC Aug 20.</p>
<p><b>436. India East Coast.</b> Charts IN 355 391 INT 706. Rig Move. DDKG 1 16-29.8N 082-45.8E. Refer to 171(T) of INTM 15/20. Wide berth requested.</p>
<p><b>437. India East Coast - off Chennai.</b> Charts IN 32 313 356 357 INT 754. Firing scheduled on 18, 19, 20 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 201230 UTC Aug 20</p>
<p><b>438. NAVAREA VIII Warnings in force as on 14 Aug 2020:-</b> <b>2019 Series</b> - 199 287 289 369 392 479 591 621 812 895 928 <b>2020 Series</b> - 074 086 116 267 329 331 333 354 362 368 371 384 385 416 417 422 426 429 434 435 436 437 (A) NAVAREA VIII Warnings less than 42 days promulgated via safetyonet. (B) Text of NAVAREA VIII Warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 3. Cancel this MSG 211000 UTC Aug 20.</p>

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

**West coast of India Pilot (INP-1)**  
**Chapter - 9 (Page 347)**  
**(Source- NHO)**

*Article 9.19, Para 6 line 10 delete text “Kalubhar Reef” and replace by “Dhani Reef”.*

*Article 9.19, Para 7 line 1 delete text “Karumbhar Reef” and replace by “Dhani Reef”.*

*Page 355, Article 9.64, Para 3 line 10 delete text “Kalubhar (Karumbhar) Reef” and replace by “Dhani Reef”.*

*Page 356, Article 9.76, Para 1 line 2 delete text “Kalubhar Reef” and replace by “Dhani Reef”.*



**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
F0389	-- Samiyani Island. North	22 29.50 N 69 05.47 E	FI G 3s	12	5	White masonry tower black bands 10	<i>fl 0.5.</i>  *
F0514	PORT OF MUMBAI (BOMBAY) - Prongs Reef	18 52.75 N 72 47.99 E	FI W 10s	41	23	Round tower, red, white and black bands 52	W232°-171°(299°)  ILRS Vol 2 Station78987 TD 2020 *
	--	..	Racon	..	..	..	
F0971.01	- F H Quay. Lts in line 301.9°. Front	17 41.90 N 83 18.15 E	FI G 15s				*
* F0971.015	* --- Rear	* 17 41.91 N 83 18.12 E	* Oc G 3s	* *	* *	* *	* *
F0973.086	Remove from list; deleted						
F0973.087	Remove from list; deleted						
F0973.12	Remove from list; deleted						
F0973.14	Remove from list; deleted						
F0974	- Entrance Ldg Lts 278.6°. Front	17 41.35 N 83 17.49 E	FI R				
F0974.2	- Lts in line 262.5°. Front	17 41.22 N 83 17.06 E	F W				*
F0974.21	-- Rear. 54m from front	17 41.22 N 83 17.02 E	F W				*
F0974.3	- Ldg Lts 262.5°. Front	17 41.24 N 83 17.04 E	F R				*
F0974.31	-- Rear. 70m from front	17 41.23 N 83 16.96 E	F R				*
F0974.45	- Ldg Lts 270.7°. Front	17 41.19 N 83 17.61 E	F W				
-		..	F WRG	29	7	..	R248.7°-250.7° (2°), W250.7°-252.7° (2°), G259.7°-267.7° (8°), W267.7°-271.7° (4°), R271.7-273.7° (2°). W252.7°-259.7° (7°)
-		..	AIFI WG	..	..	..	
F0974.46	-- Rear. 120m from front	17 41.19 N 83 17.51 E	FI W				
F0974.6	- Ldg Lts 278.5°. Front	17 41.34 N 83 16.75 E	F R	..	..	..	FG (T) 2009
F0974.61	-- Rear. 30m from front	17 41.35 N 83 16.73 E	F R	..	..	..	FG (T) 2009
F0974.7	- Ldg Lts 149.5°. Front	17 41.22 N 83 17.03 E	F G	..	..	..	*
F0974.71	-- Rear. 90m from front	17 41.18 N 83 17.06 E	F G	..	..	..	*
F0974.8	- Ldg Lts 165.5°. Front	17 41.25 N 83 16.97 E	F R	..	..	..	*
F0974.81	-- Rear. 75m from front	17 41.21 N 83 16.98 E	F R	..	..	..	*

