



INDIAN NOTICES TO MARINERS



EDITION NO. 23 DATED 01 DEC 2020

(CONTAINS NOTICES 226 TO 234)

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
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
4103	TEMPLE SOUND	25,000	New Chart

Availability of ENC'S

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

<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: www.hydro.gov.uk</p>	<p>Navico Norway AS Elganeveien 1, 4370 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com, info@c-map.co.no Website: www.c-map.com</p>
<p>M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org</p>	<p>M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com</p>

SECTION – I

The list of charts affected by the Notices 226 to 234 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	226, 233 (T)
22 (INT 752)	3	232 (T), 233 (T)
31 (INT 756)	5	228
32 (INT 754)	5	232 (T)
41 (INT 757)	6	230 (T), 231 (T)
202	2	229 (T)
210	3	229 (T)
211	3	229 (T)
220	4	232 (T)
251 (INT 7318)	2	229 (T)
253 (INT 7328)	2	229 (T)
254 (INT 7331)	3	229 (T)
255 (INT 7334)	3	229 (T)
256 (INT 7340)	3	229 (T)
259 ((INT 7356)	4	232 (T)
268 (INT 7353)	4	233 (T)
271	2	229 (T)
273	4	233 (T)
291	2	226
292 (INT 7021)	2	229 (T), 233 (T)
293 (INT 7022)	3	229 (T)
354 (INT 7408)	5	234 (T)
355 (INT 7405)	5	234 (T)
391	5	234 (T)
2047	4	233 (T)
2075 (INT 7366)	5	227
3042	5	234 (T)
7703 (INT 703)	1	233 (T)
7705 (INT 705)	1	233 (T)

SECTION – II**PERMANENT NOTICES**

***226 (23/20) ARABIAN SEA – COASTS OF INDIA AND PAKISTAN – Gwadar to Dwarka – Wreck.**

Source: BA Notice 5366/20.

Chart 21 [previous update 218/20]

Insert



25° 07′·30N., 64° 41′·70E.

Chart 291 [previous update 191/20]

Insert



25° 07′·30N., 64° 41′·70E.

***227 (23/20) INDIA – WEST COAST – Tuticorin Harbour – Legend , Anchorage Area and Pilot Boarding Point.**

Source: NHO , Dehradun.

Chart 2075 (INT 7366) [App. to Tuticorin] [previous update 039/18]

Insert

Anchorage area  joining;

08° 43′·40N., 078° 16′·00E.

08° 43′·40N., 078° 17′·20E.

08° 45′·00N., 078° 17′·20E.

08° 45′·00N., 078° 16′·00E.

08° 43′·40N., 078° 16′·00E.

and

08° 40′·00N., 078° 19′·50E.

08° 40′·00N., 078° 22′·00E.

08° 42′·00N., 078° 22′·00E.

08° 42′·00N., 078° 19′·50E.

08° 40′·00N., 078° 19′·50E.

08° 44′·34N., 078° 16′·61E.

08° 41′·08N., 078° 20′·91E.

08° 44′·08N., 078° 13′·44E.

08° 40′·80N., 078° 18′·49E.

08° 43′·70N., 078° 15′·00E.

08° 45′·09N., 078° 14′·34E.

08° 45′·09N., 078° 15′·34E.

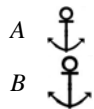
08° 45′·49N., 078° 15′·34E.

08° 45′·49N., 078° 14′·34E.


08° 45′·09N., 078° 14′·34E.


and

08° 44′·59N., 078° 15′·43E.



legend “Fairway” centered on;

 Above 12m draft

 Below 12m draft

Delete

Anchorage area  joining;

***227 (23/20) INDIA – WEST COAST – Tuticorin Harbour – Legend , Anchorage Area and Pilot Boarding Point. (Continued).**

Delete

08° 44′·59N., 078° 16′·24E.
 08° 45′·59N., 078° 16′·24E.
 08° 45′·59N., 078° 15′·43E.
 08° 44′·59N., 078° 15′·43E.

and

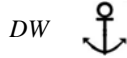
08° 45′·09N., 078° 16′·34E.
 08° 45′·09N., 078° 17′·23E.
 08° 46′·09N., 078° 17′·23E.
 08° 46′·09N., 078° 16′·34E.
 08° 45′·09N., 078° 16′·34E.

