



INDIAN NOTICES TO MARINERS



EDITION NO. 11 DATED 01 JUN 2021

(CONTAINS NOTICES 121 TO 130)

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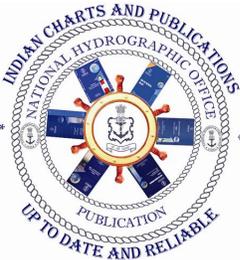
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-inho@navy.gov.in



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 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 Indian Chart that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2126	31-03-2021	BITRA ISLAND LIMIT 11° 27'.50N; 72° 06'.00E. 11° 41'.00N; 72° 15'.00E.	25,000	4	Rs. 1950.00

2. The new edition Indian Chart that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
353	31-03-2021	KALINGAPATNAM TO GOPALPUR LIMIT 18° 00'.00N; 83° 34'.00E. 19° 41'.00N; 86° 26'.00E.	3,00,000	5	Rs. 1950.00

3. The Indian Chart that is permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
353	31-07-2009	KALINGAPATNAM TO GOPALPUR	353	31-03-2021

4. The new Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2268AA	268	CENTRAL LAKSHADWEEP	24-05-2021
IN2273AA	273	KADMAT ISLAND TO IHAVANDIFFULU ATOLL	20-05-2021
IN2353KA	353	KALINGAPATNAM TO GOPALPUR	25-05-2021
IN52126B	2126	BITRA ISLAND	25-05-2021
IN62126J	2126	BITRA JETTY	25-05-2021
IN44015A	4015	DILIGENT STRAIT TO KOTARA ANCHORAGE	27-05-2021

5. 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>
-NIL -			

VI

6. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2268LC	268	CENTRAL LAKSHADWEEP	27-02-2020
IN2273KI	273	KADMAT ISLAND TO IHAVANDIFFULU ATOLL	06-02-2020
IN2353KG	353	KALINGAPATNAM TO GOPALPUR	24-02-2021
IN44015K	4015	DILIGENT STRAIT TO KOTARA ANCHORAGE	23-02-2017

7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
251	SIR CREEK TO DWARKA	3,00,000	NEW EDITION
259	BADAGARA TO KOCHI	3,00,000	NEW CHART
4182	CAMPBELL BAY AND ANDERSON BAY	25,000	NEW EDITION
4184	TRINKAT CHAMPLONG BAY	25,000	NEW EDITION
4185	PIGEON ISLAND	25,000	NEW CHART

Availability of ENCs

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

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

SECTION – I

The list of charts affected by the Notices 121 to 130 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	123, 129 (P), 130(T)
22 (INT 752)	3	122, 129 (P)
31 (INT 756)	5	130(T)
32 (INT 754)	5	130(T)
33 (INT 755)	5	130(T)
202	2	127 (T)
210	3	127 (T)
211	3	127 (T), 129 (P)
217	4	122
218	4	122
251 (INT 7318)	2	127 (T)
253 (INT 7328)	2	123, 127 (T)
254 (INT 7331)	3	127 (T)
255 (INT 7334)	3	127 (T), 129 (P)
256 (INT 7340)	3	127 (T)
258 (INT 7348)	4	122
268 (INT 7353)	4	126
271	2	127 (T)
272	4	122
291	2	130 (T)
292 (INT 7021)	2 सत्यमेव जयते	123, 127 (T), 129 (P)
293 (INT 7022)	3	127 (T), 129 (P)
294 (INT 7023)	3	122
315	5	130 (T)
316	5	130 (T)
351 (INT 7419)	5	125
354 (INT 7408)	5	128 (T)
355 (INT 7405)	5	128 (T)
356 (INT 7400)	5	124
358 (INT 7394)	5	130 (T)
391	5	128 (T)
2016 (INT 7336)	3	129 (P)
2076 (INT 7338)	3	129 (P)
2514 (INT 7739)	1	121
3034	5	124
3042	5	128 (T)
7071 (INT 71)	1	130 (T)
7073 (INT 733)	1	130 (T)
7702 (INT 702)	1	130 (T)
7703 (INT 703)	1	130 (T)
7706 (INT 706)	1	130 (T)
7707 (INT 707)	1	130 (T)

SECTION – II
PERMANENT NOTICES

***121 (11/21) INDIA OCEAN – Mauritius Approaches to Port Louis – Mooring Buoys.**

Source: Mauritius Hydrographic Service.

Chart 2514 (INT 7739) (App. to Port Louis) [previous update 223/20]

Insert		20° 07'·92S., 057° 29'·10E.
		20° 08'·11S., 057° 29'·03E.
		20° 08'·72S., 057° 28'·59E.
		20° 08'·86S., 057° 28'·47E.

Chart 2514 (INT 7739) (Port Louis) [previous update 223/20]

Insert		20° 07'·92S., 057° 29'·10E.
		20° 08'·11S., 057° 29'·03E.
		20° 08'·72S., 057° 28'·59E.
		20° 08'·86S., 057° 28'·47E.