<b>F0975.8</b>	- Ldg Lts 322.1°. Front	17 41.67 N 83 16.67 E	Q R	..	..	..		<b>TE 2011</b>
	*	*						
<b>F0975.803</b>	- Ldg Lts 345.5°. Front	17 41.73 N 83 16.81 E	F R					
	*	*						
<b>F0975.81</b>	- Ldg Lts 322.1°. Rear	17 41.70 N 83 16.63 E	Oc R 3s	..	..	..		<b>TE 2011</b>
	*	*						
<b>F1836.35</b>	- Matak	03 21.75 N 106 15.66 E	FI G 8s	7	6	Green Δ on green beacon	<i>fl 1</i>	
	*	*		*				*
<b>F1836.38</b>	--	03 21.35 N 106 15.68 E	FI G 5s	7	6	Green Δ on green beacon	<i>fl 1</i>	
	*	*		*				*
<b>F1836.43</b>	--	03 21.65 N 106 15.84 E	FI G 5s	7	6	Green Δ on green beacon	<i>fl 1</i>	
	*	*		*#	*#			

**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)***Page 14, RADAR BEACON, QATAR***Insert below “77340 SE Arif Lt Buoy”*

Mesaieed Main Channel Lt Buoy No 14	24°51'·21N 51°40'·31E	3				<b>S</b>		77342·5
Mesaieed North Inner Channel Fairway Lt Buoy No 1	24°54'·55N 51°36'·50E					<b>M</b>		77345

**Mesaieed East Channel Lt Buoy No 15***Delete entry and replace by*

Mesaieed East Channel Lt Buoy No 37	24°56'·67N 51°47'·17E	3 & 10	360°	6		<b>Q</b>		77350
--	-----------------------	--------	------	---	--	----------	--	-------

*Insert below “Hamad Port Lt Buoy VQ”*

Mesaieed East Channel Lt Buoy No 20	25°03'·42N 51°44'·89E					<b>W</b>		77385
Mesaieed East Channel Lt Buoy No 2	25°10'·74N 51°44'·36E					<b>U</b>		77390

**Page 46, AUTOMATIC IDENTIFICATION SYSTEM (AIS)****QATAR (466),***Insert below ‘Hess Wreck Lt Buoy’*

Mesaieed East Channel Lt Buoy No 1	25°10'·76N 51°44'·14E	994661000		Real	6 21
Mesaieed East Channel Lt Buoy No 2	25°10'·74N 51°44'·36E	994661100		Real	6 21
Mesaieed East Channel Lt Buoy No 3	25°09'·97N 51°44'·05E	994661101		Real	6 21
Mesaieed East Channel Lt Buoy No 4	25°09'·95N 51°44'·26E	994661132		Real	6 21
Mesaieed East Channel Lt Buoy No 5	25°09'·48N 51°43'·68E	994661133		Real	6 21
Mesaieed East Channel Lt Buoy No 6	25°09'·43N 51°44'·20E	994661134		Real	6 21
Mesaieed East Channel Lt Buoy No 7	25°08'·27N 51°43'·53E	994661135		Real	6 21
Mesaieed East Channel Lt Buoy No 8	25°08'·23N 51°44'·05E	994661136		Real	6 21
Mesaieed East Channel Lt Buoy No 9	25°07'·28N 51°43'·41E	994661064		Real	6 21
Mesaieed East Channel Lt Buoy No 10	25°07'·22N 51°43'·93E	994661065		Real	6 21
Mesaieed East Channel Lt Buoy No 11	25°06'·57N 51°43'·32E	994661066		Real	6 21
Mesaieed East Channel Lt Buoy No 12	25°06'·53N 51°43'·85E	994661067		Real	6 21