08° 45′·16N., 078° 15′·84E.
 08° 45′·26N., 078° 14′·85E.
 08° 44′·87N., 078° 15′·84E.
 08° 45′·68N., 078° 16′·74E.
 08° 43′·59N., 078° 15′·94E.
 08° 43′·50N., 078° 16′·50E.



legend “ *For vessels less than 100m*” centered on;

legend “ *For vessels more than 100m*” centered on;



Deep Draught Vessels

Chart 2075 (INT 7366) [Tuticorin Harbour] [previous update 039/18]

Insert

Anchorage area joining;

08° 43′·40N., 078° 16′·00E.
 08° 43′·40N., 078° 17′·20E.
 08° 45′·00N., 078° 17′·20E.
 08° 45′·00N., 078° 16′·00E.
 08° 43′·40N., 078° 16′·00E.



Below 12m draft

legend “ *Fairway*” centered on;

08° 44′·34N., 078° 16′·61E.
 08° 43′·70N., 078° 15′·00E.
 08° 44′·16N., 078° 13′·83E.
 08° 45′·09N., 078° 14′·34E.
 08° 45′·09N., 078° 15′·34E.
 08° 45′·49N., 078° 15′·34E.
 08° 45′·49N., 078° 14′·34E.
 08° 45′·09N., 078° 14′·34E.

and

08° 44′·59N., 078° 15′·43E.
 08° 44′·59N., 078° 16′·24E.
 08° 45′·59N., 078° 16′·24E.
 08° 45′·59N., 078° 15′·43E.
 08° 44′·59N., 078° 15′·43E.

Delete

Anchorage area joining;

***227 (23/20) INDIA – WEST COAST – Tuticorin Harbour – Legend , Anchorage Area and Pilot Boarding Point. (Continued).**

Delete

08° 45′·09N., 078° 16′·34E.

08° 45′·09N., 078° 17′·23E.

08° 46′·09N., 078° 17′·23E.

08° 46′·09N., 078° 16′·34E.

08° 45′·09N., 078° 16′·34E.

08° 45′·33N., 078° 14′·82E.

08° 45′·22N., 078° 15′·84E.

08° 45′·26N., 078° 14′·85E.

08° 45′·15N., 078° 15′·87E.

08° 45′·68N., 078° 16′·74E.

08° 43′·59N., 078° 15′·94E.

08° 43′·50N., 078° 16′·50E.



legend “ *For vessels less than 100m*” centered on;

legend “ *For vessels more than 100m*” centered on;

DW



Deep Draught Vessels

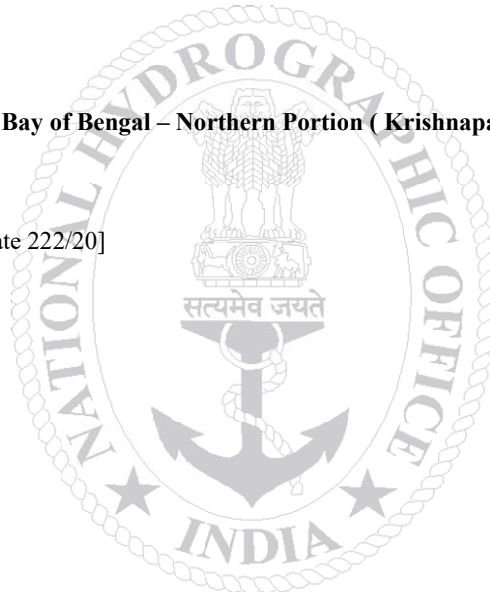
***228 (23/20) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein river) – Wreck.**

Source: Bangladesh Notice – 16 /20.

Chart 31 (INT 756) [previous update 222/20]

Insert PA

22° 14′·67N., 091° 43′·54E.



Section – III**TEMPORARY AND PRELIMINARY NOTICES*****229(T) (23/20) INDIA – WEST COAST – Arabian Sea – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

Rig Name	Position
Aban III	18° 18'.64N., 72° 21'.82E.
Aban IV	19° 37'.35N., 71° 21'.66E.
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	19° 09'.87N., 72° 05'.99E.
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° 38'.20N., 71° 00'.92E.
Jindal Star	18° 39'.22N., 70° 58'.86E.
Jindal Supreme	18° 05'.67N., 72° 24'.39E.
JT Angel	19° 36'.62N., 71° 22'.90E.
Parameswara	20° 06'.74N., 71° 42'.27E.
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	19° 34'.27N., 71° 49'.95E.
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° 13'.22N., 72° 20'.24E.

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 224(T)/20 is cancelled.***

***230(T) (23/20) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Underwater Cable.**

Source: Myanmar Notice 37/20.

