



# INDIAN NOTICES TO MARINERS



EDITION NO. 22 DATED 16 NOV 2020

(CONTAINS NOTICES 216 TO 225)

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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 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>
IN3301HR	301	APPROACHES TO HUGLI RIVER	10-11-2020

2. The Indian Electronic Navigational Chart that is permanently withdrawn is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3301HR	301	APPROACHES TO HUGLI RIVER	11-06-2019

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
293	MUMBAI TO KARWAR	7,50,000	New Edition
2047	CHETLAT ISLAND	35,000	New Edition
	KALPITTI TO PARALI ISLAND	50,000	New Edition
	KADMAT ISLAND	25,000	New Edition
	AMINI ISLAND	40,000	New Edition
2504	MATHURIN HARBOUR	12,500	New Edition
3042	APPROACHES TO KAKINADA	75,000	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> Elganeveien 1, 4370 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 216 to 225 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	218
31 (INT 756)	5	222
202	2	224(T)
203 (INT 7319)	2	218
210	3	224(T)
211	3	219, 224(T)
251 (INT 7318)	2	218, 224(T)
253 (INT 7328)	2	224(T)
254 (INT 7331)	3	224(T)
255 (INT 7334)	3	224(T)
256 (INT 7340)	3	224(T)
268 (INT 7353)	4	220
271	2	218, 224(T)
272	4	220
292 (INT 7021)	2	224(T)
293 (INT 7022)	3	224(T)
301	5	217
354 (INT 7408)	5	225(T)
355 (INT 7405)	5	225(T)
391	5	225(T)
2011	3 सत्यमेव जयते	216
2068	2	218
2105	3	216
2514 (INT 7739)	1	223
3039	5	221
3042	5	225(T)

**SECTION – II****PERMANENT NOTICES****\*216 (22/20) INDIA – WEST COAST – Jaigarh and Angre Ports – Accompanying Block.**

Source: NHO, Dehradun.

**Chart 2011** [previous update NE 31 May 20]

Insert accompanying block, centered on; 17° 18′·23N., 73° 12′·47E.

**Chart 2105** [previous update NE 31 May 20]

Insert accompanying block, centered on; 17° 18′·20N., 73° 12′·82E.

**\*217 (22/20) INDIA – EAST COAST – Approaches to Hugli River – Accompanying Block.**

Source: NHO, Dehradun.

**Chart 301** [previous update 156/19]

Insert accompanying block, centered on; 21° 11′·20N., 87° 55′·00E.

**\*218 (22/20) INDIA – WEST COAST – Gulf of Kachchh – Deep Water Route – Wreck.**

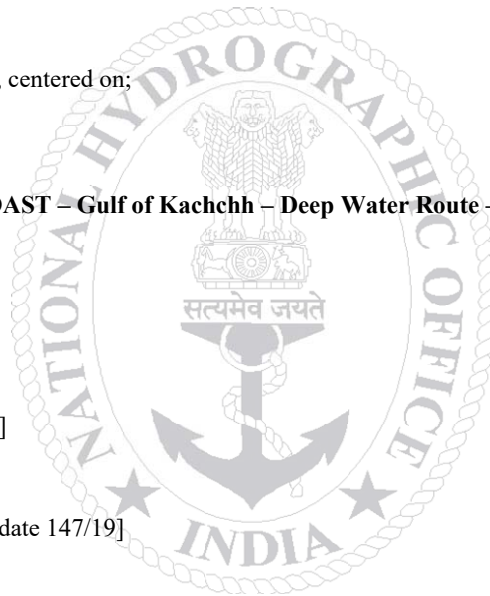
Source: Indian Coast Guard.

**Chart 21** [previous update 199/20]Insert  PA 22° 37′·74N., 69° 05′·93E.**Chart 271** [previous update 191/20]Insert  PA 22° 37′·74N., 69° 05′·93E.**Chart 251 (INT 7318)** [previous update 147/19]Insert  PA 22° 37′·74N., 69° 05′·93E.**Chart 203 (INT 7319)** [previous update 199/20]Insert  PA 22° 37′·70N., 69° 05′·94E.**Chart 2068** [previous update 199/20]Insert  PA 22° 37′·74N., 69° 05′·93E.**\*219 (22/20) INDIA – WEST COAST – Satpati to Dighi Harbour – Legend.**

Source: NHO, Dehradun.

**Chart 211** [previous update 180/20]

Delete legend, “(see Note)”, centered on; 19° 04′·90N., 72° 32′·75E.





**\*220 (22/20) INDIAN OCEAN – Central Lakshadweep – Legend.**

Source: NHO, Dehradun.

**Chart 272** [previous update 147/20]

Insert Legend, “Racon”, centered on; 11° 42′·82N., 72° 46′·03E.

**Chart 268 (INT 7353)** [previous update 071/20]

Insert Legend, “Racon”, centered on; 11° 42′·55N., 72° 44′·10E.