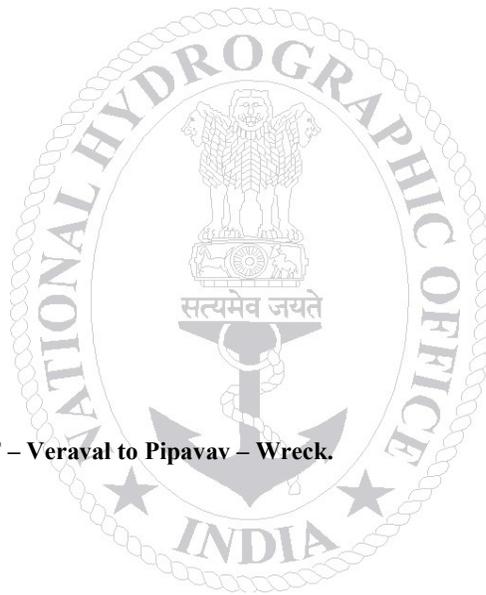


***122 (11/21) INDIA – WEST COAST – Kundapura to Kasaragod – Wreck.**

Source: Indian Coast Guard.

Chart 22 (INT 752) [previous update 108/21]Insert  PA 12° 29'·53N., 074° 23'·37E.**Chart 294 (INT 7023)** [previous update NC 31 Jan 2021]Insert  PA 12° 29'·53N., 074° 23'·37E.**Chart 272** [previous update 070/21]Insert  PA 12° 29'·53N., 074° 23'·37E.**Chart 258 (INT 7348)** [previous update 078/21]Insert  PA 12° 29'·53N., 074° 23'·37E.**Chart 218** [previous update 044/20]Insert  PA 12° 29'·53N., 074° 23'·37E.**Chart 217** [previous update 118/20]Insert  PA 12° 29'·53N., 074° 23'·37E.***123 (11/21) INDIA – WEST COAST – Veraval to Pipavav – Wreck.**

Source: NHO, Dehradun.

Chart 21 [previous update 114/21]Delete  PA 20° 25'·17N., 070° 05'·79E.**Chart 292 (INT 7021)** [previous update 114/21]Delete  PA 20° 25'·17N., 070° 05'·79E.**Chart 253 (INT 7328)** [previous update 098/21]Delete  PA 20° 25'·17N., 070° 05'·79E.

***124 (11/21) INDIA – EAST COAST – Approaches to Krishanapatnam – Pilot Boarding, Legend.**

Source: Adani Krishanapatnam Port Ltd.

Chart 356 (INT 7400) [previous update 078/21]Insert  14° 14'·55N., 080° 13'·50E.**Chart 3034 (Approaches to Krishanapatnam Port) [previous update 062/21]**Insert  14° 14'·55N., 080° 13'·50E.

legend, “ (for vessels having max. draft upto 12,0m) ”, centered on; 14° 14'·55N., 080° 14'·20E.

***125 (11/21) INDIA – EAST COAST – Paradip to Pussur River – Buoy.**

Source: BNHOC Notice no. 21/2021.

Chart 351 (INT 7419) [previous update 101/21]Insert  Fl(2+1)G.10s 21° 36'·82N., 089° 28'·34E.

*126 (11/21)	Miscellaneous updates to charts.	
Source: NHO, Dehradun.		
Chart No.	Previous Updates	Details
268 (INT 7353)	<i>060/21</i>	Insert Chart No. 2126 and Magenta limit as follows: 11° 27'·50N., 72° 06'·00E. 11° 27'·50N., 72° 15'·00E. 11° 41'·00N., 72° 15'·00E. 11° 41'·00N., 72° 06'·00E. 11° 27'·50N., 72° 06'·00E.

Section – III**TEMPORARY AND PRELIMINARY NOTICES**

***127 (T) (11/21) INDIA – WEST COAST – Arabian Sea – Oil Rigs.**

Source: NCD, Mumbai.

1. List of Oil Rigs is as follows:-

Rig Name	Position
Aban III	19° 27'.35N., 71° 17'.94E.
Aban IV	19° 31'.84N., 71° 24'.92E.
CE Thornton	18° 29'.86N., 72° 15'.01E.
Discovery 1	19° 21'.10N., 71° 47'.20E.
DS Fossil	18° 43'.09N., 72° 19'.12E.
FG McIntok	18° 34'.11N., 72° 13'.45E.
Foresight Driller IX	19° 12'.64N., 70° 56'.05E.
Great Drill Chaaru	18° 33'.72N., 72° 17'.66E.
Great Drill Chetna	22° 33'.31N., 68° 26'.35E.
Great Drill Chaaya	18° 51'.69N., 72° 50'.85E.
Jindal Explorer	18° 08'.20N., 72° 19'.98E.
Jindal Star	18° 37'.93N., 72° 14'.22E.
Jindal Supreme	19° 37'.97N., 71° 41'.39E.
Parameswara	20° 06'.74N., 71° 42'.27E.
Ron Tappmeyer	19° 11'.05N., 72° 11'.21E.
Sagar Jyoti	19° 43'.76N., 71° 31'.80E.
Sagar Kiran	19° 17'.46N., 71° 13'.47E.
Sagar Ratna	19° 23'.54N., 71° 48'.27E.
Sagar Shakti	19° 25'.22N., 71° 24'.97E.
Sagar Udhay	19° 33'.57N., 71° 43'.21E.
Trident 2	19° 16'.19N., 71° 23'.30E.
Valiant Driller	19° 34'.71N., 71° 23'.15E.
Vivekananda 1	19° 11'.99N., 72° 11'.00E.
Vivekananda 2	20° 14'.88N., 71° 57'.77E.
Virtue 1	19° 14'.62N., 70° 53'.04E.

