

# INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUN 2022

(CONTAINS NOTICES 118 TO 132)

REACH US 24 x 7



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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

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



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## II

### MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer  
to the Government of India**

### **WARNING AGAINST USE OF COUNTERFEIT PRODUCTS**

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

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

### **Use of Global Positioning System (WGS 84) positions.**

- (a) The positions of hydrographic objects shown on some of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist 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<sub>s</sub> 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 &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
-NIL-					

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 &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
-NIL-					

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>
-NIL-				

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
-NIL-			

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-			

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
-NIL-			

## VI

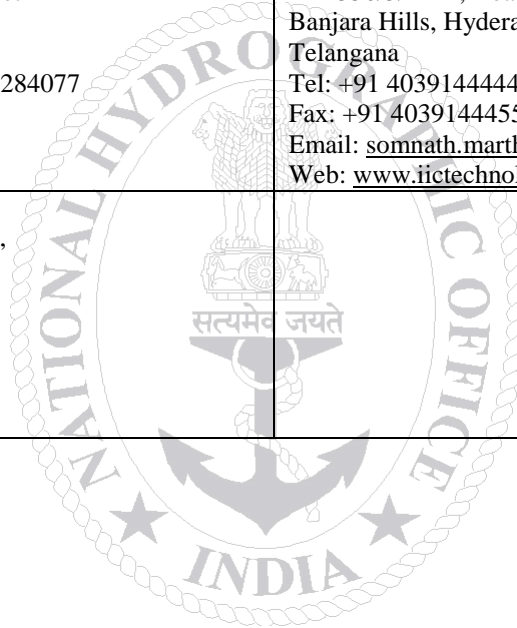
7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
356	CHENNAI TO RAMYAPATNAM	3,00,000	NEW EDITION
3034	KRISHNAPATNAM PORT	15,000	NEW EDITION
	APPROACHES TO KRISHNAPATNAM	50,000	NEW EDITION
4252	DILIGENT STRAIT TO KOTRARA ANCHORAGE	60,000	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 worldwide 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><b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel : +44 (0) 1823 337900 Fax : +44 (0) 1823 330561, 1823 284077 Web site : <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a></p>	<p><b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad - 500 034 Telangana Tel: +91 4039144444 Fax: +91 4039144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s Primar</b> Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a></p>	



**SECTION – I**

The list of charts affected by the Notices 118 to 132 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	125 (T), 126 (T), 129 (T), 130 (T), 132 (T)
22 (INT 752)	3	120, 125 (T), 126 (T), 130 (T), 131 (T), 132 (T)
31 (INT 756)	5	122, 127 (T), 128 (T), 129 (T), 132 (T)
32 (INT 754)	5	121, 127 (T), 129 (T), 131 (T), 132 (T)
33 (INT 755)	5	121, 127 (T), 129 (T), 132 (T)
202	2	123 (T)
203 (INT 7319)	2	118
205	2	132 (T)
206	2	132 (T)
210	3	123 (T)
211	3	123 (T), 125 (T), 132 (T)
212	3	126 (T), 132 (T)
213	3	132 (T)
214	3	120
215	3	132 (T)
216	4	132 (T)
219	4	132 (T)
221	4	132 (T)
222	4	132 (T)
223	4	132 (T)
224	4	132 (T)
251 (INT 7318)	2	123 (T)
252 (INT 7325)	2	132 (T)
253 (INT 7328)	2	123 (T)
254 (INT 7331)	3	123 (T)
255 (INT 7334)	3	123 (T), 125 (T), 132 (T)
256 (INT 7340)	3	123 (T), 126 (T), 132 (T)
257 (INT 7342)	4	120, 132 (T)
258 (INT 7348)	4	132 (T)
259 (INT 7356)	4	131 (T), 132 (T)
260 (INT 7362)	4	131 (T), 132 (T)
261	4	132 (T)
262 (INT 7365)	5	132 (T)
263 (INT 7383)	5	132 (T)
268 (INT 7353)	4	132 (T)
271	2	123 (T)
272	4	132 (T)
273	4	130 (T), 132 (T)
291	2	129 (T)
292 (INT 7021)	2	123 (T), 125(T), 130 (T), 132 (T)
293 (INT 7022)	3	120, 123 (T), 125 (T), 126 (T), 130 (T), 132 (T)
305	5	132 (T)
308 (INT 7409)	5	127 (T), 132 (T)
313	5	121

CHART NUMBER	FOLIO NO.	NOTICE NO.
315	5	129 (T)
316	5	129 (T)
352 (INT 7416)	5	127 (T), 132 (T)
353 (INT7413)	5	132 (T)
354 (INT 7408)	5	124 (T), 127 (T), 132 (T)
355 (INT 7405)	5	124 (T), 127 (T)
356 (INT 7400)	5	127 (T), 132 (T)
357 (INT 7397)	5	121, 127 (T), 132 (T)
358 (INT 7394)	5	129 (T)
391	5	121, 124 (T), 127 (T), 132 (T)
2008	4	132 (T)
2016 (INT 7336)	3	125 (T)
2023	4	132 (T)
2028	3	132 (T)
2029 (INT 7358)	4	131 (T)
2032	4	132 (T)
2037	5	132 (T)
2043	3	120
2046	3	120
2047	4	130 (T)
2048	4	132 (T)
2053	4	132 (T)
2060 (INT 7332)	2	118
2065	3	126 (T)
2068	2	118
2076 (INT7338)	3	125 (T)
2079 (INT 7329)	2	118
2100 (INT 7344)	2	119
2121 (INT7328)	2	132 (T)
2123	3	125 (T)
2353	3	132 (T)
3002 (INT7410)	5	132 (T)
3034	5	132 (T)
3035	5	132 (T)
3042	5	124 (T)
3043	5	132 (T)
3044	5	132 (T)
7071 (INT 71)	1	129 (T), 130 (T)
7072 (INT 72)	1	130 (T)
7073 (INT 73)	1	129 (T)
7702 (INT 702)	1	129 (T), 132 (T)
7703 (INT 703)	1	129 (T), 132 (T)
7706 (INT 706)	1	129 (T)
7707 (INT 707)	1	129 (T)