**\*221 (22/20) INDIA – EAST COAST – Kattupalli Port – Accompanying Block, legend.**

Source: NHO, Dehradun.

**Chart 3039** [previous update NE 15 Jun 20]

Insert accompanying block, centered on; 13° 18′·71N., 80° 21′·25E.


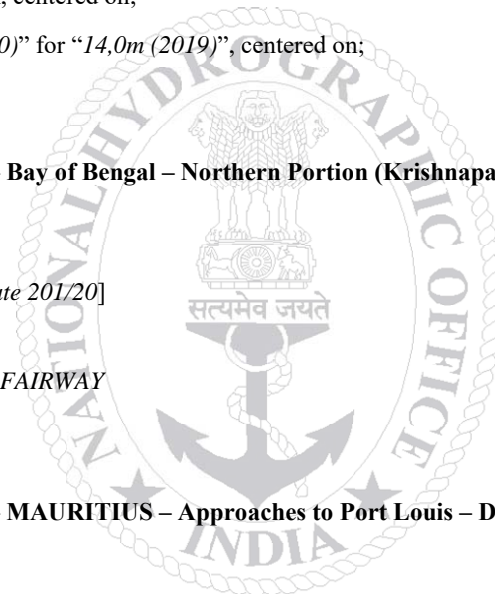
Substitute legend, “16,0m (2020)” for “14,0m (2019)”, centered on; 13° 18′·22N., 80° 21′·87E.

**\*222 (22/20) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Buoy.**

Source: BNHOC Notice No. 15/20.

**Chart 31 (INT 756)** [previous update 201/20]Insert  Mo(A)  
MAISKHALI FAIRWAY 21° 27′·50N., 91° 49′·00E.**\*223 (22/20) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Dolphin.**

Source: IH-102, MHS, Mauritius.

**Chart 2514 (INT 7739) (App. to Port Louis)** [previous update 176/20]Delete  20° 08′·61S., 57° 29′·06E.**Chart 2514 (INT 7739) (Port Louis)** [previous update 176/20]Delete  Dn 20° 08′·61S., 57° 29′·06E.



**Section – III****TEMPORARY AND PRELIMINARY NOTICES****\*224(T) (22/20) INDIA – WEST COAST – Arabian Sea – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

<b>Rig Name</b>	<b>Position</b>
Aban III	18° 18'.64N., 72° 21'.82E.
Aban IV	19° 37'.35N., 71° 21'.66E.
CE Thornton	19° 17'.47N., 71° 03'.32E.
Discovery 1	18° 43'.64N., 72° 13'.66E.
DS Fortune	19° 29'.72N., 71° 22'.89E.
DS Fossil	18° 33'.76N., 72° 17'.63E.
FG Mclintok	19° 34'.68N., 71° 20'.09E.
Great Drill Chaaya	18° 32'.74N., 72° 18'.16E.
Great Drill Chauru	19° 36'.89N., 71° 42'.73E.
Great Drill Chetna	22° 33'.31N., 68° 26'.35E.
Great Drill Chitra	19° 27'.35N., 71° 17'.94E.
Harvey H Ward	19° 25'.03N., 71° 23'.38E.
Jindal Explorer	18° 36'.12N., 72° 01'.59E.
Jindal Star	18° 39'.22N., 70° 58'.86E.
Jindal Supreme	18° 05'.67N., 72° 24'.39E.
JT Angel	19° 36'.62N., 71° 22'.90E.
Ron Tappmeyer	19° 00'.63N., 72° 11'.95E.
Sagar Bhushan	19° 25'.20N., 71° 41'.10E.
Sagar Gaurav	19° 25'.39N., 71° 30'.92E.
Sagar Jyoti	19° 40'.14N., 72° 00'.33E.
Sagar Kiran	19° 14'.90N., 72° 04'.05E.
Sagar Ratna	20° 10'.05N., 71° 55'.07E.
Sagar Shakti	20° 22'.27N., 72° 04'.30E.
Sagar Uday	19° 24'.64N., 71° 14'.37E.
Sagar Vijay	19° 02'.24N., 71° 50'.12E.
Sundower 5	19° 19'.86N., 71° 20'.00E.
Sundower 7	18° 41'.52N., 72° 20'.87E.
Trident 2	17° 56'.08N., 72° 25'.30E.
Trident 12	19° 08'.00N., 71° 52'.08E.
Valiant Driller	18° 31'.94N., 72° 15'.23E.
Victory Driller	19° 32'.13N., 71° 18'.81E.
Vivekananda 1	19° 11'.99N., 72° 11'.00E.
Vivekananda 2	18° 15'.54N., 72° 16'.34E.
Virtue 1	18° 19'.20N., 72° 18'.09E.