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.

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 116 (T)/21 is cancelled.

***128 (T) (11/21) INDIA – EAST COAST – Bay of Bengal – Oil Rigs.**

Source: NCD, Mumbai.

- List of Oil Rigs is as follows:-

Rig Name	Position
Deep driller 8	16° 40'·13N., 82° 25'·73E.
DDKG 1	16° 31'·69N., 82° 35'·90E.
SSV Louisiana	16° 06'·95N., 82° 19'·78E.
Platinum Explorer	15° 05'·92N., 82° 06'·44E.

- All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.
- All positions referred to WGS 84 datum.

Charts Affected – 391 – 354 (INT 7408) – 355 (INT 7405) – 3042.**Former INTM 117(T)/21 is cancelled.*****129 (P) (11/21) INDIA –WEST COAST – Jawaharlal Nehru Port and Trombay– Construction work.**

Source: Tata Projects limited.

- Mumbai Trans Harbour bridge construction is in progress in the area bounded by the following coordinates :

Sl. No.	Position
1.	18° 59'·66N., 72° 57'·01E.
2.	18° 59'·28N., 72° 57'·00E.
3.	18° 59'·30N., 72° 57'·71E.
4.	18° 59'·04N., 72° 58'·76E.
5.	18° 58'·35N., 72° 59'·74E.
6.	18° 57'·99N., 73° 00'·16E.
7.	18° 58'·24N., 73° 00'·42E.
8.	18° 58'·64N., 73° 00'·04E.
9.	18° 59'·30N., 72° 59'·12E.
10.	18° 59'·63N., 72° 57'·78E.
11.	18° 59'·66N., 72° 57'·01E.

- Mariners are advised to navigate with caution in the area and contact port authority for latest information.

Charts affected – 21 – 22 (INT 752) – 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338).***130(T) (11/21) INDIAN OCEAN – NORTHERN PART – RAMA Buoys.**

Source: NOAA.

- Following Research Moored Array for African-Asian-Australian Monsoon Analysis and Prediction (RAMA) buoys laid in following positions:-

Buoy No./Name	Position
RA185A	15° 01'·70N., 89° 02'·60E
RA184A	00° 00'·10S., 89° 57'·70E
RA176A	00° 54'·80S., 98° 55'·10E
RA175A	01° 32'·90S., 80° 34'·00E
RA183A	07° 56'·80N., 67° 06'·80E
RA182A	04° 13'·40N., 66° 41'·90E
RA181A	00° 37'·80N., 65° 37'·20E
RA180A	00° 25'·30N., 67° 00'·50E
RA179A	01° 35'·70S., 66° 48'·40E
RA177A	04° 06'·10S., 57° 09'·80E
RA178A	07° 56'·10S., 54° 50'·30E
RT033	09° 46'·60N., 80° 16'·60E

***130(T) (11/21) INDIAN OCEAN – NORTHERN PART – RAMA Buoys. (Continued)**

RT030	00° 47'·80S., 83° 06'·70E
RT029	12° 34'·90S., 68° 50'·60E
RT028	11° 50'·60S., 80° 18'·90E
RT031	04° 00'·90S., 67° 14'·50E
RT023	08° 07'·70S., 66° 55'·60E
RT017	12° 16'·00S., 67° 14'·40E
RT032	25° 06'·80N., 62° 20'·00E

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.

Chart affected – 21 – 31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 291 – 315 – 316 – 358 (INT 7394) – 7071 (INT 71) – 7073 (INT 73) – 7702 (INT 702) – 7703 (INT 703) – 7706 (INT 706) – 7707 (INT 707).

Former INTM 120 (T)/21 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
Bangladesh (Kuakata)	- Operational

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

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	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: - mrc-west@indiancoastguard.nic.in. 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 recommendatory 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/ IRIIDIUM AND SATELLITE PHONE**

- (a) 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.
- (b) 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).
- (c) 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 Insrtments 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, Birya 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 – 2020.

2. NAVAREA VIII Warnings in force as on 31 May 21:-

2020 SERIES - 329 333 384 442 444 515 593 630 690 691 751 753 757

2021 SERIES - 016 017 025 079 147 170 205 246 250 286 310 315 340 361 384 385 387 388 391
392 400 405 406 408 410 411 419 420 422 424 425 427 428 429 430

3. NAVAREA VIII Warnings issued during the period from 16 May to 31 May 21 (both dates inclusive) are as tabulated below:-