1. Telecommunication cable laying will be carried out by vessels MV Majastic Seven (Call Sign: XYGK), Asean Protector (Call Sign: 9VYR5) and Royal Nadi till **29 Dec 20** in the following positions:-

Sl. No.	Position	Sl. No.	Position
(a)	16° 31'·12N., 096° 20'·01E.	(h)	16° 22'·30N., 096° 24'·58E.
(b)	16° 31'·47N., 096° 22'·19E.	(i)	16° 19'·96N., 096° 28'·34E.
(c)	16° 28'·24N., 096° 22'·34E.	(j)	16° 22'·07N., 096° 28'·61E.
(d)	16° 29'·34N., 096° 24'·24E.	(k)	16° 16'·72N., 096° 37'·33E.
(e)	16° 25'·72N., 096° 23'·23E.	(l)	16° 16'·89N., 096° 39'·58E.
(f)	16° 25'·86N., 096° 25'·42E.	(m)	15° 52'·13N., 096° 36'·58E.
(g)	16° 21'·72N., 096° 22'·44E.	(n)	15° 51'·69N., 096° 38'·73E.

2. During the cable laying operation period anchoring, fishing and trawling are prohibited within 4 KM from the above mentioned positions.
3. Mariners are advised to navigate with caution and contact local port authority for more information.

Charts affected – 41 (INT 757).***231(T) (23/20) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Underwater Cable.**

Source: Myanmar Notice 37/20.

1. Telecommunication cable laying will be carried out by RV Garda (Call Sign: YCYR2) and CS Niwa (Call Sign: A6E2964) till **28 Feb 21** in the following positions:-

Sl. No.	Position
(a)	15° 52'·13N., 096° 36'·58E.
(b)	15° 51'·69N., 096° 38'·73E.
(c)	13° 14'·74N., 096° 01'·45E.
(d)	13° 14'·21N., 096° 03'·60E.
(e)	09° 38'·82N., 095° 03'·60E.
(f)	09° 38'·95N., 095° 42'·90E.

2. During the cable laying operation period anchoring, fishing and trawling are prohibited within 4 KM from the above mentioned positions.
3. Mariners are advised to navigate with caution and contact local port authority for more information.

Charts affected – 41 (INT 757).***232(T) (23/20) INDIAN WEST COAST – Tanur Nagaram to Manakkodam – Offshore Instrument.**

Source: CMIS, Chennai.

1. Two offshore instruments has been deployed by CMIS Chennai in following positions:-

Instrument	Positions		Depth	Charts affected
Directional Wave Recorder (DWR)	10° 43'·87N	75° 52'·81E	20m	32 (INT 754) – 22 (INT 752) – 259 (INT 7356) – 220
Acoustic Doppler Current Profiler (ADCP)	10° 44'·68N	75° 55'·07E	6m	32 (INT 754) – 22 (INT 752) – 259 (INT 7356) – 220

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

***233(T) (23/20) INDIA – WEST COAST – Arabian Sea – Data Buoys and Tsunami Buoy.**

Source: NIOT, Chennai.

1. Following yellow colour data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:-

Buoy No./Name	Position	Charts affected
AD06/OB	18° 24'·48N., 67° 28'·17E.	21, 292 (INT 7021)
AD07/OB	14° 56'·02N., 68° 59'·17E.	7705 (INT 705)
AD08/OB	12° 04'·08N., 68° 37'·62E.	7703 (INT 703), 7705 (INT 705)
AD09/OB	08° 09'·17N., 73° 15'·71E.	22 (INT 752), 273
AD10/OB	10° 19'·13N., 72° 35'·52E.	22 (INT 752), 273, 268 (INT 7353)
CALVAL/MB	10° 36'·05N., 72° 17'·07E.	22 (INT 752), 273, 268 (INT 7353)
CB02/CB	10° 52'·43N., 72° 12'·60E.	22 (INT 752), 268 (INT 7353), 273, 2047
TB12/TB	19° 53'·23N., 68° 58'·73E	21, 292 (INT 7021)
TB12A/TB	18° 38'·17N., 67° 11'·56E	21, 292 (INT 7021)
STB02/TB	20° 48'·00N., 65° 20'·40E	21

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.
3. All positions are in WGS 84 datum.

Former INTM 153(T)/20 is cancelled.***234(T) (23/20) INDIA – EAST COAST – Bay of Bengal – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

Rig Name	Position
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° 22'·34N., 82° 23'·12E.
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 225(T)/20 is cancelled.

SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

Status of MSI Promulgation by NAVTEX Stations is as follows:-

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Operational

Following new Navtex stations along the Indian coast have commenced operations:-

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	BI	Broad Cast Timings in UTC					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengurla Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasore	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crews using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrc_mumbai@mtnl.net. Any suspicious activity of skiffs/ boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

3. DISPLAY ANOMALIES IN ECDIS

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website www.iho.int, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, Their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of <http://www.iho.int/srv1>) and ensure that all installed ECDIS units are checked.

4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates 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>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Instruments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p>
<p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in, sales@ccmarine.in</p>	<p>M/s Global Marine Infratech Pvt. Ltd. SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.in</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</p>	<p>L. R. Marine Services 301, 3rd Floor, Biry House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p>
<p>M/s Lift o Marine Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p>	<p>HC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com</p>
<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p>	

SECTION – V**NAVAREA – VIII WARNINGS IN FORCE**

1. For details of NAVAREA limits and organisation/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2016.

2. NAVAREA VIII Warnings in force as on 01 Dec 20:-

2019 SERIES - 289 369 392 479 591 812 895 928
2020 SERIES - 116 267 329 331 333 384 385 442 444 480 515 526 542 577 588 593 609 610 630 631 645 652 664 669 672 676 677 681 684 690 691 693 697 698 700 701 702 703 704 705 706 707 708 710 711

3. NAVAREA VIII Warnings issued during the period from 16 Nov to 30 Nov 20 (both dates inclusive) are as tabulated below:-

662. Central Arabian Sea. Charts IN 21 292 INT 7021. Data buoy AD06 reported adrift 18-32.28N 067-11.43E on 15 Nov 20. 2. Cancel this MSG 181000 UTC Nov 20.
663. India West Coast – off Kochi. Charts IN 22 259 273 INT 752. Firing scheduled on 19 Nov 20 from 0230 to 0730 UTC in danger area bounded within 09-00N to 10-00N and 074-00E TO 075-00E. Wide berth from area advised. 2. Cancel this MSG 190830 UTC Nov 20.
664. India West Coast – Suratkal. Charts IN 217 2359 INT 7350. DGPS (13-00.2N 074-47.4E) off for maintenance.
665. India West Coast – Gulf of Khambhat. Charts IN 207 254 INT 7331. Narmada channel buoy 2 retrieved for maintenance.
666. Cancel NAVAREA VIII MSG 522/20, 634/20, 635/20, 650/20 and this MSG. INTM 218/20, 225/20(T), 224/20(T) refers.
667. India East Coast - Sagar I. Charts IN 301 3011 INT 7421. DGPS (21-39N 088-03E) off.
668. India East Coast – off Visakhapatnam. Charts IN 308 3002 INT 7409. 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 191830 UTC Nov 20.
669. India West Coast. Charts IN 21 255 256 293 INT 7022. Rig move. Virtue 1 (18-13.22N 072-20.24E), Jindal explorer (18-38.2N 071-00.92E). Refer to 224(T) of INTM 22/20. Wide berth requested.
670. India West Coast – off Mumbai. Charts IN 21 211 255 292 2016 INT 7021. Firing scheduled on 20 Nov 20 from 0530 to 1030 UTC in danger area bounded within 18-25N TO 18-50N and 072-33E to 072-47E. Wide berth from area advised. 2. Cancel this MSG 201130 UTC Nov 20.
671. Central Arabian Sea. Charts IN 21 292 INT 7021. Data buoy AD06 reported adrift 18-30.26N 066-59.71E on 18 Nov 20. 2. Cancel this MSG 211000 UTC Nov 20.
672. SW Indian Ocean – Aldabra Group I. Charts BA 3877 INT 71 Allianz Titanium towing bulk carrier Atlantic emperor with 837 meters tow length to port of Dubai. Position 10-20.34S 046-35.95E. Vessels transiting to keep well clear.
673. Cancel NAVAREA VIII MSG 665/20 and this Msg.
674. India West Coast – off MUMBAI. 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, 18-54.7N 071-36E, 18-55.5N 071-53.2E. Wide berth Requested. 2. Cancel this MSG 301830 UTC Nov 20.
675. India West Coast – off Bhavnagar Port. Charts IN 21 254 292 INT 7331. Coastal triumph progressing geotechnical investigation in area bounded within 21-47N to 21-49N and 072-10E TO 072-35E. Wide berth of 02 NM requested. 2. Cancel this MSG 301830 UTC Nov 20.
676. Andaman Sea – Yangon River. Charts BA 826 830 INT 757. MV Majestic Seven, Asean Protector and Royal Nadi progressing cable laying in vicinity of 16-31.12N 096-20E, 16-31.46N 096-22.19E, 16-28.24N 096-22.34E, 16-29.34N 096-24.24E, 16-25.71N 096-23.23E, 16-25.86N 096-25.42E, 16-21.72N 096-22.43E, 16-22.3N 096-24.57E, 16-19.96N 096-28.34E, 16-22.07N 096-28.61E, 16-16.72N 096-37.33E, 16-16.89N 096-39.58E, 15-52.13N 096-36.58E, 15-51.68N 096-38.72E. Wide berth of 03 NM requested. 2. Cancel this MSG 291830 UTC Dec 20.
677. Andaman Sea – Gulf of Martaban. Charts BA 826 830 INT 757. RV Garda and CS Niwa will be progressing cable laying from 24 Nov 20 in vicinity of 15-52.13N 096-36.58E, 15-51.69N 096-38.73E, 13-14.74N 096-01.45E, 13-14.21N 096-03.6E, 09-38.82N 095-03.6E, 09-38.95N 095-42.9E. Wide berth of 03 NM requested.