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

3. All positions referred to WGS 84 datum.

4. **Charts Affected – 292 (INT 7021) – 293 (INT 7022) – 271 – 251 (INT 7318) – 253 (INT 7328) – 254 (INT 7331) – 255 (INT 7334) – 256 (INT 7340) – 210 – 211 – 202.*****Former INTM 212(T)/20 is cancelled.***

**\*225(T) (22/20) 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>
Deep Driller 8	16° 40'·13N., 82° 25'·73E.
DDKG 1	16° 29'·80N., 82° 45'·80E.
SSV Louisiana	17° 00'·00N., 82° 26'·00E.
Olinda Star	16° 23'·03N., 82° 23'·76E.
Platinum Explorer	15° 05'·92N., 82° 06'·44E.
West Polaris	16° 32'·38N., 82° 33'·96E.

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) – 3042.*****Former INTM 213(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 Nov 20:-

<b>2019 SERIES</b> - 289 369 392 479 591 812 895 928
<b>2020 SERIES</b> - 116 267 329 331 333 368 384 385 442 444 480 515 522 526 542 577 588 593 609
610 620 627 630 631 634 635 638 641 645 650 652 653 654 655 656 657 658 659 660 661

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

<p><b>627. India West Coast - off Okha.</b> Charts IN 21 202 251 271 INT 7318. SW Duchess progressing survey in area bounded by 22-27N 068-25E, 22-35N 068-25E, 22-35N 068-16E, 22-41N 068-16E, 22-41N 068-33.5E, 22-28N 068-33.3E, 22-28N 068-37E, 22-16N 068-37E, 22-16N 068-25E . Vessel towing 8 streamers OF 4.5 NM. Wide berth of over 5.5 NM requested.</p> <p>2. Cancel this Msg 301830 UTC Nov 20.</p>								
<p><b>628. Cancel NAVAREA VIII MSG 199/19, 354/20, 585/20, 596/20, 605/20, 611/20, 614/20, 615/20, 625/20 and this Msg . INTM 210/20, 211/20, 212(T)/20, 213(T)/20, 215(T)/20 Refers .</b></p>								
<p><b>629. Cancel NAVAREA VIII MSG 616/20 AND this MSG.</b></p>								
<p><b>630. India East Coast – Udangudi Port.</b> Charts IN 224 262 INT 7365. (A) Construction activity of breakwater in progress in area marked by buoys 08-24.23N 078-08.08E, 08-23.78N 078-08.58E, 08-23.58N 078-08.44E, 08-23.52N 078-07.84E (B) Established platform assisting the construction (08-24.8N 078-06.89E) . Wide berth requested.</p>								
<p><b>631. India East Coast – Kuttankuli.</b> Charts IN 22 223 262 INT 7365. LT FL (3)W 20S 45M 20 NM established 08-13.39N 077-46.98E.</p>								
<p><b>632. India East Coast – off Balasore.</b> Charts IN 31 351 352 INT 756. Firing by IAF scheduled from 03 Nov to 13 Nov 20 from 0330 to 0630 and 0830 to 1130 UTC in danger areas bounded by (A) 21-41N 087-44E, 20-57N 086-53E, 19-42N 089-01E, 19-58N 089-28E (B) 20-00.05N TO 20-35.05N and 087-59.85E to 088-59.83E . Wide berth from area advised.</p> <p>2. Danger area extending upto coastline joining 21-41N 087-44E to 20-57N 086-53E IN area (A).</p> <p>3. Cancel NAVAREA VIII MSG 619/20 and this Msg 131230 UTC Nov 20.</p>								
<p><b>633. Bay of Bengal, Indian Ocean and Tasman Sea.</b> Charts IN 32 33 313 356 357 391 BA 4000 INT 71. Rocket launch from Sriharikota (13-43.9N 080-14.2E) scheduled on</p> <table border="1"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>07 NOV 20</td> <td>0900 TO 1100</td> </tr> <tr> <td>08 NOV 20</td> <td>0845 TO 1045</td> </tr> <tr> <td>09 NOV 20</td> <td>0815 TO 1015</td> </tr> </tbody> </table> <p>2. Danger zone as follows  <b>Zone-1:</b> Circle of 10 NM around launcher.  <b>Zone-2:</b> sector within radii Of 15 NM and 60 NM from launcher between azimuth 130 and 150.  <b>Zone-3:</b> 11-15N 081-35E, 11-45N 082-05E, 10-55N 082-45E, 10-25N 082-15E.  <b>Zone-4:</b> 09-20N 082-55E, 09-50N 083-25E, 08-45N 084-10E, 08-15N 083-40E.  <b>Zone-5:</b> 03-40S 090-30E, 02-40S 091-40E, 04-40S 092-40E, 05-40S 091-30E.  <b>Zone-6:</b> 52-00S 170-00W, 47-00S 170-00W, 40-00S 145-00W, 45-00S 145-00W.</p> <p>3. Wide berth from area advised.</p> <p>4. Cancel this Msg 091115 UTC Nov 20.</p>	Date	Time (UTC)	07 NOV 20	0900 TO 1100	08 NOV 20	0845 TO 1045	09 NOV 20	0815 TO 1015
Date	Time (UTC)							
07 NOV 20	0900 TO 1100							
08 NOV 20	0845 TO 1045							
09 NOV 20	0815 TO 1015							
<p><b>634. India East Coast.</b> Charts IN 31 354 3042 INT 7408. Rig Move. SSV Louisiana (17-00N 082-26E). Refer to 213(T) of INTM 21/20. Wide berth requested.</p>								
<p><b>635. India West Coast.</b> Charts IN 21 211 255 292 INT 7334. Rig move. Ds Fossil (18-33.76N 072-17.63E), CE Thronton (19-17.47N 071-03.32E). Refer TO 212(T) OF INTM 21/2. Wide berth requested.</p>								
<p><b>636. Indian Ocean - off LA Reunion I.</b> Charts BA 712 INT 70. 3 NM fishing longline with 2 red buoys reported adrift 21-32S 056-05E ON 03 NOV 20.</p> <p>2. Cancel this Msg 061000 UTC Nov 20.</p>								
<p><b>637. India East Coast - off Gopalpur.</b> Charts IN 31 305 352 353 391 INT 7413. Army air defence firing scheduled on 11, 12, 13 Nov 20 from 0130 to 0830 UTC 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.</p>								