375.	India East Coast - off Kakinada. Charts IN 354 3042 INT 7408. Survey being progressed along (A) 16-58.24N 082-24.3E, 16-55.4N 082-31.5E (B) 17-00.5N 082-24.5E, 17-02.5N 082-37.8E. Wide berth requested.
2.	Cancel this MSG 211830 UTC May 21.
376.	Cancel NAVAREA VIII MSG 371/21 and this MSG.
377.	India West Coast - Okha. Charts IN 21 202 203 2068 INT 7319. Firing scheduled on 19 May 21 from 0530 to 0730 UTC in danger sector extending upto 12 NM within bearing 250 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised.
2.	Cancel this MSG 190830 UTC May 21.
378.	Andaman Sea - off Barren. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 20, 21 May 21 from 0330 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide berth from area advised.
2.	Cancel this MSG 211030 UTC May 21.
379.	Cancel NAVAREA VIII MSG 138/21, 180/21, 181/21, 226/21, 351/21, 352/21, 354/21, 358/21, 362/21, 363/21, 367/21, 368/21, 369/21 and this MSG. INTM 114/21, 116(T)/21, 117(T)/21, Section-VII of 10/21 refers.
380.	Indian Ocean. Charts IN 7071 7073 INT 707. Unmanned 10M blue trimaran vessel reported adrift 06-07S 078-00.13E at 170420 UTC May 21.
2.	Cancel this MSG 200420 UTC May 21.
381.	India West Coast - off Mumbai. Charts IN 21 255 292 293 INT 7022. Vessels adrift (A) Barge Papa 305 19-03N 072-17.10E at 170940 UTC May 21 (B) Support Station 03 18-58.08N 071-55.37E at 170430 UTC May 21 (C) Sagar Bhushan 19-24.42N 071-50.76E at 170835 UTC May 21 (D) Gal Constructor 18-57N 072-40E at 170920 UTC May 21. Vessels transiting to exercise caution.
2.	Cancel this MSG 200940 UTC May 21.
382.	Andaman Sea - Campbell Bay. Charts 41 471 4039 INT 757. DGPS (07-00N 093-55E) transmission will be switched off from 172330 UTC to 181030 UTC may 21 for maintenance.
2.	CANCEL THIS MSG 181030 UTC MAY 21.
383.	Cancel NAVAREA VIII MSG 377/21 and this MSG.
384.	India West Coast – Vengurla Rocks. Charts IN 257 2043 INT 7343. LT (15-53.37N 073-27.75E) Temporarily unlit.
385.	India West Coast. Charts IN 21 255 292 INT 7334. Rig Move. Greatdrill Chauru (18-33.72N 072-17.66E), Ron Tappmeyer (19-11.05N 072-11.21E), Greatdrill Chaaya (18-51.69N 072-50.85E). Refer to 116(T) of INTM 10/21. Wide berth requested.
386.	India West Coast – off Mumbai. Charts IN 21 255 292 INT 7334. Acoms 11 progressing survey in areas bounded by (A) 18-38.93N 072-14.94E, 18-35.92N 072-17.06E, 18-34.27N 072-13.63E, 18-35.75N 072-12.1E (B) 18-34.27N 072-13.63E, 18-35.92N 072-17.06E, 18-33.63N 072-18.07E, 18-31.39N 072-16.66E (C) 19-23.65N 070-57.65E, 19-23.57N 071-04.57E, 19-13.58N 071-04.44E, 19-13.66N 070-57.53E. Wide berth requested.
2.	Cancel this MSG 311830 UTC May 21.
387.	India West Coast - off Malpe. Charts IN 22 217 258 294 2358 INT 7348. MV Coromandal supporter IX reported aground in position 13-11.85N 074-40.38E at 160830 UTC May 21.
388.	India West Coast - off Pipavav. Charts IN 21 207 254 292 INT 7331. Oil Rig Sagar bhushan in position 20-48.1N 072-03.04E AT 181700 UTC May 21 being towed by Sci Urja and Abs Cheel to Mumbai port
389.	India West Coast - off Mumbai. Charts IN 21 211 255 292 INT 7334. Barge/Vessel status on 19 May 21 (A) Gal constructor reported aground in position 19-40.4N 072-41.75E (B) Awb Papa 305 reported sunk in approximate position