677. (Continued).
2. Cancel this MSG 281830 UTC Feb 21.
678. Cancel NAVAREA VIII MSG 667/20 and this MSG.
679. India West Coast – Gulf of Kachchh. Charts IN 203 2068 INT 7319. Hydrographic survey being progressed in deep water route. Wide berth requested.
2. Cancel this MSG 281830 UTC Nov 20.
680. India East Coast – off Paradip. Charts IN 31 351 INT 756. Firing by CG Aircraft scheduled on 23, 24 Nov 20 from 0430 TO 1030 UTC in danger area bounded within 20-00N to 20-35N and 088-00E to 089-00E. Wide berth from area advised.
2. Cancel this MSG 241130 UTC Nov 20.
681. India East Coast – off Suryalanka. Charts IN 31 355 391 3026 INT 7405. Firing by IAF Scheduled from 23 Nov to 04 Dec 20 from 0030 to 1630 UTC. Danger sector extending up to 54 NM within bearing 100 and 210 from 15-50.5N 080-29.5E. Wide Berth from area advised.
2. Cancel this MSG 041730 UTC Dec 20.
682. Andaman Sea – off Car Nicobar I. Charts IN 33 41 472 BA 830 840 INT 71. Firing scheduled from 24 to 26 Nov 20 from 0430 to 1030 UTC in danger areas bounded by (A) 08-15N 095-30E, 10-55N 093-55E, 09-35N 091-45E, 06-50N 093-15E (B) 06-07N 092-10E, 07-35N 094-30E, 10-15N 092-45E, 08-45N 090-30E . Wide berth from area advised.
2. Cancel this MSG 261130 UTC Nov 20.
683. India East Coast – Chennai. Charts IN 313 3001 INT 7402. Firing scheduled on 24 Nov 20 from 0830 to 0930 UTC in danger sector extending Up to 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised.
2. Cancel this MSG 241030 UTC Nov 20.
684. India West Coast – off Okha. Charts IN 21 251 204 INT 7318. Base route survey will be progressing from 23 Nov 20 in vicinity of 22-22.2N 068-49.1E, 22-05N 069-01E, 22-00N 069-00E, 21-37N 069-00E and wreck investigation in vicinity of 22-51.07N 068-11.13E, 22-39.95N 068-38.99E, 22-23.96N 068-42.31E, 22-34.92N 068-21.01E. Wide berth requested.
2. Cancel this MSG 141830 UTC Dec 20.
685. NAVAREA VIII warnings in force as on 20 Nov 2020
2019 Series - 289 369 392 479 591 812 895 928
2020 Series - 116 267 329 331 333 368 384 385 442 444 480 515 526 542 577 588 593 609 610 620 627 630 631 641 645 652 653 654 655 657 658 661 664 669 671 672 674 675 676 677 678 679 680 681 682 683 684
(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 www.hydrobharat.gov.in
2. Cancel this MSG 271000 UTC Nov 20.
686. Cancel NAVAREA VIII MSG 674/20 and this MSG.
687. Andaman Sea – off Great Nicobar I. Charts IN 409 472 INT 7032. MT Anastasia-1 reported adrift 06-37N 093-49.37E at 191300 UTC Nov 20
2. Cancel this MSG 231300 UTC Nov 20.
688. Andaman Sea – off Great Nicobar I. Charts IN 33 472 INT 7032. ICGS Vishwast Towing MT Anastasia-1 with 450 meters towlength. Position 07-44.12N 093-09.47E course 240 speed 1.5 KN at 220900 UTC Nov 20. Vessels transiting to exercise caution.
2. Cancel NAVAREA VIII MSG 687/20.
689. India West Coast – off Mormugao. Charts IN 22 213 256 293 INT 7022. Firing scheduled on 26, 27, 28 Nov 20 from 0230 to 0730 UTC in danger area bounded by 14-15N 072-52E, 14-20N 071-52E, 15-30N 071-48E, 16-09N 072-44.5E, 15-17N 073-21E. Wide berth from area advised.
2. Cancel this MSG 280830 UTC Nov 20.
690. Andaman Sea – Yangon River Channel. Charts BA 833 INT 7442. Shallow patch reported extending upto 500 meters east of additional upper western buoy. Vessels more than 04 meters draught to keep well clear.
691. Andaman Sea – Yangon River. Charts BA 833 INT 7442 . Buoys additional upper spit FL3 10S (16-25.6N 096-21E), upper western FL R 02S (16-26.5N 096-20.35E), additional upper western FL R 03S (16-25.84N 096-20.41E), upper kings bank FL R (16-44.91N 096-11.62E), upper kings bank FL G 3S (16-45.07N 096-11.83E), lower kings bank FL G (16-44.4N 096-12.31E), liffy sand FL R 3S (16-43.61N 096-12.5E), liffy sand FL G 3S (16-43.7N 096-12.75E), upper kanaung creek FL R 3S (16-42.93N 096-12.7E), lower kanaung creek FL R (16-42.38N 096-13E), conical (16-43.604N 096-12.439E), lower kings bank FL R (16-44.25N 096-12.05E) laid.
2. Cancel NAVAREA VIII MSG 368/20.
692. Cancel NAVAREA VIII MSG 653/20 and this MSG.
693. Indian Ocean – off Colombo. Charts IN 32 264 INT 754. MV Niwa progressing cable laying in area bounded by 04-35N 077-04E, 05-16N 078-09E, 05-29N 078-24E, 06-47N 079-53E, 07-03N 079-50E, 04-39N 077-02E. Wide berth requested.