<b>637. continued.</b>
2. Cancel this Msg 131530 UTC Nov 20.
<b>638. India West Coast - Off Mumbai.</b> Charts IN 21 255 292 INT 7334. CS Etisalat progressing cable repair in area bounded by 18-57.7N 071-36E, 18-58.5N 071-53.2E, 18-55.5N 071-53.2E, 18-54.7N 071-36E. Wide berth of 01 NM requested.
2. Cancel this Msg 181830 UTC Nov 20.
<b>639. India East Coast - off Visakhapatnam.</b> Charts IN 31 308 354 INT 7408. Hydrographic survey being progressed in area bounded by 17-42N 083-19E, 17-41N 083-30E, 17-34N 083-30E, 17-34N 083-19E .Wide berth Requested.
2. Cancel this MSG 101830 UTC Nov 20.
<b>640. Cancel NAVAREA VIII MSG 617/20 and this MSG.</b>
<b>641. India West Coast - off Mumbai and Dwarka.</b> Charts IN 254 255 271 292 INT 7021. SV Samudra Sarvekshak progressing survey in vicinity of 19-34.27N 071-49.96E, 20-12.89N 072-16.21E, 20-29.77N 071-41.88E, 20-51.76N 071-58.18E, 19-27.64N 071-03.1E, 21-39.69N 068-25.72E. Wide berth requested.
2. Cancel this Msg 251830 UTC Nov 20.
<b>642. India East Coast - off Balasore.</b> Charts IN 31 351 352 INT 756. Firing by IAF scheduled from 05 Nov to 13 Nov 20 from 0330 to 0730 and 0830 to 1130 UTC in danger area bounded by (A) 21-41N 087-44E (B) 20-57N 086-53E (C) 20-12N 087-19E (D) 20-00N 087-59E (E) 20-35N 087-59E (F) 21-24N 087-38E . Wide berth from area advised.
2. Danger area extending upto coastline joining point (A) and (B).
3. Cancel Navarea VIII MSG 632/20. Cancel this Msg 131230 UTC Nov 20.
<b>643. India West Coast - off Daman.</b> Charts IN 21 209 254 292 INT 7331. Aerial firing scheduled on 10 Nov 20 from 0230 to 1130 UTC in danger area bounded within 20-26N TO 20-40N and 072-27E TO 072-40E. Wide berth from area advised.
2. Cancel this Msg 101230 UTC Nov 20.
<b>644. India West Coast - off Trivandrum.</b> Charts In 22 222 260 261 INT 752. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 11 Nov 20 from 0530 TO 0730 UTC. Danger sector (A) radius OF 05 NM between azimuth 190 and 300 (B) radii OF 45 and 75 NM between azimuth 220 and 260. Wide berth from area advised.
2. Cancel this Msg 110830 UTC Nov 20.
<b>645. India West Coast - off Mumbai.</b> Charts In 21 254 292 INT 7021. SV Fugro Mapper progressing survey in vicinity of 19-36.38N 071-47.81E, 18-58.43N 071-37.44E, 18-55.82N 072-00.93E, 19-12.88N 072-06.79E, 19-31.74N 071-18.27E, 18-36.15N 071-01.14E, 20-28.17N 072-09.52E, 20-13.31N 071-54.8E, 18-42.53N 072-20.48E, 18-34.96N 072-14.46E, 18-56.92N 072-15.93E, 19-10.88N 072-07.03E, 19-19.47N 071-12.07E, 18-18.64N 072-21.82E . Length of tow 150 meters from stern. Wide berth requested.
2. Cancel this Msg 061830 UTC Dec 20.
<b>646. NAVAREA VIII - Warnings in force as on 06 Nov 2020</b>
<b>2019 Series -</b> 289 369 392 479 591 812 895 928
<b>2020 Series -</b> 116 267 329 331 333 368 384 385 442 444 480 515 522 526 542 577 588 593 604 608 609 610 620 624 626 627 630 631 633 634 635 637 638 639 641 642 643 644 645
(A) NAVAREA VIII Warnings less than 42 days promulgated via safety net
(B) Text of NAVAREA VIII Warning inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a>
2. Cancel this Msg 131000 UTC Nov 20.
<b>647. Cancel NAVAREA VIII MSG 633/20 and this MSG.</b>
<b>648. India East Coast - off Balasore.</b> Charts IN 31 351 352 INT 756. firing by IAF scheduled from 09 Nov to 13 Nov 20 from 0330 to 0730 and 0830 to 1130 UTC in danger area bounded by (A) 21-41N 087-44E (B) 20-57N 086-53E (C) 20-12N 087-19E (D) 20-00N 087-59E (E) 20-35N 087-59E (F) 21-24N 087-38E. Wide berth from area advised.
2. Danger area extending upto coastline joining point (A) and (B). excluding area bounded by 20-48N 086-56E, 20-48N 087-02E, 20-56N 087-16E, 21-02N 087-13E, 20-56N 086-55E.
3. Cancel NAVAREA VIII MSG 642/20 . Cancel this Msg 131230 UTC Nov 20.
<b>649. Cancel NAVAREA VIII MSG 608/20 and this Msg.</b>
<b>650. India West Coast.</b> Charts IN 21 255 292 INT 7334. Rig move. Sagar Gaurav (19-25.39N 071-30.92E), JT Angel (19-36.62N 071-22.9E), Discovery 1 (18-43.64N 072-13.66E) . Refer to 212(T) of INTM 21/20 . Wide berth requested.
<b>651. Central Arabian Sea .</b> Charts IN 21 292 INT 7021. Data buoy AD06 reported adrift 18-27.6N 067-25.2E at 110300 UTC Nov 20.
2. Cancel this Msg 140300 UTC Nov 20.
<b>652. SE Indian Ocean.</b> Charts INT 70 71. Fallout hazard predicted from Rocket vega VV17 from 17 Nov to 17 Dec 20 from 0404 to 0521 UTC in area bounded by 31-32S 085-36E, 12-00S 090-13E, 12-06S 090-45E, 31-40S 086-16E.
2. Cancel this Msg 170621 UTC Dec 20.
<b>653. India West Coast - off Mumbai.</b> Charts IN 255 292 INT 7334. IFB Preeti Sangam reported sunk 19-12.26N 072-27.8E.