**SECTION – II****PERMANENT NOTICES****\*118 (12/22) INDIA – WEST COAST – Approaches to Salaya – Buoy.**

Source: DLL, Jamnagar.

**Chart 203 (INT 7319)** [previous update 088/22]Amend characteristics to *Fl(3)10s*

22° 35′.86N., 69° 36′.16E.

**Chart 2068** [previous update 088/22]Amend characteristics to *Fl(3)10s*

22° 35′.86N., 69° 36′.16E.

**Chart 2079 (INT 7329)** [previous update 075/22]Amend characteristics to *Fl(3)10s*

22° 35′.86N., 69° 36′.16E.

**Chart 2060 (INT 7332)** [previous update 088/22]Amend characteristics to *Fl(3)10s*

22° 35′.86N., 69° 36′.16E.

**\*119 (12/22) INDIA – WEST COAST – GULF Of KHAMBHAT – Approaches to Port Pipavav – Buoy.**


Source: UKHO Notice no. 1555.

**Chart 2100 (INT 7344)** [previous update 074/22]Amend characteristics to *Fl(3)G.10s*

20° 54′.90N., 71° 30′.90E.

**\*120 (12/22) INDIA – WEST COAST – Vengurla Anchorage – Wreck.**

Source: CGDHQ - 11.

**Chart 22 (INT 752)** [previous update 108/22]Insert  PA

15° 44′.00N., 73° 34′.00E.

**Chart 293 (INT 7022)** [previous update 107/22]Insert  PA

15° 44′.00N., 73° 34′.00E.

**Chart 257 (INT 7343)** [previous update 078/21]Insert  PA

15° 44′.00N., 73° 34′.00E.

**Chart 214** [previous update 078/21]Insert  PA

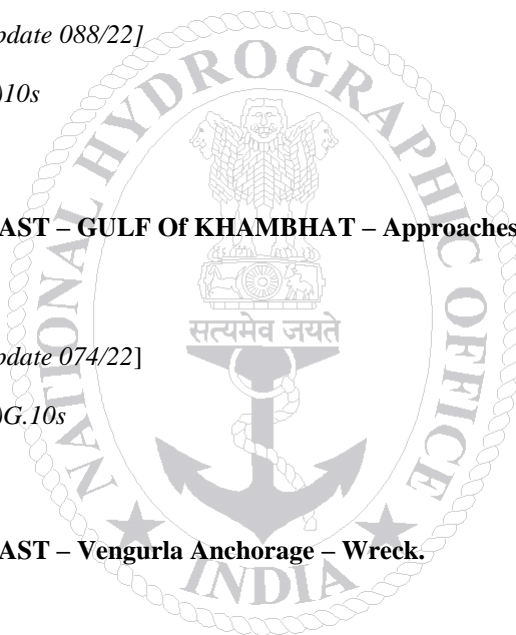
15° 44′.00N., 73° 34′.00E.

**Chart 2043** [previous update 044/21]Insert  PA

15° 44′.00N., 73° 34′.00E.

**Chart 2046 (Redi Anchorage)** [previous update 220/19]Insert  PA

15° 44′.00N., 73° 34′.00E.

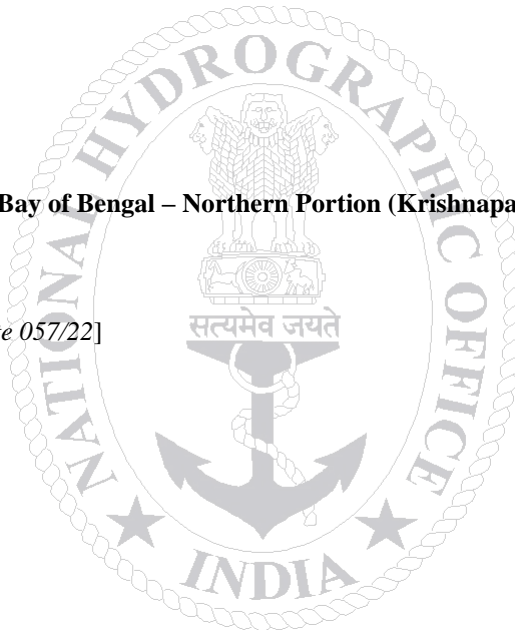


**\*121 (12/22) INDIA – EAST COAST – Mamallapuram to Point Pudi – Wreck.**

Source: MRCC Chennai.