Mesaieed East Channel Lt Buoy No 13	25°05'·79N 51°43'·31E	994661068		Real	6 21
Mesaieed East Channel Lt Buoy No 14	25°05'·83N 51°43'·84E	994661069		Real	6 21
Mesaieed East Channel Lt Buoy No 15	25°05'·01N 51°43'·31E	994661070		Real	6 21
Mesaieed East Channel Lt Buoy No 16	25°05'·28N 51°44'·07E	994661071		Real	6 21
Mesaieed East Channel Lt Buoy No 17	25°04'·07N 51°43'·70E	994661072		Real	6 21
Mesaieed East Channel Lt Buoy No 18	25°04'·36N 51°44'·48E	994661073		Real	6 21
Mesaieed East Channel Lt Buoy No 19	25°03'·13N 51°44'·09E	994661074		Real	6 21
Mesaieed East Channel Lt Buoy No 20	25°03'·42N 51°44'·89E	994661075		Real	6 21
Mesaieed East Channel Lt Buoy No 21	25°02'·19N 51°44'·49E	994661076		Real	6 21
Mesaieed East Channel Lt Buoy No 22	25°02'·49N 51°45'·29E	994661097		Real	6 21
Mesaieed East Channel Lt Buoy No 23	25°01'·29N 51°44'·94E	994661077		Real	6 21
Mesaieed East Channel Lt Buoy No 24	25°01'·57N 51°45'·69E	994661078		Real	6 21
Mesaieed East Channel Lt Buoy No 25	25°00'·43N 51°45'·39E	994661079		Real	6 21
Mesaieed East Channel Lt Buoy No 26	25°00'·68N 51°46'·08E	994661080		Real	6 21
Mesaieed East Channel Lt Buoy No 27	24°59'·90N 51°46'·21E	994661152		Real	6 21
Mesaieed East Channel Lt Buoy No 28	24°59'·94N 51°46'·40E	994661082		Real	6 21
Mesaieed East Channel Lt Buoy No 29	24°59'·13N 51°46'·54E	994661083		Real	6 21
Mesaieed East Channel Lt Buoy No 30	24°59'·21N 51°46'·73E	994661084		Real	6 21
Mesaieed East Channel Lt Buoy No 31	24°58'·21N 51°46'·93E	994661085		Real	6 21
Mesaieed East Channel Lt Buoy No 32	24°58'·28N 51°47'·13E	994661086		Real	6 21
Mesaieed East Channel Lt Buoy No 33	24°57'·46N 51°47'·23E	994661088		Real	6 21
Mesaieed East Channel Lt Buoy No 34	24°57'·54N 51°47'·45E	994661089		Real	6 21
Mesaieed East Channel Lt Buoy No 36	24°56'·97N 51°47'·62E	994661090		Real	6 21
Mesaieed East Channel Lt Buoy No 37	24°56'·67N 51°47'·17E	994661091		Real	6 21
Mesaieed East Channel Lt Buoy No 38	24°56'·36N 51°47'·44E	994661092		Real	6 21
Mesaieed East Channel Lt Buoy No 39	24°55'·98N 51°46'·69E	994661102		Real	6 21
Mesaieed East Channel Lt Buoy No 40	24°55'·83N 51°46'·82E	994661103		Real	6 21
Mesaieed East Channel Lt Buoy No 41	24°55'·56N 51°46'·11E	994661104		Real	6 21
Mesaieed East Channel Lt Buoy No 42	24°55'·42N 51°46'·23E	994661105		Real	6 21
Mesaieed East Channel Lt Buoy No 43	24°55'·35N 51°44'·76E	994661106		Real	6 21
Mesaieed East Channel Lt Buoy No 44	24°54'·76N 51°45'·27E	994661107		Real	6 21
Mesaieed East Channel Lt Buoy No 46	24°54'·21N 51°44'·50E	994661109		Real	6 21
Mesaieed East Channel Lt Buoy No 48	24°53'·65N 51°43'·70E	994661111		Real	6 21