<p><b>654. Andaman Sea - off Barren.</b> Charts IN 33 41 473 INT 7031. Firing by IN aircraft scheduled from 16 Nov to 20 Nov 20 and 23 Nov to 27 Nov 20 from 0500 to 0700 UTC and 0900 to 1000 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E . Wide berth from area advised.</p> <p>2. Cancel this MSG 271100 UTC Nov 20.</p>
<p><b>655. India East Coast - off Balasore.</b> Charts IN 31 351 INT 756 . Firing by IAF scheduled on 17, 20, 21 Nov 20 from 0530 to 0930 UTC in danger area bounded by (A) 20-57N 086-54E (B) 21-41N 087-54E (C) 21-31N 087-42E (D) 21-13N 087-23E . Wide berth from area advised.</p> <p>2. Danger area extending upto coastline joining point (A) and (B).</p> <p>3. Cancel this MSG 211030 UTC Nov 20.</p>
<p><b>656. India East COAST - off Chennai.</b> Charts IN 32 313 356 357 INT 7400. Firing by CG aircraft scheduled on 17, 18, 19 Nov 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.</p> <p>2. Cancel this MSG 191230 UTC Nov 20.</p>
<p><b>657. India East Coast - off Gopalpur.</b> Charts IN 31 305 353 INT 7413. Army air defence firing scheduled from 18 Nov to 21 Nov 20 and 23 Nov to 28 Nov 20 from 0130 to 0830 UTC 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.</p> <p>2. Cancel this MSG 281530 UTC Nov 20.</p>
<p><b>658. Andaman Sea – off Middle Andaman I.</b> Charts IN 403 473 INT 7031. SW Vespucci progressing survey in area bounded by 13-22.67N 092-09.49E, 13-22.76N 092-50.35E, 13-15.01N 092-50.11E, 13-11.13N 092-48.71E, 13-07.05N 092-42E, 12-54.99N 092-39.6E, 12-50.81N 092-39.35E, 12-45.51N 092-40.01E, 12-35.96N 092-40.8E, 12-35.92N 092-09.56E . Vessel towing seismic cables of 3.3 NM . Wide berth requested.</p> <p>2. Cancel navarea VIII MSG 604/20 . Cancel this MSG 131830 UTC Dec 20.</p>
<p><b>659. NAVAREA VIII - Warnings in force as on 13 Nov 2020</b>  <b>2019 SERIES</b> - 289 369 392 479 591 812 895 928  <b>2020 SERIES</b> - 116 267 329 331 333 368 384 385 442 444 480 515 522 526 542 577 588 593 609  610 620 626 627 630 631 634 635 638 641 645 650 651 652 653 654 655 656 657 658  (A) NAVAREA VIII warnings less than 42 days promulgated via safetynet  (B) Text of NAVAREA VIII warning inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a></p> <p>2. Cancel this MSG 201000 UTC Nov 20.</p>
<p><b>660. Central Arabian Sea.</b> Charts IN 21 292 INT 7021. Data buoy ad06 reported adrift 18-28.78N 067-13.53E on 13 Nov 20.</p> <p>2. Cancel NAVAREA VIII MSG 651/20. Cancel this MSG 161000 UTC Nov 20.</p>
<p><b>661. India west Coast- Grant Channel.</b> Charts IN 207 254 INT 7331. Tug MT Tapi progressing survey in vicinity of 21-01.92N 072-33.27E, 21-03.96N 072-31.62E, 21-06.28N 072-31.03E. Wide berth requested.</p> <p>2. Cancel this MSG 301830 UTC Nov 20.</p>