**Chart 32 (INT 754)** [previous update 108/22]Insert  *PA* 12° 33′.40N., 80° 18′.35E.**Chart 33 (INT 755)** [previous update 056/22]Insert  *PA* 12° 33′.40N., 80° 18′.35E.**Chart 391** [previous update 056/22]Insert  *PA* 12° 33′.40N., 80° 18′.35E.**Chart 357 (INT 7397)** [previous update 054/22]Insert  *PA* 12° 33′.40N., 80° 18′.35E.**Chart 313** [previous update 055/22]Insert  *PA* 12° 33′.40N., 80° 18′.35E.**\*122 (12/22) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Wreck.**

Source: BNHOC Notice No. 21/22.

**Chart 31 (INT 756)** [previous update 057/22]Insert  *10<sub>2</sub> Wk* 22° 15′.58N., 91° 44′.51E.

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


<b>*123 (T) (12/22)</b>	<b>INDIA – WEST COAST – Arabian Sea – Oil Rigs.</b>
Source: NCD, Mumbai.	
1. List of Oil Rigs is as follows:-	
<b>Rig Name</b>	<b>Position</b>
Aban III	18° 40'.37N., 72° 21'.47E.
Aban IV	19° 26'.83N., 71° 15'.45E.
Aban VIII	19° 30'.93N., 71° 22'.02E.
CE Thornton	19° 26'.11N., 71° 24'.16E.
Compact Driller	21° 01'.91N., 72° 33'.25E.
Discovery 1	19° 15'.95N., 72° 06'.05E.
DS Fossil	19° 40'.19N., 72° 00'.29E.
FG MC Clintok	18° 42'.53N., 72° 20'.47E.
Foresight Driller IX	18° 37'.93N., 72° 14'.22E.
Great Drill Chaaru	18° 32'.35N., 72° 15'.43E.
Great Drill Chetna	19° 44'.77N., 71° 42'.15E.
Great Drill Chaaya	18° 31'.89N., 72° 16'.74E.
Great Drill Chitra	18° 56'.74N., 71° 16'.52E.
Jindal Star	18° 33'.72N., 72° 17'.66E.
Jindal Supreme	19° 15'.09N., 71° 23'.00E.
JT Angel	19° 36'.73N., 71° 24'.01E.
Jindal Explorer	19° 13'.35N., 72° 10'.87E.
Parameswara	19° 25'.07N., 71° 14'.48E.
Ron Tappmeyer	19° 40'.37N., 71° 38'.55E.
Sagar Vijay	19° 15'.06N., 71° 05'.43E.
Sagar Jyoti	20° 00'.28N., 71° 44'.10E.
Sagar Kiran	19° 26'.73N., 71° 54'.34E.
Sagar Ratna	19° 14'.67N., 71° 19'.47E.
Sagar Shakti	20° 25'.50N., 71° 41'.68E.
Sagar Udhay	18° 17'.11N., 72° 19'.83E.
Sagar Gaurav	19° 58'.89N., 71° 39'.72E.
Trident 2	19° 26'.71N., 71° 20'.61E.
Trident 12	19° 24'.68N., 71° 21'.15E.
Vivekananda 1	19° 11'.99N., 72° 11'.00E.
Vivekananda 2	20° 28'.68N., 71° 44'.93E.
Virtue 1	19° 19'.90N., 71° 20'.00E.
Victory Driller	19° 25'.16N., 71° 21'.01E.
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	
<b>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.</b>	
<b>Former INTM 110 (T)/22 is cancelled.</b>	

<b>*124 (T) (12/22)</b>	<b>INDIA – EAST COAST – Bay of Bengal – Oil Rigs.</b>
Source: NCD, Mumbai.	
1. List of Oil Rigs is as follows:-	
<b>Rig Name</b>	<b>Position</b>
Aban II	16° 22′.58N., 82° 04′.71E.
DDKG 1	16° 41′.84N., 82° 41′.53E.
DS Fortune	19° 37′.84N., 71° 17′.77E.
Platinum Explorer	16° 19′.58N., 82° 21′.03E.
Olinda Star	16° 23′.56N., 82° 21′.92E.
Key Singapore	16° 26′.89N., 82° 09′.49E.
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.	
<b>Charts Affected – 391 – 354 (INT 7408) – 355 (INT 7405) – 3042.</b>	
<b>Former INTM 111 (T)/22 is cancelled.</b>	

<b>*125 (T) (12/22)</b>	<b>INDIA – WEST COAST – Ambuja Ujwa Jetty – Anchorage.</b>
Source: JNPT, Mumbai.	
1. Barge “Aqua Float 330” is placed at Mumbai Trans Harbour Link Project site till Dec 2022 and anchored within the following coordinates:-	
<b>Sl No.</b>	<b>Position</b>
(a)	18° 59′.31N., 72° 57′.90E.
(b)	18° 59′.21N., 72° 57′.92E.
(c)	18° 59′.23N., 72° 59′.00E.
(d)	18° 59′.32N., 72° 58′.67E.
2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.	
<b>Charts affected – 21 – 22 (INT 752) – 292 (INT 7021) – 293 (INT 7022) – 255 (INT 7334) – 211 – 2016 (INT 7336) – 2076 (INT 7338) – 2123.</b>	