389. Continued. 19-15.38N 072-20.41E (C) Varapradha reported missing/sunk in last known position 18-59.72N 072-30.95E. Vessels transiting to exercise caution.
390. India West Coast - Gopnath. Charts IN 21 208 254 2044 INT 7331. DGPS (21-12.25N 072-06.64E) transmission will be off for maintenance.
391. India East Coast. Charts IN 31 355 391 INT 7405. Rig Move. Platinum Explorer (15-05.92N 082-06.44E). Refer to 117(T) of INTM 10/21. Wide berth requested
392. India West Coast - Simar Bandar. Charts IN 207 2057 INT 7328. LT (20-46.52N 71-09.12E) unlit.
393. India West Coast - off Mumbai. Charts IN 21 211 255 2016 INT 7336. Hydrographic survey being progressed in area bounded by 18-42N 072-34.10E, 18-48.92N 072-35.45E, 18-49.2N 072-40.9E, 18-49.4N 072-42.1E, 18-50.8N 072-42.1E, 18-50.55N 072-40.9E, 18-51.92N 072-34.3E, 19-02.7N 072-30.95E, 19-02.7N 072-28.38E, 18-51.92N 072-31.9E, 18-51.92N 072-26.5E, 18-49.7N 072-26.5E, 18-49.42N 072-32.6E, 18-42N 072-31.1E. Wide berth requested. 2. Cancel this MSG 301830 UTC May 21.
394. Cancel NAVAREA VIII MSG 390/21 and this MSG.
395. India West Coast - off Mumbai. Charts IN 21 210 254 255 INT 7334. Large anchor handling buoy reported adrift 19-50N 072-19.8E. 2. Cancel this MSG 231000 UTC May 21.
396. India East Coast - Chennai. Charts IN 32 313 356 391 3001 3004 3028 INT 7402. Firing scheduled on 25 May 21 from 0830 to 0930 UTC in danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised. 2. Cancel this MSG 251030 UTC May 21.
397. India East Coast - off Chennai. Charts IN 32 313 356 357 INT 7400. Firing by CG Aircraft scheduled on 24, 25 May 21 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised. 2. Cancel this MSG 251230 UTC May 21.
398. India East Coast - off Paradip. Charts IN 304 352 3041 INT 7416. Survey being progressed along (A) 20-12.5N 086-46.4E (B) 20-01.8N 086-55.6E (C) 19-56.8N 086-43.4E. Wide berth requested. 2. Cancel this MSG 281830 UTC May 21.
399. NAVAREA VIII - Warnings in force as on 21 May 2021:- 2020 Series - 116 329 333 384 442 444 515 526 593 630 690 691 751 753 757 2021 Series - 016 017 025 057 079 147 170 205 238 246 250 292 310 315 325 338 340 344 345 361 365 374 384 385 386 387 388 389 391 392 393 395 396 397 398 (A) NAVAREA VIII Warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII Warning in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 281000 UTC May 21.
400. India West Coast - off Mumbai. Charts IN 21 211 255 INT 7334. AWB Papa 305 reported sunk 19-15.36N 072-20.36E.
401. India West Coast - off Mumbai. Charts IN 21 211 255 INT 7334. Diving being progressed from 240130 UTC May 21 at 19-00.78N 072-31.06E. Wide berth requested. 2. Cancel this MSG 241300 UTC May 21.
402. Sri Lanka West Coast - Off Colombo. Charts IN 32 263 INT 7383. MV X-Press Pearl Reported Fire On Board 07-04N 079-45E On 20 May 21. Fire Fighting In Progress By Salvage Vessels And Tugs. Vessels advised to keep well clear and exercise caution.
403. Andaman Sea - off Barren. Charts IN 41 473 INT 7031. Firing by CG Aircraft scheduled on 27, 28 May 21 from 0330 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide berth FROM area advised. 2. Cancel this MSG 281030 UTC May 21.
404. India West Coast - off Mumbai. Charts IN 21 255 292 293 INT 7021. Multi purpose support vessel lichtenstein progressing hookup activities in area bounded within 18-59N to 19-03N and 071-43E to 071-47.31E. Wide berth requested. 2. Cancel this MSG 191830 UTC Jun 21.
405. Sri Lanka West Coast - off Colombo. Charts IN 32 263 INT 7383. MV X-PRESS Pearl reported explosion and fire on board 07-04N 079-45E. Crew rescued. Few containers floating in vicinity of 07-06.85N 079-46.28E at 242345 UTC May 21. Caution advised. 2. Cancel NAVAREA VIII MSG 402/21.
406. India West Coast - off Mumbai. Charts IN 21 211 255 INT 7334. SV Fugro Mapper progressing survey in vicinity of 19-22.48N 071-21.6E, 18-19.25N 072-18.08E, 18-55.85N 072-18.36E, 19-31.74N 071-18.27E, 19-12.88N 072-06.79E, 18-42.53N 072-20.48E, 18-38.2N 071-00.93E, 18-34.96N 072-14.46E. Wide berth requested. 2. Cancel this MSG 151830 UTC Jun 21.