<p>694. Andaman Sea – off Great Nicobar I. Charts IN 33 472 INT 7032 . MT Anasthasia-1 reported adrift 07-44N 092-23.2E AT 240630 UTC Nov 20. 2. Cancel NAVAREA VIII MSG 688/20 and this MSG 270630 UTC Nov 20.</p>
<p>695. Indian Ocean. Charts IN 7707 INT 707. Abandoned and partially submerged SLFV Hirun Putha reported adrift 03-58N 077-50E ON 22 Nov 20. 2. Cancel this MSG 271000 UTC Nov 20.</p>
<p>696. India West Coast – off Mormugao. Charts IN 22 213 256 293 INT 7022 . Subsurface firing scheduled on 26, 27 Nov 20 from 0900 to 1630 UTC in danger area bounded by 14-15N 072-52E, 14-20N 071-52E, 15-30N 071-48E, 16-09N 072-44.5E, 15-17N 073-21E . Wide berth from area advised. 2. Cancel this MSG 271730 UTC Nov 20.</p>
<p>697. India East Coast – off Visakhapatnam. Charts IN 31 32 355 356 INT 71. Firing scheduled on 30 Nov and 01 Dec 20 from 0130 to 0930 UTC in danger area bounded by 16-34.35N 083-49.58E, 14-02.5N 081-42.74E, 12-59.96N 083-43.47E, 14-35.12N 085-45.76E . Wide berth from area advised. 2. Cancel this MSG 011030 UTC Dec 20.</p>
<p>698. India West Coast. Charts IN 21 255 292 INT 7334. Rig move. Greatdrill Chaaya (19-09.87N 072-05.99E). Refer to 224(T) of INTM 22/20. Wide berth requested.</p>
<p>699. India West Coast – Azhikod. Charts IN 220 2029 INT 7358. DGPS (10-12N 076-09E) off from 0130 to 1030 UTC on 27 Nov 20 for maintenance. 2. Cancel this MSG 271030 UTC Nov 20.</p>
<p>700. Indian Ocean Southern Part. Charts IN 7070 INT 70. Space debris predicted 30 NM on either side of centreline joining 25-06S 091-00E, 41-00S 087-40E from 29 Nov to 29 Dec 20 from 0352 to 0509 UTC . 2. Cancel this MSG 290609 UTC Dec 20.</p>
<p>701. India East Coast – Off Gopalpur . Charts IN 31 305 353 INT 7413 . Army air defence firing scheduled from (A) 03 to 05 Dec 20 (B) 09 to 12 Dec 20 (C) 14 to 16 Dec 20 (D) 19 to 24 Dec 20 (E) 28 TO 31 Dec 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. 2. Cancel this MSG 311530 UTC Dec 20.</p>
<p>702. India West Coast – off Mormugao. Charts IN 22 214 257 293 2078 INT 7343. Firing scheduled on 03 Dec 20 from 0330 to 0730 UTC in danger sector of 15 NM between bearing 220 and 260 from 15-24.7N 073-47.05E. Wide berth from area advised. 2. Cancel this MSG 030830 UTC Dec 20.</p>