<b>*126 (T) (12/22)</b>	<b>INDIA – WEST COAST – Port Dabhol – Buoys.</b>	
Source: Konkan LNG LTD.		
1. Channel buoys are temporary removed from KLL navigational channel Port Dabhol in the following coordinates:-		
<b>Bouy No.</b>	<b>Light Type</b>	<b>Position</b>
Fairway	Fl(2)10s	17° 34′.34N., 73° 04′.58E.
1	Q.G	17° 33′.49N., 73° 05′.65E.
2	Q.R	17° 33′.64N., 73° 05′.74E.
3	Fl.G.10s	17° 32′.96N., 73° 06′.44E.
4	Fl.R.10s	17° 33′.13N., 73° 06′.49E.
5	Fl(2).G.15s	17° 32′.43N., 73° 07′.18E.
6	Fl(2).R.15s	17° 32′.54N., 73° 07′.30E.
7	Fl(3).G.10s	17° 32′.02N., 73° 07′.71E.
8	Fl(3).R.10s	17° 32′.11N., 73° 07′.90E.
9	VQ	17° 31′.03N., 73° 08′.68E.
10	Q(9)	17° 31′.13N., 73° 08′.84E.
GL 11	Fl.G.10s	17° 31′.42N., 73° 08′.22E.
GL 12	Fl(2)G.15s	17° 31′.23N., 73° 08′.41E.
2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.		
<b>Charts affected – 21 – 22 (INT 752) – 293 (INT 7022) – 256 (INT 7340) – 212 – 2065</b>		

<b>*127 (T) (12/22)</b>		<b>INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.</b>		
Source: NIO, Goa.				
1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-				
<b>ADCP Mooring</b>	<b>Positions</b>		<b>Depth (in metres)</b>	<b>Charts affected</b>
BOPS13	12° 00'.89N	80° 08'.08E	180	32 (INT 754), 33 (INT 755), 357 (INT 7397)
BOPD13	12° 00'.72N	80° 13'.03E	144, 349, 708	32 (INT 754), 33 (INT 755), 357 (INT 7397)
BOND5	14° 29'.91N	80° 24'.91E	162, 365	31 (INT 756), 32, 356 (INT 7400), 391
BOKD13	16° 01'.88N	82° 03'.59E	160, 367, 747	31 (INT 756), 32, 308 (INT 7409), 391, 355 (INT 7405)
BOKS13	16° 10'.68N	81° 58'.88E	175	31 (INT 756), 32, 308 (INT 7409), 391, 355 (INT 7405)
BOVD12	17° 45'.35N	84° 03'.04E	146, 355	31 (INT 756), 32, 308 (INT 7409), 391, 354 (INT 7408)
BOVS13	17° 48'.24N	83° 59'.09E	98, 170	31 (INT 756), 32, 308 (INT 7409), 391, 354 (INT 7408)
BOGS14	19° 25'.89N	85° 42'.24E	170	31 (INT 756), 352 (INT 7416)
BOGD14	19° 24'.02N	85° 47'.36E	166, 372, 733	31 (INT 756), 352 (INT 7416)
BODD4	19° 58'.53N	88° 19'.60E	150, 365	31 (INT 756)
2. All positions referred to WGS 84 datum.				
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.				
<b>Former INM 089 (T)/21 is cancelled.</b>				

<b>*128 (T) (12/22)</b>		<b>INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Wreck.</b>		
Source: BNHOC Notice No. 22(T)/2022.				
Insert		22° 03'.50N., 91° 36'.94E.		
<b>Charts Affected – 31(INT 756)</b>				

<b>*129 (T) (12/22)</b>	<b>INDIAN OCEAN - NORTHERN PART - RAMA Buoys.</b>	
Source: NOAA.		
1. Following research moored array of African - Asian - Australian Monsoon analysis and prediction (RAMA) buoys laid in following positions:-		
<b>Buoy No./Name</b>	<b>Position</b>	
RA185A	15° 01'.70N., 089° 02'.50E	
RA184A	00° 00'.00N., 089° 57'.60E	
RA176A	00° 59'.00S., 100° 22'.90E	
RA175A	01° 32'.90S., 080° 34'.00E	
RA183A	07° 56'.20N., 067° 07'.10E	
RA182A	04° 13'.20N., 066° 41'.50E	
RA181A	08° 07'.70S., 110° 32'.90E	
RA180A	00° 24'.80N., 067° 01'.30E	
RA179A	01° 36'.20S., 066° 48'.90E	
RA177A	04° 06'.90S., 057° 10'.80E	
RA178A	09° 24'.80S., 051° 07'.40E	
RT033	09° 46'.60N., 080° 16'.60E	
RT030	00° 47'.80S., 083° 06'.70E	
RT029	12° 34'.90S., 068° 50'.60E	
RT028	11° 50'.20S., 080° 19'.70E	
RT031	05° 09'.80S., 101° 37'.10E	
RT036	08° 05'.00S., 067° 00'.50E	
RT035	12° 11'.50S., 067° 13'.90E	
RT032	25° 06'.80N., 062° 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.		
<b>Charts 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).</b>		
4. <i>Former INTM 106(T)/22 is cancelled.</i>		