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

**West coast of India Pilot (INP-1)**

**Chapter - 7 (Page 264)**

(Source: Jaigarh Port Limited)

*Article 7.108, delete Para 2 and replace by*

2        **Anchorage.** Anchorage can be obtained in the following areas:

For LPG vessels:-

17°16'.00N, 073°05'.00E

17°16'.00N, 073°06'.00E

17°17'.00N, 073°06'.00E

17°17'.00N, 073°05'.00E

Other than LNG and LPG vessels:-

17°16'.00N, 073°03'.00E

17°16'.00N, 073°05'.00E

17°17'.00N, 073°05'.00E

17°17'.00N, 073°06'.00E

17°18'.00N, 073°06'.00E

17°18'.00N, 073°03'.00E

Emergency anchorage can be obtained in area of radius of 5 cable centred in position 17°18'.40N, 073°09'.30E. LNGC anchorage may be obtained in area of radius of 5 cable centred in position 17°18'.10N, 073°02'.40E.

**Chapter - 10 (Page 397)**

(Source: BA Notice 46-47/20)

*Article 10.149, Para 3, insert after line 4*

SSE of a dangerous wreck (25°07'.31N 64°41'.71E), then to:

*Page 398, article 10.154, delete para 2, 3 and replace by*

2        **Tidal streams** in the bay are weak, they set NE and SW following the curve of the land.

**Tidal levels.** Mean maximum range about 1.7 m; mean minimum range about 0.9 m. For further information, see Indian Tide Tables.

3        **Directions.** Chandra Kup (25°22'.05N 64°39'.98E) bearing 345° leads between East Point (25°11'.26N 64°41'.74E) and Rodrigues Shoal to a position close E of the anchorage described below.

**Caution.** A dangerous wreck (25°07'.31N 64°41'.71E) lies 4 miles S of East Point.

*Page 401, article 10.178, Para 2, insert after line 3*

An isolated 8.2 m shoal (25°05'.80N 62°32'.01E) lies about 9 miles E of Ras Nuh. Other shoals, least depth about 11 m, lie farther E.

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7371-4	- SBM. Berth No 3	24 12-14 N 52 41-39 E	Mo(U)W 15s	..	3	Superbuoy	TE; replaced by light buoy FI Y 5s in situ (T) 2020 TD 2020
	---	..	Horn Mo(U) 30s	..	..	..	*
D9178-841	- Ras Laffan. NFQ19	25 51-93 N 51 55-56 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-842	-- NFQ18	25 51-28 N 52 02-37 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-843	-- NFQ17	25 57-46 N 52 01-76 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-844	-- NFQ16	25 54-26 N 52 07-74 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-845	-- NFQ15	26 00-97 N 52 11-12 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-846	-- NFQ14	26 06-30 N 52 08-55 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-847	-- NFQ21	26 09-94 N 52 15-09 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D9178-848	-- NFQ20	26 14-53 N 52 19-74 E	Mo(U) W 15s	..	10		
	---	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
F1690-725	- Pulau Semakau. Semakau Beacon. Dir Lt 017-6°	01 12-59 N 103 46-66 E	Dir WRG	15	13	On top of Refuse Building	F G016-5°-017-2°(0-7°). F W017-2°-018-1°(0-9°). F R018-1°-019-7°(1-6°). Occas
	----	..	By day	..	4		*
F1718-7	- Outer Shoal	01 15-02 N 103 51-81 E	FI G 5s	8	5	Green Δ on green buoyant beacon	*
F1790	- Tanjung Batu Hitam	00 54-59 N 104 26-36 E	Iso WR 2s	26	11	White beacon 3	R294°-059-5°(125-5°) Bearing 294° is the approximate ESE Shoreline Limit, W059-5°-197°(137-5°) Bearing 197° is the approximate N Shoreline Limit
			*				