<p>703. India West Coast – Kochi. Charts IN 220 259 2029 INT 7356. Firing scheduled on (A) 01, 08, 15, 22, 29 Dec 20 from 0900 to 1200 UTC and 1230 to 1430 UTC (B) 04, 11, 18, 25 Dec 20 from 0900 to 1200 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E . Wide berth from area advised. 2. Cancel this MSG 291530 UTC Dec 20.</p>
<p>704. India East Coast . Charts IN 31 355 INT 7405 . RIG Olinda Star Reported drifted and holding in position 16-22.34N 082-23.12E at 270200 UTC Nov 20.</p>
<p>705. India West Coast- off Vengurla . Charts IN 214 293 2043 INT 7022 . IFB Mathura reported sunk in vicinity of 15-49N 073-20E at 262000 UTC Nov 20.</p>
<p>706. NAVAREA VIII - Warnings in force as on 27 Nov 2020 2019 Series - 289 369 392 479 591 812 895 928 2020 Series - 116 267 329 331 333 384 385 442 444 480 515 526 542 577 588 593 609 610 627 630 631 645 652 657 658 661 664 669 672 675 676 677 679 681 684 689 690 691 693 697 698 700 701 702 703 704 705. (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 www.hydrobharat.gov.in 2. Cancel this MSG 041000 UTC Dec 20.</p>
<p>707. India West Coast – off Mumbai and Daman. Charts IN 21 256 292 INT 7021. SV Samudra Sarvekshak progressing survey in vicinity of 19-42.07N 071-37.6E, 1804.38N 072-26E, 18-08.21N 072-19.98E, 20-06.45N 072-16E, 20-06.43N 072-15.88E, 20-29.78N 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 281830 UTC Dec 20.</p>
<p>708. Andaman Sea – off Middle Andaman I. Charts IN 41 473 INT 7031. SW Vespucci progressing survey in area bounded by 12-37.57N 092-40.74E, 12-15.24N 092-40.52E, 12-07.58N 092-36.79E, 12-01.82N 092-33.55E, 11-51.36N 092-30.91E, 11-33.04N 092-31.15E, 11-33.11N 092-17.01E, 11-35.53N 092-16.93E, 11-32.95N 092-11.39E, 11-32.9N 092-04.19E, 12-04.08N 092-04.05E, 12-04.15N 092-09.6E, 12-37.62N 092-09.46E . Vessel towing seismic cables of 3.3 NM . Wide berth requested 2. Cancel NAVAREA VIII MSG 658/20 and this MSG 311830 UTC Dec 20.</p>
<p>709. Andaman Sea - off Car Nicobar I. Charts IN 33 472 INT 7032. MT Anasthasia-1 reported adrift 08-44.31N 091-50.21E at 270930 UTC Nov 20.</p>