<b>130 (T) (12/22)</b>	<b>INDIA – WEST COAST – Arabian Sea – Data Buoys and Tsunami Buoys.</b>	
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:-		
<b>Buoy No./Name</b>	<b>Position</b>	<b>Chart Affected</b>
AD06/OB	18° 24'.60N., 067° 28'.02E	21, 292(INT 7021), 293 (INT 7022)
AD07/OB	14° 56'.62N., 068° 59'.08E	293 (INT 7022)
AD08/OB	12° 03'.60N., 068° 37'.63E	7071 (INT 71), 7072 (INT 72)
AD09/OB	08° 10'.00N., 073° 15'.00E	22 (INT 752), 273
AD10/OB	10° 09'.14N., 072° 35'.58E	22 (INT 752), 273, 268 (INT 7353)
CALVAL/MB	10° 36'.07N., 072° 17'.07E	22 (INT 752), 273,268 (INT 7353)
CBO2/CB	10° 52'.42N., 072° 12'.57E	22 (INT 752), 273 ,268 (INT 7353), 2047
TB12/TB	19° 53'.26N., 066° 58'.76E	21, 292(INT 7021)
STBO2/TB	20° 48'.00N., 065° 20'.45E	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.		
<i>Former INTM 116 (T)/22 is cancelled.</i>		

<b>131 (T) (12/22)</b>	<b>INDIA – WEST COAST – Approaches to Kochi – Data Buoys.</b>	
Source: INCOIS.		
1. INCOIS deployed buoy based coastal observatory in following position:-		
<b>Buoy Name</b>	<b>Position</b>	<b>Chart Affected</b>
Kochi	09° 51'.18N., 076° 11'.95E	2029 (INT 7358), 22 (INT 752), 259 (INT 7356), 260 (INT 7362), 32 (INT 754)
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.		

<b>*132 (T) (12/22)</b>	<b>INDIAN OCEAN – Northern Part – Wave Rider Buoys.</b>	
Source: INCOIS.		
1. Moored yellow coloured Wave Rider Buoys (WRB) are deployed by INCOIS in following positions:-		
<b>WRB Buoy</b>	<b>Positions</b>	<b>Charts affected</b>
WRB Gopalpur	19° 15'.27N 84° 56'.13E	3043 – 305 – 31 (INT 756) – 352 (INT 7416) – 353 (INT 7413)
WRB Visakhapatnam	17° 37'.83N 83° 15'.83E	3002 (INT 7410) – 3035 – 391 – 308 (INT 7409) – 31 (INT 756) – 32 (INT 754) – 354 (INT 7408)
WRB Krishnapatnam	14° 16'.34N 80° 11'.24E	3034 – 391 – 31 (INT 756) – 32 (INT 754) – 356 (INT 7400) – 33 (INT 755)
WRB Pondicherry	11° 55'.67N 79° 50'.91E	3044 – 32 (INT 754) – 357 (INT 7397)
WRB Tuticorin	08° 52'.93N 78° 17'.70E	2037– 224 – 262 (INT 7365) – 32 (INT 754)
WRB Kollam	08° 52'.13N 76° 32'.80E	2032 – 221 – 22 (INT 752) – 259 (INT 7356) – 260 (INT 7362) – 32 (INT 754)
WRB Kozhikode	11° 17'.90N 75° 39'.80E	2053 – 219 – 22 (INT 752) – 258 (INT 7348) – 259 (INT 7356) – 272
WRB Karwar	14° 48'.88N 74° 03'.12E	2008 – 215 – 216 – 2353 – 22 (INT 752) – 257 (INT 7343) – 293 (INT 7022)
WRB Ratnagiri	16° 58'.60N 73° 15'.20E	2028 – 212 – 213 – 22 (INT 752) – 256 (INT 7340) – 293 (INT 7022)
WRB Versova	19° 07'.92N 72° 44'.22E	21– 211– 22 (INT 752) – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022)
WRB Veraval	20° 53'.23N 70° 23'.58E	205 – 206 – 21 – 2121 – 253 (INT 7328) – 252 (INT 7325) – 292 (INT 7021)
WRB Kavaratti	10° 32'.23N 72° 36'.63E	2023 – 22 (INT 752) – 268 (INT 7353) – 273
WRB Kanyakumari	08° 06'.48N 77° 17'.88E	2048 – 222 – 223 – 261 – 262 (INT 7365) – 263 (INT 7383) – 22 (INT 752) – 32 (INT 754)
WRB Seychelles	04° 38'.70S 55° 52'.35E	7702 (INT 702) – 7703 (INT 703)
2. All positions referred to WGS 84 datum.		
3. Vessels operating in vicinity are to maintain a safe distance from buoys and exercise caution.		
4. <b>Former INTM 042 (T)/22 is cancelled.</b>		

## SECTION – IV

### MARINE INFORMATION

#### 1. NAVTEX TRANSMISSION

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

Mauritius (Cassis)	- Operational
Seychelles (Mahe)	- Operational
Myanmar (Yangon, Myeik, Kyau Phyu)	- 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					
			0110	0510	0910	1310	1710	2110
(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](http://www.iho.int), to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode. Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See [www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html](http://www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html) for further information.

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



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

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates are published in the fortnightly Indian Notices to Mariners.