## 8.3

Mesaieed East Channel North Lt Buoy No 37	24°57'.07N 51°47'.26E	994661130		Real	6 21
Mesaieed East Channel South Lt Buoy No 37	24°56'.29N 51°46'.98E	994661141		Real	6 21
Mesaieed Main Channel Lt Buoy No 2	24°53'.25N 51°43'.26E	994661093		Real	6 21
Mesaieed Main Channel Lt Buoy No 3	24°52'.80N 51°42'.12E	994661094		Real	6 21
Mesaieed Main Channel Lt Buoy No 4	24°52'.46N 51°42'.59E	994661095		Real	6 21
Mesaieed Main Channel Lt Buoy No 5	24°52'.01N 51°41'.45E	994661096		Real	6 21
Mesaieed Main Channel Lt Buoy No 6	24°51'.66N 51°41'.90E	994661137		Real	6 21
Mesaieed Main Channel Lt Buoy No 8	24°51'.17N 51°41'.47E	994661138		Real	6 21
Mesaieed Main Channel Lt Buoy No 10	24°50'.61N 51°41'.01E	994661139		Real	6 21
Mesaieed Main Channel Lt Buoy No 12	24°50'.62N 51°40'.50E	994661140		Real	6 21
Mesaieed Main Channel Lt Buoy No 14	24°51'.21N 51°40'.31E	994661142		Real	6 21
Mesaieed Main Channel Lt Buoy No 15	24°52'.09N 51°40'.46E	994661143		Real	6 21
Mesaieed Main Channel Lt Buoy No 16	24°51'.87N 51°40'.10E	994661144		Real	6 21
Mesaieed North Inner Channel Fairway Lt Buoy No 1	24°54'.55N 51°36'.50E	994661131		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 1	24°52'.57N 51°40'.13E	994661145		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 2	24°52'.53N 51°39'.88E	994661146		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 3	24°53'.43N 51°40'.20E	994661147		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 4	24°53'.45N 51°39'.98E	994661148		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 5	24°53'.93N 51°40'.19E	994661149		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 6	24°53'.85N 51°39'.95E	994661150		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 7	24°54'.32N 51°39'.94E	994661151		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 8	24°54'.21N 51°39'.77E	994661056		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 9	24°54'.82N 51°39'.54E	994661057		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 10	24°54'.71N 51°39'.37E	994661058		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 11	24°55'.15N 51°39'.28E	994661059		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 13	24°55'.12N 51°38'.92E	994661060		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 14	24°54'.83N 51°38'.95E	994661061		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 15	24°55'.00N 51°37'.62E	994661062		Real	6 21
Mesaieed North Inner Channel Lt Buoy No 16	24°54'.71N 51°37'.65E	994661063		Real	6 21
Mesaieed West Channel Lt Buoy No 1	25°01'.72N 51°41'.94E	994661112		Real	6 21
Mesaieed West Channel Lt Buoy No 2	25°01'.77N 51°42'.11E	994661113		Real	6 21
Mesaieed West Channel Lt Buoy No 3	25°00'.77N 51°42'.23E	994661114		Real	6 21
Mesaieed West Channel Lt Buoy No 4	25°00'.77N 51°42'.42E	994661115		Real	6 21

Mesaieed West Channel Lt Buoy No 5	25°00'·04N 51°42'·28E	994661116		Real	6 21
Mesaieed West Channel Lt Buoy No 6	25°00'·04N 51°42'·46E	994661117		Real	6 21
Mesaieed West Channel Lt Buoy No 7	24°59'·16N 51°42'·38E	994661118		Real	6 21
Mesaieed West Channel Lt Buoy No 8	24°59'·16N 51°42'·56E	994661119		Real	6 21
Mesaieed West Channel Lt Buoy No 9	24°58'·19N 51°42'·49E	994661120		Real	6 21
Mesaieed West Channel Lt Buoy No 10	24°58'·19N 51°42'·68E	994661121		Real	6 21
Mesaieed West Channel Lt Buoy No 11	24°57'·49N 51°42'·35E	994661122		Real	6 21
Mesaieed West Channel Lt Buoy No 12	24°57'·49N 51°42'·53E	994661123		Real	6 21
Mesaieed West Channel Lt Buoy No 13	24°56'·68N 51°42'·19E	994661124		Real	6 21
Mesaieed West Channel Lt Buoy No 14	24°56'·67N 51°42'·37E	994661125		Real	6 21
Mesaieed West Channel Lt Buoy No 15	24°55'·80N 51°42'·25E	994661126		Real	6 21
Mesaieed West Channel Lt Buoy No 16	24°55'·84N 51°42'·42E	994661127		Real	6 21
Mesaieed West Channel Lt Buoy No 17	24°54'·95N 51°42'·63E	994661128		Real	6 21

**Page 48, AUTOMATIC IDENTIFICATION SYSTEM (AIS), QATAR (466),**

Insert below "Ra's Laffān RLS2 Lt Buoy"

SE Arif Lt Buoy	24°54'·24N 51°43'·20E	994661110		Real	6 21
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(Source: BA 32/20)

(16/20)

**NP 31(5), 2017**

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

NIL

**INP 31(6), 2018**

( Last correction: Edition No. 15 dated 01 Aug 2020)

**PAGE 30, INDIA, DAHEJ, GCPTCL TERMINAL**

Delete entry and replace by:

**DAHEJ, GCPL TERMINAL**

21°41'N 72°31'E

**CONTACT DETAILS:**

Call: GCPL Terminal

VHF Channel: Ch 16; 77

Telephone: +91(0)2641 261017

+91(0)2641 261003

+91(0)98980 42724 (mobile)

E-mail: jettycontrolroom.gcptcl@gcptcl.in

Website: www.gcptcl.com

HOURS: H 24

**PROCEDURE:**

(1) Pilotage is compulsory.