**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.18 dated 16 Sep 2020)*

NIL

**NP 31(5), 2017**

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

NIL

**INP 31(6), 2018**

*( Last correction: Edition No. 21 dated 01 Nov 2020)*

NIL

## SECTION – IX

### REPORTING OF NAVIGATIONAL DANGERS

#### Appeal to all Mariners

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

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

#### Instructions for filling up IH 102

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

#### Position Reporting

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

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

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

#### Depth Reporting

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

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

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

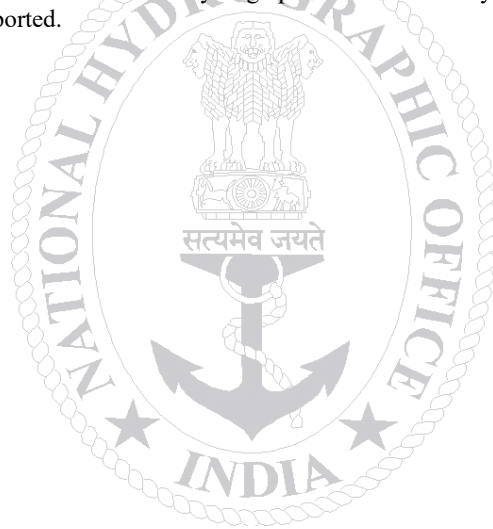
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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





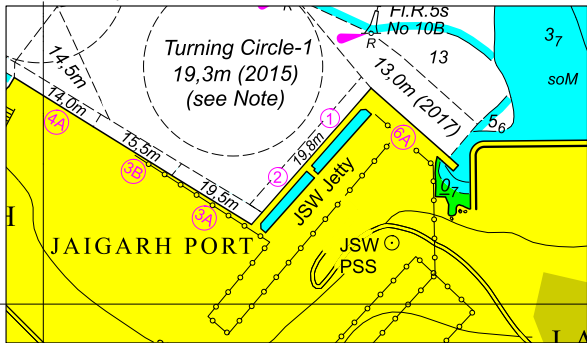
<b>HYDROGRAPHIC NOTE</b>		<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes 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 Notices to Mariners No. 216/2020