407.	Cancel NAVAREA VIII MSG 116/20 and this MSG.
408.	India East Coast. Charts IN 31 355 391 INT 7405. Rig unmanned and unlit. Olinda Star (16-27.46N 082-25.6E), Aban II (16-40.4N 082-24.3E), Deep Sea Fortune (16-22.43N 081-58.69E). Refer to 117(T) of INTM 10/21. Wide berth requested.
409.	India West Coast – Rajpura Bandar. Chart IN 2081 INT 7342. LT (20-47.5N 071-12.3E) unlit.
410.	India West Coast – off Mumbai. Charts IN 21 211 255 2016 INT 7336. Tug Varapradha reported sunk 19-00.78N 072-31.05E, Gal Constructor aground in position 19-40.4N 072-41.75E. 2. Cancel NAVAREA VIII MSG 389/21.
411.	India West Coast - off Karwar. Charts IN 22 257 293 INT 7343. IFB Ajmeersha with 16 crew reported missing from last known position 14-17N 073-28E on 12 May 21.
412.	Bay of Bengal. Charts IN 31 INT 756. Data Buoy BD09 reported adrift 17-29.93N 089-10.18E at 250600 UTC May 21. 2. Cancel this MSG 280600 UTC May 21.
413.	India West Coast - off Chenyakara I. Charts IN 22 273 INT 752. Blue and Green hull capsized boat reported adrift 09-52N 072-18E at 241116 UTC May 21. 2. Cancel this MSG 291116 UTC May 21.
414.	India East Coast - Paradip. Charts IN 31 352 3010 3041 INT 7418. DGPS (20-15.32N 086-39.38E) transmission will be switched off from 252100 UTC to 270230 UTC May 21 for maintenance. 2. Cancel this MSG 270230 UTC May 21.
415.	India East Coast - Sagar I. Charts IN 31 301 351 3011 INT 7419. DGPS (21-39.51N 088-02.82E) transmission will be switched off from 252045 UTC to 270230 UTC May 21 for maintenance. 2. Cancel this MSG 270230 UTC May 21.
416.	Indian Ocean - off Reunion. Charts IN 7702 BA 712 INT 702. Exercise scheduled (A) from 271100 to 271230 UTC May 21 (B) From 280500 to 280700 UTC May 21 in danger area bounded by 21-12S 054-57E, 21-39.02S 054-33.3E, 21-19.3S 054-25.54E, 21-26S 055-02.3E. Wide berth from area advised. 2. Cancel this MSG 280800 UTC May 21.
417.	India West Coast. Rig move. Harvey H Ward demobilized. Refer to 116(T) of INTM 10/21. 2. Cancel this MSG 301000 UTC May 21.
418.	Cancel NAVAREA VIII MSG 386/21 and this MSG.
419.	India West Coast. Charts IN 21 255 INT 7334. Rig move Sagar Uday (19-33.57N 071-43.21E). Refer to 116(T) of INTM 10/21. Wide berth requested.
420.	Indian Ocean. Charts IN 7073 7707 INT 707. SLFV Kumesh Putha 01 reported sunk in approximate position 03-15N 085-50E at 270410 UTC May 21. Crew rescued.
421.	Indian Ocean – off Reunion I. Chart IN 7700 INT 700. White hull capsized catamaran reported adrift 20-15S 055-06E on 27 May 21. 2. Cancel this MSG 301000 UTC May 21.
422.	India East Coast - off Gopalpur. Charts IN 31 305 352 353 391 INT 7413. Army air defence firing scheduled from 01 to 05 Jun, 07 to 12 Jun, 14 to 17 Jun, 21 to 25 Jun, 28 to 30 Jun 21 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 301530 UTC Jun 21.
423.	Cancel NAVAREA VIII MSG 526/20, 404/21 and this MSG.
424.	India West Coast- off Mumbai. Charts IN 21 255 INT 7334. Samudra Sarvekshak Progressing drilling in vicinity of 19-23.17N 071-14.88E. Wide berth requested. 2. Cancel NAVAREA VIII MSG 365/21 and this MSG 05 Jun 21.
425.	NAVAREA VIII - Warnings in force as on 28 May 2021:- 2020 Series - 329 333 384 442 444 515 593 630 690 691 751 753 757 2021 Series - 016 017 025 057 079 147 170 205 238 246 250 286 292 310 315 338 340 344 345 361 384 385 387 388 391 392 393 400 405 406 408 409 410 411 413 417 419 420 421 422 423 424 (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 www.hydrobharat.gov.in 2. Cancel this MSG 041000 UTC Jun 21.
426.	India East Coast – Dhamra Port. Charts IN 31 351 3017 INT 7419. Three buoys in position 20-54.96N 087-06.11E, 20-54.33N 087-05.37E, 20-52.93N 087-02.52E reported missing on 27 May 21.
427.	Andaman Sea – off Nicobar I. Charts IN 41 472 INT 707. Firing scheduled from 030030 to 050830 UTC Jun 21 in danger area bounded within 06-20N to 08-40N and 091-20E to 094-05E. Wide berth from area advised. 2. Cancel this MSG 050930 UTC Jun 21.
428.	Andaman Sea – off Barren. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 03, 04 Jun 21 from 0330 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide berth from area advised

428	continued.
2.	Cancel this MSG 041030 UTC Jun 21.
429.	India East Coast – off Paradip. Charts IN 31 352 3017 INT 756. Buoys reported adrift 20-40N 087-17E, 20-38N 087-12E, 20-32N 087-10E, 20-32N 087-08E, 20-31N 087-14E on 30 May 21.
2.	Cancel NAVAREA VIII MSG 426/21 and this MSG 021000 UTC Jun 21.
430.	Cancel NAVAREA VIII MSG 409/21 and this MSG.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter - 2 (Page 116)

(Source: Adani Krishnapatnam Port Ltd.)

Article 2.104, para 1, delete lines 6-11 and replace by:

...India. The port has all weather capability. The port is developing into a modern deep draught multipurpose all weather port, protected by two breakwaters, handling all kinds of dry bulk, break bulk cargoes and Tanker (edible oil). The port is currently operated by Adani Krishnapatnam Port Limited (AKPL).

Article 2.104, delete para 5 and replace by:

5 Arrival Information: Vessels should contact “Krishnapatnam Port” at least 2/3 hours prior entering Port Limits. Vessel arrival information and other information exchange will be carried out with Port Control as per Port Arrival Checklist. Contact Krishnapatnam Port Control” on VHF Channel 16/12.

Article 2.105, delete para 1 and replace by:

1 Port Radio. Port control may be contacted on VHF channels 12, 16.

Article 2.105, delete para 5 and replace by:

5 Anchorage- 'C' (Special anchorage for vessels awaiting quarantine inspection, Vessels under Port of refuge and Disabled vessels) - Radius of 0.5nm centered at 14°16'.60N, 080°11'.20E. The seabed consists of fine sand, clay and is free of any rocks.

Article 2.105, delete para 6 and replace by:

6 Pilotage. Pilotage within port limit is compulsory. No movements other than anchoring within designated anchorages are to be undertaken without a licensed pilot on board and without express instructions from Port Control office. Requests for pilot should be sent to Krishnapatnam Port Control on VHF channels 12/16. Coordinates of the Pilot Boarding Stations are as follows:

Station	Position	Remarks
A	14°14'.50 N 080°12'.5 E	For draft up to 10 m
A1	14°14'.55 N 080°13'.5 E	For draft up to 12m
B	14°14'.85 N 080°15'.3 E	For draft up to 15m
B1	14°15'.20 N 080°17'.7 E	For draft above 15m

Marine control/Pilots will guide the vessel on to which pilot station vessel has to approach.