(a) **Safety Fairways:** An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and 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/ IRIDIUM 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><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s VDO Marine Instruments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> , <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell: - +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biryra House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></p>
<p><b>M/s Lift o Marine</b> Allen's Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftmarine.org">sankar@liftmarine.org</a>, <a href="mailto:liftmarine77@gmail.com">liftmarine77@gmail.com</a> Web: <a href="http://www.liftmarine.org">www.liftmarine.org</a></p>	<p><b>IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani's Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p>	<p><b>M/s CNC</b> Office No. S-12-92, Haware's Centurion Premises Coop. Soc. Ltd Plot no 88-91, Sector 19, NERUL, Navi Mumbai – 400706 Tel: +91 22 22660017/ +91 22 49747575 Cell No: +91 9920654848/ +91 7506097212 Email: <a href="mailto:sales@emariner.net">sales@emariner.net</a></p>

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

1. For details of NAVAREA limits and organisation/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2020.

2. NAVAREA VIII Warnings in force as on 16 Jun 22: -

<b>2021 SERIES</b> -	017	147	286	340	387	392	447	463	478	479	544	550	629	658	690	756	759	761	771
	795	833	843																
<b>2022 SERIES</b> -	049	093	112	117	118	134	162	180	194	203	237	249	253	259	270	286	313	351	364
	391	423	436	437	439	444	445	446	447	449	459	461	464	465	466	469	470	471	473
	478	479	480																

3. NAVAREA VIII Warnings issued during the period from 01 Jun 22 to 15 Jun 22 (both dates inclusive) are as tabulated below: –

<b>449. India East Coast - off Gopalpur.</b> Charts IN 31 305 352 353 391 INT 7413. Army air defence firing scheduled on 03, 04 Jun and from 08 to 11 Jun, 20 to 23 Jun, 27 to 30 Jun 22 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 22.
<b>450. CANCEL NAVAREA VIII MSG 256/22, 277/22, 410/22, 417/22, 424/22, 431/22, 432/22, 435/22 AND THIS MSG. 107, 108, 110(T), 111(T) OF INTM 11/22 REFERS.</b>
<b>451. Andaman Sea - off Barren I.</b> Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 07, 08 Jun 22 from 0830 to 1030 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 081130 UTC Jun 22.
<b>452. Bay of Bengal.</b> Charts IN 31 7073 7706 7707 INT 73. Experimental flight trial scheduled on 06, 07 Jun 22 from 1230 to 1530 UTC in danger area bounded by 20-48.37N 087-02.58E, 18-12.37N 086-07.12E, 09-56.72S 085-32.48E, 09-16.25S 093-44.23E, 18-24.17N 088-30.45E, 20-48.77N 087-07.4E. Wide berth from area advised 2. Cancel this MSG 071630 UTC Jun 22.
<b>453. NAVAREA VIII - Warnings in force as on 03 Jun 2022:-</b> <b>2021 Series</b> - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 756 759 761 771 795 833 843 <b>2022 Series</b> - 049 093 112 117 118 134 162 180 194 203 237 249 253 259 270 286 313 351 364 390 391 423 430 436 437 438 439 444 445 446 447 448 449 451 452 (A) NAVAREA VIII warnings less than 42 days promulgated via safetynet. (B) Text of NAVAREA VIII warning inforce including those which are no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 101000 UTC Jun 22.
<b>454. India East Coast - off Puri.</b> Charts IN 31 304 352 INT 7416. Firing by CG aircraft scheduled on 06, 07 Jun 22 from 0530 to 1030 UTC in danger area bounded within 19-26N TO 19-31N and 085-41E TO 085-51E. Wide berth from area advised. 2. Cancel this MSG 071130 UTC Jun 22.
<b>455. Indian Ocean - off Reunion.</b> Charts IN 7702 BA 712 INT 702. Gunnery Exercise Scheduled from 060500 to 081500 UTC Jun 22 in danger area bounded by 21-12S 054-57E, 21-26S 055-02.5E, 21-39S 054-33.5E, 21-19.5S 054-25.9E. Wide berth from area advised. 2. Cancel this MSG 081530 UTC Jun 22.
<b>456. India West Coast - off Porbandar.</b> Charts IN 21 204 252 292 INT 7325. Firing by CG aircraft scheduled on 08, 10 Jun 22 from 0200 to 0930 UTC in danger area bounded by 21-32N 069-24E, 21-12N 069-24E, 21-14N 069-05E, 21-32N 068-56E. Wide berth from area advised. 2. Cancel this MSG 101030 UTC Jun 22
<b>457. India East Coast - off Chennai.</b> Charts IN 32 313 356 391 INT 7400. Firing by CG aircraft scheduled on 10 Jun 22 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 101230 UTC Jun 22
<b>458. India West Coast - off Mumbai.</b> Charts IN 21 254 255 292 INT 7021. Seamec Princess will carry out pipeline