(2) Notice of ETA: Vessel should send ETA 72h, 48h, 24h and 6h in advance through the agents.

(3) All arriving vessels are advised to contact the GCPL port control

station on VHF Ch 16 at least 4 hrs and 2 hrs before arrival. All inward-bound and outward-bound vessels should report to the GCPL port control while crossing the port limits as shown on the chart.

(4) **Pilot boards** in position 21°41'.49N, 72° 29'.44E (1nm west of the GCPL jetty).

**Note:**

The terminal is operated by Gujarat Chemical Port Limited (GCPL) under the guidelines of Gujarat Maritime Board.

**Vessel Traffic Service**

For details see GULF OF KHAMBHAT.

**(Source: Dahej, GCPL.)**

**(16/20)**

**SECTION – IX**  
**CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS**

**Indian Notices to Mariners, Special Edition-2016**

**Special Notice No. 21(Page 197)**

**(Source: DG Shipping, Mumbai)**

*Insert article 16A after article 16*

- 16A. Off South West coast of Indian  
Charts: 22(INT 752), 32 (INT 754), 221, 222, 259(INT 7356), 260(INT 7362), 273  
Director General, Shipping, India. Mandatory for all Indian and Foreign flag ships [*Details available in Indian Notices to Mariners 168(15/20)*].



## SECTION – X

### 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.

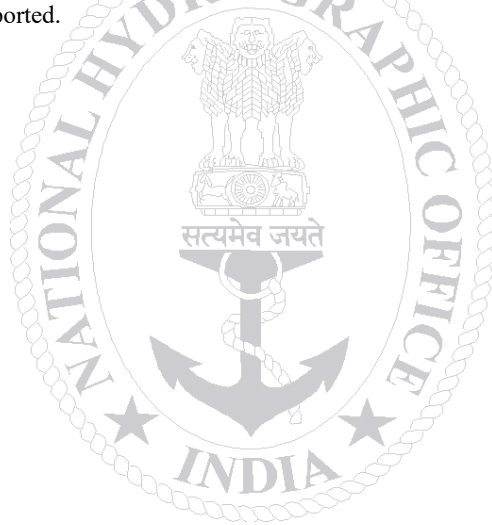
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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



<b>HYDROGRAPHIC NOTE</b>		<b>IH.102 (Revised 2012)</b>	
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			

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

<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
Lighters & Ro-Ro etc.	
<b>10. CRANES</b>	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
<b>11. BRIDGES</b>	
Vertical clearance	
<b>12. REPAIRS</b>	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
<b>13. SERVICES</b>	
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	

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

*To accompany Indian Notice to Mariners 172/20*

*Chart 2079 (INT 7329)*

DEEP WATER ROUTE

The Deep Water (DW) shown is part of the DW route between Dwarka and Vadinar offshore Terminal. The general depths in the route are shown by soundings. Mariners must take into account possible changes in depth due to metrological and other effects.

*To accompany Indian Notice to Mariners 172/20*

*Chart 2060 (INT 7332)*

DEEP WATER ROUTE

The Deep Water (DW) shown is part of the DW route between Dwarka and Vadinar offshore Terminal. The general depths in the route are shown by soundings. Mariners must take into account possible changes in depth due to metrological and other effects.

*To accompany Indian Notice to Mariners 172/20*

*Chart 203 (INT 7319)*

DEEP WATER ROUTE

The Deep Water (DW) shown is part of the DW route between Dwarka and Vadinar offshore Terminal. The general depths in the route are shown by soundings. Mariners must take into account possible changes in depth due to metrological and other effects.



**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [mrcc-west@indiancoastguard.nic.in](mailto:mrcc-west@indiancoastguard.nic.in)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

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

**AFTN: VABBYXYC**