Page 117, Article 2.105, delete para 14 and replace by:

14 Tugs. Four Azimuth Stern Drive tugs of 50 to 40 tonnes Bollard Pull capacity are presently available. Request for tugs should be sent to Krishnapatnam Port Control on VHF channels 16/12. The traffic and weather forecast are available on request.

Article 2.106, para 6, insert after line 9

...Garbage removal facility available on requisition on chargeable basis. Waste oil disposal is available through agents by registered contractors.

Article 2.106, para 7, delete lines 5-8 and replace by:

...being served in these hotels.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6488	Ponta do Ouro	26 51.39 S 32 53.31 E	FI(3)W 10s	113	13	White concrete tower on white dwelling 5	..
			*		*		*
D6491	BAIA DE MAPUTO (LOURENCO MARQUES) - Barra Norte. Monte Cutfield. Lacerda	25 33.75 S 32 50.62 E	FI(2)W 10s	61	23	White □ on aluminium framework tower 10	..
	----	..	Racon	ILRS Vol 2 Station 74200
			*		*		
D6522	Barra do Limpopo. Monte Belo	25 11.34 S 33 30.08 E	FI W 10s	93	28	White masonry tower on dwelling 14	..
			*		*		
D6524	Boa Paz. On Sand Dune	24 57.06 S 34 10.21 E	FI(2)W 12s	74	16	White round tower 8	..
		*	*		*		*
D7692	Remove from list; deleted						
F1572	Sungai Tiang	03 54.11 N 100 42.06 E	FI R 5s
		*	*	*	*	*	
F1641	Melaka. Sungai Duyong	02 10.14 N 102 17.30 E	FI(3)G 10s	9	5	Green □ on white concrete column	..
		*	*	*	*	*	

8.1
SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2019

(Last correction: Edition No. 08 dated 16 Apr 2021)

**PAGE 55, COAST RADIO STATIONS, SOUTH AFRICA,
 CAPE TOWN (Including DURBAN and PORT ELIZABETH), Contacts Table.**

Delete entry and replace by

CAPE TOWN (Including DURBAN and PORT ELIZABETH)		33°52'.76S 18°30'.32E	
MMSI 006010001	DSC VHF HF 4 6 8 12 & 16 MHz	OBS	
 +27 21 5510700 & 5529752			+27 21 5513760
		e-mail: maritimeradio@telkom.co.za	
NOTES: 1. Station accepts Ship's Weather Reports addressed METEO PRETORIA. 2. Station accepts SAFREP reports.			

(Source: BA 22/21)

(11/21)

INP 31(2), 2019

(Last correction: Edition No.08 dated 16 Apr 2021)

PAGE 89, STANDARD TIMES, STANDARD TIME ZONE CHART OF THE WORLD

Delete diagram and replace by new diagram shown on page 8.3.

(Source: BA 21/21)

(11/21)

INP 31(5), 2017

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

PAGE 166, Chapter 10, DISTRESS, SEARCH AND RESCUE, SOUTH AFRICA

delete and replace by:

SOUTH AFRICA			
National SAR Agency: The South African Search and Rescue Organization (SASAR) Secretariat Address: Department of Transport, Private BagX193, Pretoria 0001, South Africa Tel: +27 12 3093520 Fax: +27 12 3093109 Website: https://www.transport.gov.za/web/search-and-rescue			
The South African Department of Transport is responsible for coordinating Search and Rescue operations. The national MRCC exists at Plattekloof, near Cape Town and the port control offices at Saldanha Bay, Cape Town, Mossel Bay, Port Elizabeth, East London, Durban and Richards Bay act as MRSCs under its control. The MRCC and MRSCs are manned on a 24 hour basis. Any police station or manned lighthouse will pass a distress signal on to the nearest port control office. South Africa does not have an Inmarsat Land Earth Station (LES) in the GMDSS. Vessels making a distress call through a LES can dial direct through a LES to MRCC South Africa. A network of Coast Radio Stations maintains a continuous listening watch on international distress frequencies. NAVTEX and SafetyNET MSI broadcasts, DSC, and the Cospas-Sarsat Africa South Mission Control Centre (ASMCC) and Local User Terminal are controlled from one single point at Cape Town Radio. Preferred inter RCC language is English.			
	Telephone +27	Fax +27	Others
ASMCC (Cospas-Sarsat SPOC)	21 5529752	21 5513760	AFTN: FACTYCYX Email: maritimeradio@telkom.co.za
	No attachments accepted for any e-mail messages		
MRCC CAPE TOWN	21 9383300	21 9383309	Email: mrcc.ct@samsa.org.za

Source: BA 22/21)

(11/21)

INP 31(6), 2018

(Last correction: Edition No. 10 dated 16 May 2021)