<p><b>458. Continued.</b> survey in vicinity of (A) 18-42.52N 072-20.43E, 18-43.45N 072-20.32E ON 07, 08 Jun 22 (B) 21-03N 072-23E, 21-03.69N 072-25.3E on 09, 10 Jun 22 . Wide berth requested. 2. Cancel this MSG 101830 UTC Jun 22.</p>
<p><b>459. India West Coast - Dabhol Port.</b> Charts IN 21 256 293 2065 INT 7340. Buoys removed Fairway (17-34.34N 073-04.58E), No-1 (17-33.49N 073-05.65E), No-2 (17-33.64N 073-05.74E), No-3 (17-32.96N 073-06.44E), No-4 (17-33.13N 073-06.49E), No-5 (17-32.43N 073-07.18E), No-6 (17-32.54N 073-07.3E), No-7 (17-32.02N 073-07.71E), No-8 (17-32.11N 073-07.9E), No-9 (17-31.03N 073-08.68E), No-10 (17-31.13N 073-08.84E), GI-11 (17-31.42N 073-08.22E), GI-12 (17-31.23N 073-08.41E).</p>
<p><b>460. India East Coast - off Balasore.</b> Charts IN 31 351 352 INT 756. Experimental flight trial scheduled on 08, 09 Jun 22 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by 21-18.12N 086-51.07E, 18-46.7N 088-30.27E, 19-26.05N 089-20.8E, 20-51.23N 087-42.23E, 21-41.22N 087-45.23E, 21-40.13N 087-13.73E . Wide berth from area advised. 2. Cancel this MSG 091130 UTC Jun 22.</p>
<p><b>461. Andaman Sea - Campbell Bay.</b> Charts IN 41 409 4039 INT 7448. Buoy (06-58.81N 093-56.95E) reported missing.</p>
<p><b>462. India West Coast - off Dighi.</b> Charts IN 21 211 255 292 INT 7334. Yellow coloured mooring buoy reported adrift 18-17N 072-40.28E AT 061117 UTC Jun 22. 2. Cancel this MSG 091117 UTC Jun 22.</p>
<p><b>463. India East Coast - Off Balasore.</b> Charts IN 31 351 352 INT 756. Experimental flight trial scheduled on 10, 11 Jun 22 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by 21-18.12N 086-51.07E, 18-46.7N 088-30.27E, 19-26.05N 089-20.8E, 20-51.23N 087-42.23E, 21-41.22N 087-45.23E, 21-40.13N 087-13.73E . Wide berth from area advised. 2. Cancel this MSG 111130 UTC Jun 22.</p>
<p><b>464. India West Coast.</b> Charts IN 21 255 292 INT 7334. Rig Move. Sagar Vijay (19-15.06N 071-05.43E). Refer to 110(T) of INTM 11/22. Wide berth requested</p>
<p><b>465. India East Coast - off Puducherry.</b> Charts IN 32 357 INT 7397. SW Thuridur will carry out seismic survey from 10 Jun to 09 Jul 22 in area bounded by 11-58.25N 080-37.57E, 11-22.39N 080-37.55E, 11-22.05N 080-00.05E, 11-58.23N 080-00.02E. Vessel towing 10 seismic cables of 10 km with a separation of 100 meters between each cable. Wide berth requested. 2. Cancel this MSG 091830 UTC Jul 22.</p>
<p><b>466. India West Coast - off Mumbai.</b> Charts IN 22 293 7705 INT 7022. Albatross 5 will carry out marine route survey in area bounded by 17-41.49N 070-24.72E, 17-40.76N 070-25.69E, 17-26.63N 070-15.11E, 17-21.58N 070-21.65E, 17-19.43N 070-20.29E, 17-25.29N 070-13.96E, 17-01.38N 069-40.7E, 17-02.13N 069-40.17E, 17-25.01N 070-12.55E, 17-26.59N 070-14.07E from 10 to 18 Jun 22 . Length of tow 250 meters from stern. Wide berth requested. 2. Cancel this MSG 181830 UTC Jun 22</p>
<p><b>467. Cancel NAVAREA VIII MSG 463/22 and this MSG.</b></p>
<p><b>468. Andaman Sea - off Barren I.</b> Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 14, 15 Jun 22 from 0830 to 1030 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 151130 UTC Jun 22.</p>
<p><b>469. Southern Indian Ocean.</b> Charts IN 7070 7072 7073 INT 73. RV Marion Dufresne will carry out scientific operations in vicinity of 31-34.03S 083-13.99E, 24-23.02S 072-22.05E from 12 to 17 Jun 22. Wide berth of 01 NM requested. 2. Cancel this MSG 171830 UTC Jun 22.</p>
<p><b>470. NAVAREA VIII - warnings in force as on 10 Jun 2022:-</b> <b>2021 Series</b> - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 756 759 761 771 795 833 843 <b>2022 Series</b> - 049 093 112 117 118 134 162 180 194 203 237 249 253 259 270 286 313 351 364 391 423 436 437 439 444 445 446 447 449 459 461 464 465 466 468 469 (A) Navarea VIII Warnings less than 42 days promulgated via safetynet. (B) Text of navarea VIII Warning inforce including those which are no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 171000 UTC Jun 22.</p>
<p><b>471. India West Coast - Okha.</b> Charts IN 21 202 203 2068 INT 7319. Firing scheduled ON 16 Jun 22 from 0530 to 0730 UTC in danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.75N 069-04.05E . Wide berth from area advised. 2. Cancel this MSG 160830 UTC Jun 22.</p>
<p><b>472. India West Coast - off Trivandrum.</b> Charts IN 22 222 260 261 INT 752. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 15 Jun 22 from 0530 to 0700 UTC. Danger sector (A) radius of 05 NM between azimuth 190 and 300 (B) radii OF 45 NM and 75 NM between azimuth 220 AND 260. Wide berth from area advised. 2. Cancel this MSG 150800 UTC Jun 22.</p>

<p><b>473. India West Coast - off Porbandar.</b> Charts IN 21 204 252 292 INT 7325. Firing by CG aircraft scheduled ON 15, 17 Jun 22 from 0330 to 1000 UTC in danger area bounded by 21-32N 069-24E, 21-12N 069-24E, 21-14N 069-05E, 21-32N 068-56E. Wide berth from area advised. 2. Cancel this MSG 171100 UTC Jun 22.</p>
<p><b>474. India East Coast - off Balasore.</b> Charts IN 31 351 352 3017 INT 756. Experimental flight trial scheduled on 15, 16 Jun 22 from 1330 to 1530 UTC in danger area bounded by 21-22.25N 086-55.73E, 21-08.93N 086-52.65E, 20-47.63N 087-13.43E, 18-10.03N 088-29.82E, 18-51.37N 089-33.37E, 20-55.17N 087-24.95E, 21-20.83N 087-10.8E, 21-22.68N 086-56.4E . Wide berth from area advised. 2. Cancel this MSG 161630 UTC Jun 22.</p>
<p><b>475. India East Coast - off Paradip.</b> Charts IN 31 304 351 352 3017 INT 756. Experimental flight trial scheduled on 17, 18 Jun 22 from 0400 to 0600 and 1000 to 1200 UTC in danger area bounded by 20-48.37N 087-02.58E, 19-54.38N 086-45.7E, 18-03.32N 086-50.48E, 18-08.17N 087-49.3E, 19-58.35N 087-33.95E, 20-48.77N 087-07.4E. Wide berth from area advised. 2. Cancel this MSG 181300 UTC Jun 22.</p>
<p><b>476. Arabian Sea - Lakshadweep I.</b> Charts IN 268 2047 INT 7353. Kadmat racon G (11-15.44N 072-47.36E), Agatti Racon B (10-52.64N 072-12.33E) not operational in X and S band from 13 Jun 22.</p>
<p><b>477. India East Coast.</b> Charts IN 31 355 391 INT 7405. Rig Move. Aban II (16-22.58N 082-04.71E), New Rig Key Singapore (16-26.89N 082-09.49E). Refer to 111(T) of INTM 11/22. Wide berth requested.</p>
<p><b>478. India East Coast - off Chennai.</b> Charts IN 32 313 356 391 INT 7400. Firing by CG aircraft scheduled on 17 Jun 22 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 171230 UTC Jun 22.</p>
<p><b>479. Cancel NAVAREA VIII MSG 474/22 and this MSG.</b></p>
<p><b>480. Arabian Sea.</b> Charts IN 7071 7072 7703 INT 703. Fishing boat reported capsized and adrift in position 05-33N 068-03E at 150655 UTC Jun 22. Mariners to exercise caution. 2. Cancel this MSG 180655 UTC Jun 22.</p>

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

**West Coast of India Pilot (INP-1)**  
**Chapter - 5 (Page 200)**

*Article 5.35, para 1, Insert below “Kochi Lighthouse”*

Valiyazhikal Lighthouse	09° 08'.41 N 76° 27'.73 E	41 m
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*Article 5.35, para 2, Insert after line 6*

Valiyazhikal Light

**Chapter - 7 (Page 266)**

*Article 7.121, para 1-2, delete and replace by:*

**Limiting conditions**

**7.121**

1 **Controlling depths.** Vessels upto 13.5 m draught can be handled by the terminal. Port authority should be consulted for latest bathy information.

2 **Tidal levels.** Mean spring range about 2.0 m; mean neap range about 1.2 m. For more information see *Indian Tide Tables*.

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

No	Name & Location	Position (Lat-Long)	Characteri stics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
<b>D6892</b>	- Chissioua Mtsongoma. Ldg Lts 174°. Front - - Dir Lt 291°	12 41.37 S	Dir VQ W	..	13	Beacon	Intens 1.5° each side of leading line VQ G279°-290°(11°). VQ W290°-292°(2°). VQ R292°-296°(4°). <b>TE 2022</b>
		45 07.73 E	Dir WRG	..	W 10 R 7 G 7	4 ..	
		..					
				*		*	*

8.1

**SECTION – VIII**  
**CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2019**

*(Last correction: Edition No. 06 dated 16 Mar 2022)*

NIL

**INP 31(2), 2019**

*(Last correction: Edition No. 01 dated 01 Jan 2022)*

NIL

**INP 31(5), 2017**

*(Last correction: Edition No. 24 dated 16 Dec 2021)*

NIL

**INP 31(6), 2018**

*(Last correction: Edition No. 08 dated 16 Apr 2022)*

NIL



## 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](mailto:msis-inho@navy.gov.in), [inho@navy.gov.in](mailto:inho@navy.gov.in)  
 Fax No. : +91-135- 2748373  
 Web : [www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

#### Instructions for filling up IH 102

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

#### Position Reporting

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

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

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

#### Depth Reporting

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

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

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

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

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

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

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

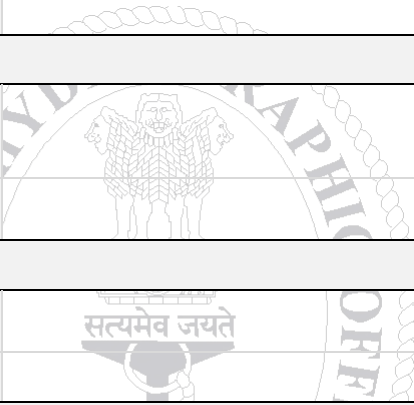

***Please Note:*** - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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



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

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

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

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



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

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

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

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

**AFTN: VABBYXYC**