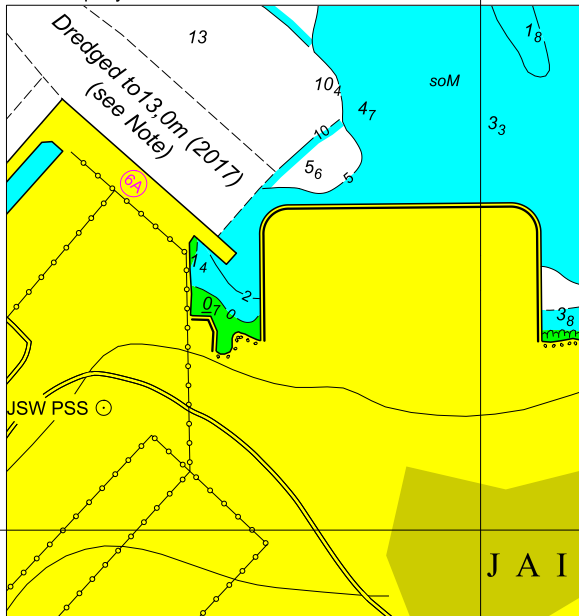


73°12'E

Block Correction for Chart No. 2011

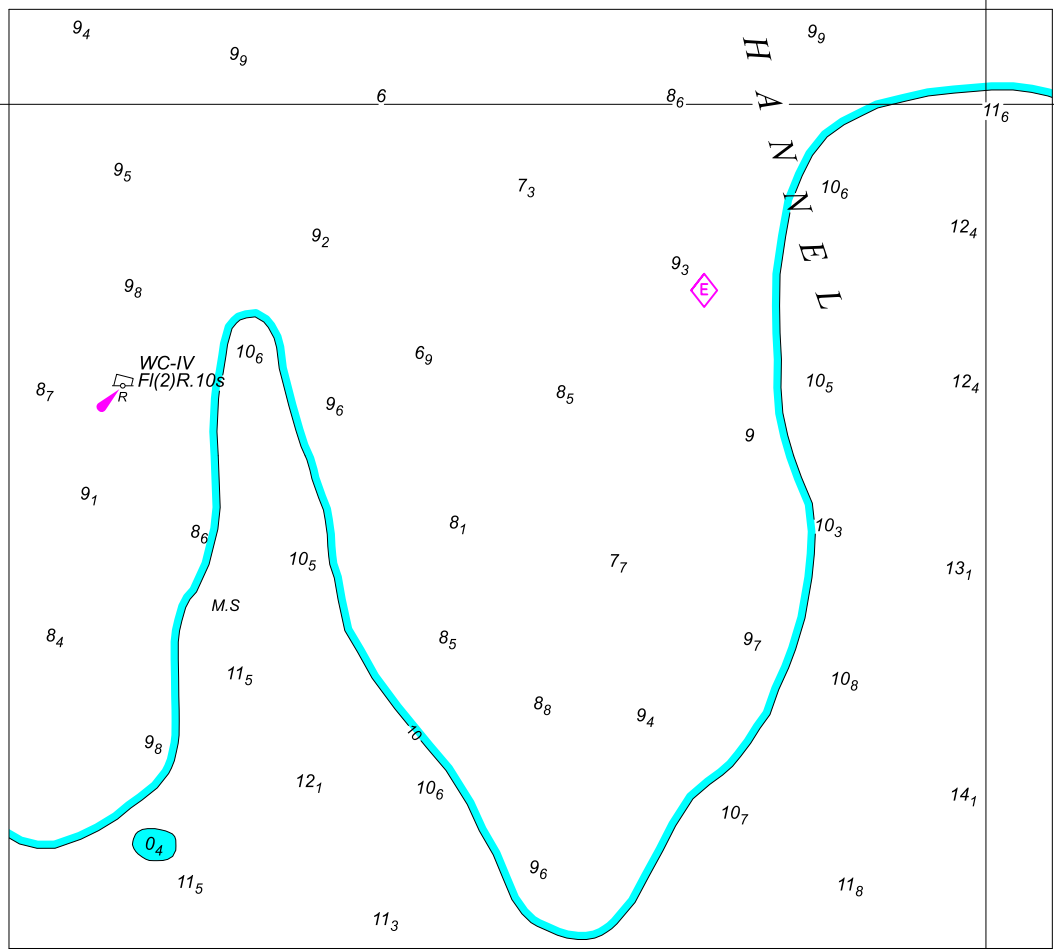
17°  
18'

To accompany Indian Notices to Mariners No. 216/2020

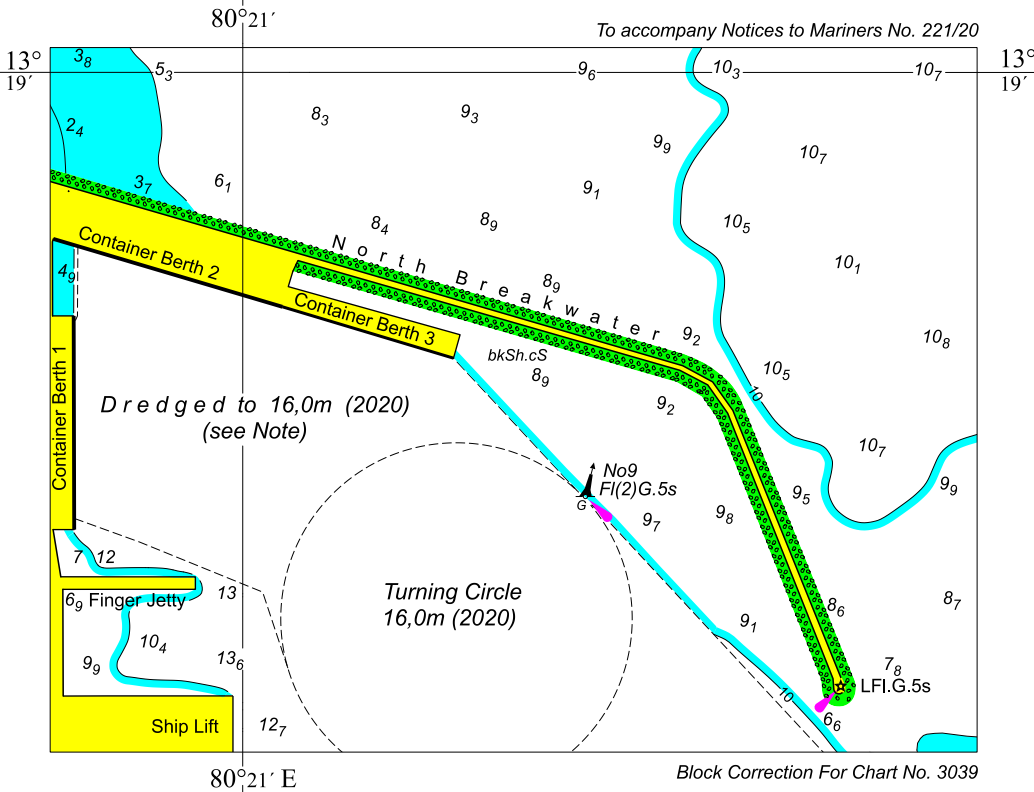


Block correction for chart No. 2105

$73^{\circ}13'$









**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**