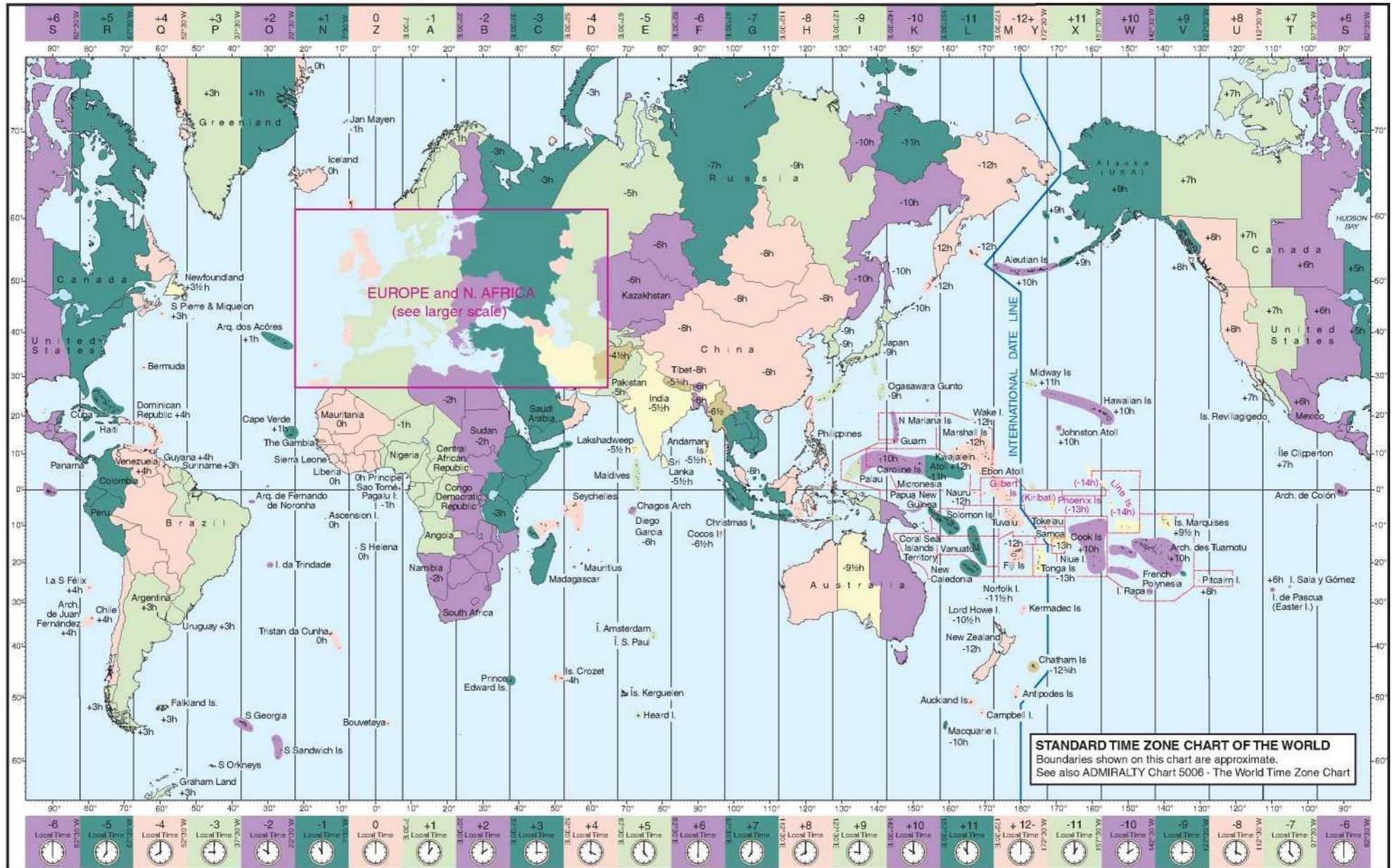
**PAGE 51, INDIA, KRISHNAPATNAM,
Pilots and Ports, PROCEDURE, Section (4)**

Delete entry and replace by

(4) Pilot boards in the following positions:

- (a) Pilot Boarding Station 'A' - 14° 14'.50N, 80° 12'.50E (for vessels having maximum draught up to 10 m)
- (b) Pilot Boarding Station 'A1' - 14° 14'.55N, 80° 13'.50E (for vessels having maximum draught up to 12 m)
- (c) Pilot Boarding Station 'B' - 14° 14'.85N, 80° 15'.30E (for vessels having maximum draught up to 15.0m)
- (d) Pilot Boarding Station 'B1' - 14° 15'.20N, 80° 17'.70E (for vessels having draught more than 15.0m)

(Source: Adani Krishnapatnam Port Ltd.) (11/21)



SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / Harbour 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 : msis-inho@navy.gov.in, inoh@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.

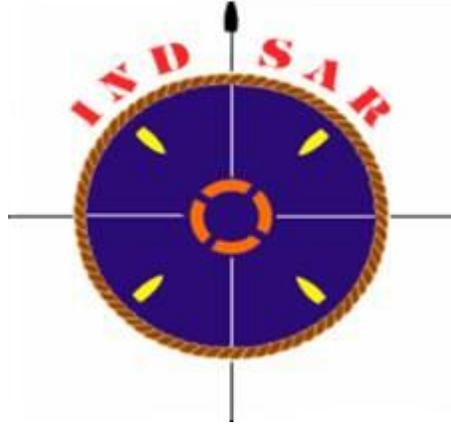


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick 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