709. (Continued).
2. Cancel this MSG 300930UTC Nov 20.
710. India West Coast. Charts IN 21 255 INT 7334. Rig move. Trident-II (19-34.27N 071-49.95E). Refer to 224(T) of INTM 22/20. Wide berth requested.
711. India West Coast – off Goa. Charts IN 22 292 293 INT 7022. Naval search and rescue effort for pilot of ditched aircraft in progress in area bounded by (A) 15-15N 073-15E (B) 15-15N 073-45E (C) 14-50N 073-45E (D) 14-50N 073-15E.
2. Mariners in vicinity to exercise caution and requested to look out for survivor.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)

Chapter - 4 (Page 169)

(Source: VOC Port Trust)

Delete article 4.58 and replace by

Outer anchorages

4.58

1 The following anchorages are available, the limits of most of which are shown on the chart, with positions from North Breakwater.

<u>Anchorage Area</u>	<u>Position</u>	<u>Remarks</u>
Alpha Anchorage connecting the below co-ordinates. 08° 43'·40N 078° 16'·00E. 08° 43'·40N 078° 17'·20E. 08° 45'·00N 078° 17'·20E. 08° 45'·00N 078° 16'·00E.	3 mile E	Vessel of draught less than 12 m
Bravo Anchorage connecting the below co-ordinates. 08° 40'·00N 078° 19'·50E. 08° 40'·00N 078° 22'·00E. 08° 42'·00N 078° 22'·00E. 08° 42'·00N 078° 19'·50E.	8.2 mile SE	Draught more than 12 m to 14.5 m
Charlie (Tankers) anchorage 08° 46'·20N 078° 16'·02E. 08° 46'·20N 078° 17'·23E. 08° 46'·90N 078° 17'·23E. 08° 46'·90N 078° 16'·02E.	3.3 mile NE	Draught upto 14.5 m

2 **Caution.** During the NE monsoon vessels should have a good scope of cable and a second anchor always ready. In the SW monsoon, from about mid-May to mid-August, the wind, though sometimes violent, is invariably offshore and the sea is calm or slight.

Page170, Article 4.59, delete para 2 and replace by

2 The pilot boarding positions for, vessels with a draught of less than 12 m, lies on bearing 310° at distance of 1.8 mile (8°43'.70N 78°15'.00E) and vessels with a draught more than 12 m lies on bearing 310° at distance of 6.2 mile (8°40'.80N 78°18'.50E) from north breakwater.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D9206-25	- IS-U08C	25 29.27 N 52 22.56 E	Mo(U)W 15s	..	15	Platform	Numerous installations, some marked by lights, exist in this field
*#	*#	*#	*#	*#	*#	*#	*
F0926	Puducherry	11 54.99 N 79 49.85 E	Fl(2)W 15s	48	26	White 6-sided tower black bands 46	<i>fl 0.5, ec 3.2, fl 0.5, ec 10.8</i>
-	-	..	Racon	ILRS Vol 2 Station 79130
-	-	..	AIS	TD 2020 MMSI No 004194423 *

8.1

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)

PAGE 66, INDIA, TUTICORIN

Pilots and ports, Procedure, section (6)

Delete and replace by:

(6) Pilot boards as follows:

(a) Vessels draught less than 12m: 8°43'.70N 78°15'.00E

(b) Deep draught vessels (more than 12m): 8°40'.80N 78°18'.50E

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

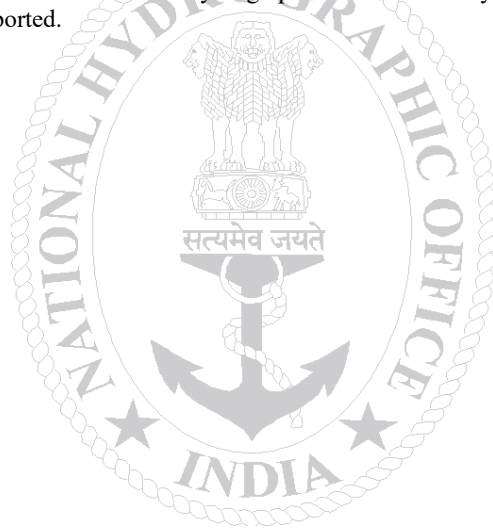
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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



HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry	<input type="checkbox"/> Nav. Dangers	<input type="checkbox"/> Nav. aids
	<input type="checkbox"/> Designated Areas	<input type="checkbox"/> Others	
Geographical Position (See Instructions Overleaf)	Latitude		Longitude
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar <input type="checkbox"/> Others
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others
Charts Affected			Edition
Latest Edition of Indian Notices to Mariners Held			
Tracing/Plot/Photograph if enclosed			
ENCs Affected			
Latest Update Disk Held			
Publication Affected			Edition
Page No./Light No. etc			
Details:			
Limitations if any in Reporting the Changes Above			
Details of Documents/Photos attached:			
Signature of the Master/Reporter/Observer			

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

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
13. SERVICES	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting	
Police / Ambulance / Firefighting (Fixed and Mobile facilities)	
Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC