

# INDIAN NOTICES TO MARINERS



EDITION NO. 13 DATED 01 JUL 2022

(CONTAINS NOTICES 133 TO 141)

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)

**FEEDBACK:** [msis-inho@navy.gov.in](mailto: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<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> |
|------------------|----------------------------|--|--------------|--------------|--------------|
| 3034             | 15-05-2022                 | <b>APPROACHES TO KRISHNAPATNAM<br/>LIMIT</b><br>14° 08'.00N; 80° 04'.60E.<br>14° 20'.50N; 80° 22'.53E. | 50,000       | 5            | Rs. 1950.00  |
|                  |                            | <b>KRISHNAPATNAM PORT<br/>LIMIT</b><br>14° 13'.00N; 80° 06'.00E.<br>14° 16'.75N; 80° 11'.32E.          | 15,000       | 5            |              |

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> |
|------------------|----------------------------|---|--------------|--------------|--------------|
| 356              | 31-05-2022                 | <b>CHENNAI TO RAMAYPATNAM<br/>LIMIT</b><br>12° 36'.00N; 80° 00'.00E.<br>15° 23'.50N; 81° 50'.00E. | 3,00000      | 5            | Rs. 1950.00  |

3. The Indian Charts that are permanently withdrawn are 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> |
|------------------|----------------------------|------------------------------------|---|----------------------------|
| 3034             | 30-11-2013                 | <b>APPROACHES TO KRISHNAPATNAM</b> | 3034  | 15-05-2022                 |
|                  |                            | <b>KRISHNAPATNAM PORT</b>          |   |                            |
| 356              | 15-05-2011                 | <b>CHENNAI TO RAMAYPATNAM</b>      | 356   | 31-05-2022                 |

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> |
|----------------------|------------------|------------------------------------|-------------------|
| IN2356CP             | 356              | <b>CHENNAI TO RAMAYPATNAM</b>      | 24-06-2022        |
| IN43034B             | 3034             | <b>APPROACHES TO KRISHNAPATNAM</b> | 24-06-2022        |
| IN63034A             | 3034             | <b>KRISHNAPATNAM PORT</b>          | 23-06-2022        |

## VI

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 Charts that are permanently withdrawn are as follows:-

| <i>ENC Cell Name</i> | <i>Chart No.</i> | <i>Title</i>                | <i>Issue Date</i> |
|----------------------|------------------|-----------------------------|-------------------|
| IN2356CR             | 356              | CHENNAI TO RAMAYAPATNAM     | 01-05-2013        |
| IN43034P             | 3034             | APPROACHES TO KRISHNAPATNAM | 05-03-2021        |
| IN63034R             | 3034             | KRISHNAPATNAM PORT          | 11-03-2021        |

7. The forthcoming Indian Charts are as follows:-

| <i>Chart No</i> | <i>Title</i>                         | <i>Scale</i> | <i>Remarks</i> |
|-----------------|--------------------------------------|--------------|----------------|
| 355             | RAMYAPATNAM TO SACRAMENTO SHAOL      | 3,00,000     | NEW EDITION    |
| 4252            | DILIGENT STRAIT TO KOTRARA ANCHORAGE | 60,000       | 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 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:

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

## VI

### TEMPORARY AND PRELIMINARY NOTICES

*In Force as on 01 Jul 2022*

*(Former List dated 01 Apr 2022 is cancelled)*

| <b>Cancelled Notices</b> |   |
|--------------------------|---|
| <b>Area</b>              | <b>Notice No.</b>   |
| 1                        | 077/22, 090/22, 106/22  |
| 2                        | 038/21, 224/21, 225/21, 042/22, 044/22, 080/22, 085/22, 089/22, 094/22, 101/22, 110/22, 116/22,   |
| 3                        | 089/21, 219/21, 228/21, 229/21, 230/21, , 050/22, 063/22, 081/22, 082/22, 083/22, 086/22, 095/22, 102/22, 103/22, 104/22, 111/22, ,124/22 |
| 4                        | NIL   |

#### 1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN.

| <u>Notice</u> | <u>Charts Affected</u>   | <u>Description</u>  |
|---------------|--|---|
| 091/19        | 227 – 2061 – 2099.   | INDIAN OCEAN – MALDIVES – Male Atoll – Construction Work. |
| 129/22        | 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). | INDIAN OCEAN – NORTHERN PART – RAMA Buoys.                |

#### 2. INDIA WEST COAST, LAKSHADWEEP, INDIAN OCEAN.

| <u>Notice</u> | <u>Charts Affected</u>  | <u>Description</u>   |
|---------------|---|--|
| 127/15        | 2040.   | INDIA – WEST COAST – Porbandar Port – Jetty.                               |
| 045/17        | 2036 – 2103.  | INDIA – WEST COAST – Dighi Port – Buoys.                                   |
| 064/17        | 253 (INT 7328) – 254 (INT 7331) – 207 – 2081 – 2100 (INT 7344).   | INDIA – WEST COAST – Approaches to Port Pipavav – Dredging Operation.      |
| 085/18        | 21 – 22(INT752) – 211 – 255(INT 7334) – 292 (INT7021) – 293 (INT 7022) – 2076(INT7338) – 2016(INT7336) – 2015(INT 7337) – 2001. | INDIA – WEST COAST – Mumbai Docks – Construction Work.                     |
| 134/18        | 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338).  | INDIA – WEST COAST – Jawaharlal Nehru Port and Trombay– Construction work. |
| 164/18        | 21 – 292(INT 7021) – 253(INT 7328) – 206.   | INDIA –WEST COAST – Veraval to Diu Head – Construction work.               |
| 076/19        | 292 (INT 7021) – 293 (INT 7022) – 255 (INT 7334) – 211 – 2016 (INT 7336) – 2076 (INT 7338) – 2123.                              | INDIA – WEST COAST – Ulwa Channel – Construction Work.                     |
| 077/19        | 214 – 215 – 2022 (INT 7345).  | INDIA– WEST COAST – Approaches to Murmugao – Buoys.                        |
| 120/19        | 21 – 251 (INT 7318) – 252 (INT 7325) – 203 (INT 7319) – 2068 – 2031 (INT 7326) – 2013 (INT 7324).                               | INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Construction Work.   |
| 121/19        | 260 (INT 7362) – 259 (INT 7356) – 220 – 2029 (INT 7358) – 2004 (INT 7359) – 2045 (INT 7360).                                    | INDIA – WEST COAST – Port of Kochi – Construction Work.                    |

## 2. INDIA WEST COAST, LAKSHADWEEP, INDIAN OCEAN. (Continued).

|        |   |   |
|--------|---|---|
| 133/19 | 21 – 203 (INT 7319) – 252 (INT 7325) – 2033 (INT 7341) – 2083 (INT 7339).   | INDIA – WEST COAST – Gulf of Kachchh – sikka Creek – Construction Work.                 |
| 180/19 | 292 (INT 7021) – 253 (INT 7328) – 254 (INT 7331) – 207 – 2081 (INT 7342) – 2100.  | INDIA – WEST COAST – Gulf of Khambhat – Approaches to Port Pipavav – Construction Work. |
| 091/20 | 21 – 22 (INT 752) – 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338).  | INDIA –WEST COAST – Jawaharlal Nehru Port and Trombay– Construction work.               |
| 094/20 | 21 – 22 (INT 752) – 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338).  | INDIA –WEST COAST – Jawaharlal Nehru Port and Trombay– Construction work.               |
| 095/21 | 2106 – 2079 (INT 7329) – 2068 – 203 (INT 7319) – 21.  | INDIA – WEST COAST – GULF OF KACHCHH – Mundra Port- Construction Work.                  |
| 118/21 | 2076 (INT 7338) – 2016 (INT 7336) – 211 – 255 (INT 7334) – 292 (INT 7021) -293 (INT 7022) – 21-22 (INT 752).  | INDIA – WEST COAST – Jawaharlal Nehru Port and Trombay – Construction activity.         |
| 129/21 | 21 – 22 (INT 752) – 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338).  | INDIA –WEST COAST – Jawaharlal Nehru Port and Trombay- Construction work.               |
| 034/22 | 260 (INT 7362) – 261 – 222 – 223 – 2012   | INDIA – WEST COAST – Vizhinjam Anchorage, Alleppey Anchorage – Buoys.                   |
| 084/22 | 21 – 292 (INT 7021) – 253 (INT 7328) – 254 (INT 7331) - 207 – 2081 (INT 7342) – 2100 (INT 7344).  | INDIA -WEST COAST – GULF OF KHAMBHAT – Approaches to Port Pipavav - Construction Work.  |
| 091/22 | 21 – 22 (INT 752) – 293 (INT 7022) – 214 – 292 (INT 7021) – 251 (INT 7318) – 271 – 291– 258 (INT 7348) – 272– 259 (INT 7356) – 263 (INT 7383) – 32 (INT 754) – 261  | INDIA – WEST COAST – Arabian Sea – ADCP Moorings.                                       |
| 098/22 | 21 – 292 (INT 7021) – 253 (INT 7328) – 254 (INT 7331) - 207 – 209 – 2081 (INT 7342) – 2100 (INT 7344) ) – 2101 (INT 7347)..   | INDIA -WEST COAST – Approaches to Hazira - Construction Work.                           |
| 113/22 | 293 (INT 7022) – 272 – 258 (INT 7348) – 217 – 2359 (INT 7350) – 2002 (INT 7351).  | INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Port Information.           |
| 123/22 | 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.   | INDIA – WEST COAST – Arabian Sea – Oil Rigs.  |
| 125/21 | 21 – 22 (INT 752) – 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338) – 2123.   | INDIA –WEST COAST – Ambuja Ujwa Jetty- Construction work.                               |
| 126/21 | 21 – 22 (INT 752) – 293 (INT 7022) – 256 (INT 7340) – 212 – 2065.   | INDIA –WEST COAST – Ambuja Ujwa Jetty- Construction work.                               |
| 130/22 | 21 – 292 (INT 7021) – 22 (INT 752) – 273 – 268 (INT 7353) – 2047  | INDIA – WEST COAST – Arabian Sea – Data Buoys and Tsunami Buoys.                        |
| 131/22 | 22 (INT 752) – 32 (INT 754) – 259 (INT 7356) – 260 (INT 7362) – 2029 (INT 7358)   | INDIA – WEST COAST – Approaches to Kochi – Data Buoys.                                  |
| 132/22 | 22 (INT 752) – 31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 205 – 206 – 211 – 212 – 213 – 215 – 216 – 219 – 221– 222 – 223 – 224 – 252 (INT 7325) – 255 (INT 7334) – 256 (INT 7340) – 257 (INT 7343) – 258 (INT 7348) – 259 (INT 7356) – 260 (INT 7362) – 261 – 262 (INT 7365) – 263 (INT 7383) – 268 (INT 7353) – 272– 273 – 292 (INT 7021) – 293 (INT 7022 – 308 (INT 7409) – 351 (INT 7419) – 305 – 352 (INT 7416) – 353 (INT 7413) – 354 (INT 7408) – | INDIAN OCEAN – Northern Part – Wave Rider Buoys.  |



356 (INT 7400) – 357 (INT 7397) – 391–  
 404 (INT 7439) – 405 (INT 7440) – 473  
 (INT 7031) – 2008– 2023 – 2028– 2032–  
 2037 – 2048 – 2053 – 2121 – 2353 – 3002  
 (INT 7410) – 3034 – 3035 – 3043– 3044–  
 4006 (INT 7449) – 7702 (INT 702) – 7703  
 (INT 703)

### 3. INDIA EAST COAST, ANDAMAN NICOBAR, SRI LANKA, BANGLADESH, MYANMAR.

| <u>Notice</u> | <u>Charts Affected</u>  | <u>Description</u>   |
|---------------|---|--|
| 212/12        | 3034.   | INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.                                  |
| 090/18        | 31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411). | INDIA – EAST COAST – Vishakhapatnam Harbour – Construction Work.                                       |
| 188/19        | 4013.   | ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Shaheed Dweep Pier (Neill Island Pier) – Construction Work.    |
| 211/19        | 4043.   | ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Ariel Bay – Construction Work.                                 |
| 237/19        | 41 (INT 757).   | BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Dredging.  |
| 244/19        | 31 (INT 756).   | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Drilling Operation. |
| 163/20        | 31 (INT 756).   | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Dredging.           |
| 204/20        | 3003 – 32 (INT 754).  | INDIA – EAST COAST – Cuddalore Anchorage – Dredging.   |
| 205/20        | 3003 – 32 (INT 754).  | INDIA – EAST COAST – Cuddalore Anchorage – Construction Work.  |
| 085/21        | 32 (INT 754) – 31 (INT 756) – 391 – 355 (INT 7405)  | INDIA – EAST COAST – Ramayapatnam to Sacramento Shoal – STP Buoy.                                      |
| 090/21        | 31(INT 756).  | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – wreck.              |
| 103/21        | 224 -223- 262 (INT 7365) – 32 (INT 754).  | INDIA – SOUTH EAST COAST – GULF OF MANNAR – Manappad to Setukkarai – Construction Activities.          |
| 119/21        | 31(INT 756).  | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – wreck.              |
| 177/21        | 31(INT 756).  | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – wreck.              |
| 202/21        | 31(INT 756) –351(INT 7419)  | INDIA – EAST COAST – Paradip to Pussur River – Wreck.  |
| 064/22        | 31(INT 756)   | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.               |
| 073/22        | 31(INT 756)   | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.               |
| 096/22        | 31(INT 756)   | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.               |
| 096/22        | 31(INT 756)   | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.               |
| 105/22        | 31 (INT 756)  | BAY OF BENGAL – Northern Portion – Drilling Operation.   |
| 112/22        | 31 (INT 756)  | BAY OF BENGAL – Northern Portion – Offshore Installation Activity.                                     |
| 114/22        | 41 (INT 757).   | BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Drilling Operation.                                      |
| 115/22        | 32 (INT 754) – 262 (INT 7365) – 223 – 224   | INDIA – South Coast – Kolachel to Manappad – Jetty Construction.                                       |

**3. INDIA EAST COAST, ANDAMAN NICOBAR, SRI LANKA, BANGLADESH, MYANMAR.  
(Continued).**

|        |  |  |
|--------|--|--|
| 117/22 | 31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 356 (INT 7400) – 357 (INT 7397) – 391– 313– 3001 (INT 7402) – 3004 (INT 7403) – 41 (INT 757) – 472 (INT 7032) – 473 (INT 7031) – 404 (INT 7439) – 405 (INT 7440) – 4115 | INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys and Tsunami Buoys.   |
| 127/22 | 31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 357 (INT 7397) – 391 – 354 (INT 7408) – 308 (INT 7409) – 352 (INT 7416) – 355 (INT 7405) – 356 (INT 7400) – 391   | INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.  |
| 128/22 | 31(INT 756)<br><br>391 – 354 (INT 7408) – 355 (INT 7405) – 3042  | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.<br>INDIA – EAST COAST – Bay of Bengal – Oil Rigs. |
| 138/22 | 351 (INT 7419)   | INDIA – EAST COAST – PARADIP TO PUSSUR RIVER –Buoy.  |
| 139/22 |  |  |
| 140/22 | 31(INT 756)  | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.   |
| 141/22 | 31(INT 756)  | INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) –Wreck.   |

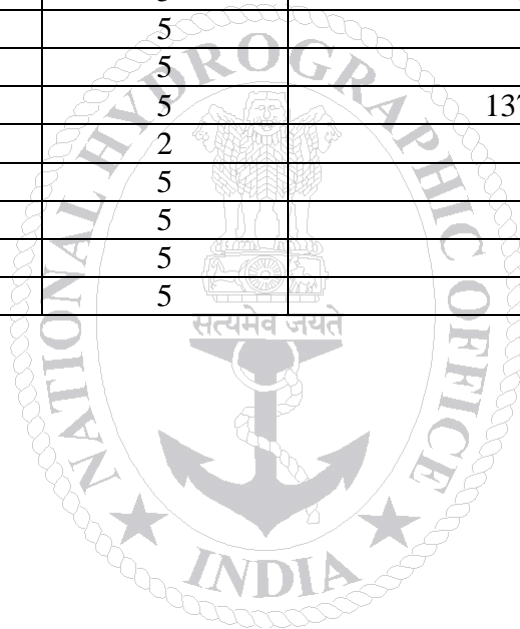
**4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA.**

| <u>Notice</u> | <u>Charts Affected</u>                           | <u>Description</u>                                |
|---------------|--|---|
| 179/21        | 7703 (INT 703) - 7706 (INT 706) - 7707 (INT 707) | INDIAN OCEAN - Maldives to Sumatera - ADCP Buoys. |

**SECTION – I**

The list of charts affected by the Notices 133 to 141 contained in this edition is as follows:-

| <b>CHART NUMBER</b> | <b>FOLIO NO.</b> | <b>NOTICE NO.</b>     |
|---------------------|------------------|-----------------------|
| 22 (INT 752)        | 3                | 133, 134              |
| 31 (INT 756)        | 5                | 136, 140 (T), 138 (T) |
| 32 (INT 754)        | 5                | 134, 137              |
| 33 (INT 755)        | 5                | 137                   |
| 219                 | 4                | 133                   |
| 220                 | 4                | 134                   |
| 259 (INT 7356)      | 4                | 133, 134              |
| 294 (INT 7023)      | 4                | 133, 134              |
| 301                 | 5                | 136                   |
| 313                 | 5                | 137                   |
| 351 (INT 7419)      | 5                | 139 (T)               |
| 354 (INT 7408)      | 5                | 138 (T)               |
| 355 (INT 7405)      | 5                | 138 (T)               |
| 356 (INT 7400)      | 5                | 137                   |
| 357 (INT 7397)      | 5                | 137                   |
| 391                 | 5                | 137, 138 (T)          |
| 2100 (INT 7344)     | 2                | 135                   |
| 3001 (INT 7402)     | 5                | 137                   |
| 3011 (INT 7421)     | 5                | 136                   |
| 3013 (INT 7422)     | 5                | 136                   |
| 3042                | 5                | 138 (T)               |



**SECTION – II****PERMANENT NOTICE****\*133 (13/22) INDIA – WEST COAST – Tellicherry to Tanur Nagaram – Wreck.**

Source: MRSC Beypore.

**Chart 22 (INT 752)** [previous update 120/22]Insert  PA

11° 04′.18N., 75° 42′.10E.

**Chart 294 (INT 7023)** [previous update 151/21]Insert  PA

11° 04′.18N., 75° 42′.10E.

**Chart 259 (INT 7356)** [previous update 150/21]Insert  PA

11° 04′.18N., 75° 42′.10E.

**Chart 219** [previous update 078/21]Insert  PA

11° 04′.18N., 75° 42′.10E.

**\*134 (13/22) INDIA – WEST COAST – Tanur Nagaram to Manakkodam – Wreck.**


Source: MRSC Beypore.

**Chart 22 (INT 752)** [previous update 133/22]Insert  PA

10° 47′.00N., 75° 53′.00E.

**Chart 32 (INT 754)** [previous update 121/22]Insert  PA

10° 47′.00N., 75° 53′.00E.

**Chart 294** [previous update 133/22]Insert  PA

10° 47′.00N., 75° 53′.00E.

**Chart 259 (INT 7356)** [previous update 133/22]Insert  PA

10° 47′.00N., 75° 53′.00E.

**Chart 220** [previous update 150/21]Insert  PA

10° 47′.00N., 75° 53′.00E.

**\*135 (13/22) INDIA – WEST COAST – Gulf of Khambhat – Port Pipavav – Legend.**

Source: APM Terminals, Pipavav.

**Chart 2100 (INT 7344) (Plan)** [previous update 119/22]

Delete legend, “Entry to Pipavav Port”, centered on;

20° 52′.85N., 71° 29′.71E.

legend, “Entry to Pipavav Port”, centered on;

20° 52′.72N., 71° 30′.11E.


**\*136 (13/22) INDIA – EAST COAST – Hugli River Haldia to Kukrahati Reach – Wreck.**


Source: MRCC Chennai.

**Chart 31 (INT 756)** [previous update 122/22]Insert  PA 21° 55′.41N., 88° 07′.42E.**Chart 301** [previous update 238/20]Insert  PA 21° 55′.41N., 88° 07′.42E.**Chart 3011 (INT 7421)** [previous update 238/20]Insert  PA 21° 55′.41N., 88° 07′.42E.**Chart 3013 (INT 7422)** [previous update 112/18]Insert  PA 21° 55′.41N., 88° 07′.42E.**\*137 (13/22) INDIA – EAST COAST – Point Calimere to Chennai – Submarine Cable.**

Source: SubCom Singapore.

**Chart 33 (INT 755)** [previous update 121/22]

Insert submarine cable, , joining



13° 01′.44N., 080° 16′.85E.  
 13° 00′.74N., 080° 19′.00E.  
 13° 00′.06N., 080° 20′.52E.  
 12° 59′.94N., 080° 21′.27E.  
 13° 00′.00N., 080° 22′.07E.  
 12° 59′.86N., 080° 23′.00E.  
 12° 59′.56N., 080° 23′.95E.  
 12° 58′.98N., 080° 27′.19E.  
 12° 59′.05N., 080° 28′.31E.  
 12° 59′.18N., 080° 28′.84E.  
 12° 58′.68N., 080° 30′.66E.  
 12° 58′.46N., 080° 32′.24E.  
 12° 58′.03N., 080° 36′.78E.  
 12° 57′.61N., 080° 38′.76E.  
 12° 57′.29N., 080° 40′.79E.  
 12° 57′.37N., 080° 41′.42E.  
 12° 57′.15N., 080° 43′.00E.  
 12° 57′.12N., 080° 44′.57E.  
 12° 57′.54N., 080° 46′.17E.  
 12° 57′.70N., 080° 48′.64E.  
 12° 57′.51N., 080° 49′.00E.  
 12° 56′.11N., 080° 49′.33E.  
 12° 57′.35N., 080° 50′.05E.


12° 57′.32N., 080° 50′.30E.  
 12° 56′.69N., 080° 51′.90E.  
 12° 56′.01N., 080° 55′.89E.  
 13° 11′.52N., 082° 10′.14E.  
 13° 26′.92N., 083° 23′.95E.  
 13° 26′.79N., 083° 32′.43E.  
 13° 42′.23N., 084° 42′.40E.  
 13° 43′.75N., 084° 53′.05E.  
 13° 43′.84N., 084° 58′.69E.  
 13° 45′.76N., 085° 07′.52E.  
 13° 50′.26N., 085° 19′.43E.  
 13° 52′.86N., 085° 29′.93E.  
 13° 55′.78N., 085° 45′.25E.  
 14° 06′.87N., 086° 43′.34E.  
 14° 06′.89N., 086° 49′.53E.  
 14° 06′.89N., 086° 49′.56E.  
 and  
 13° 01′.20N., 080° 16′.79E.  
 13° 00′.53N., 080° 18′.14E.  
 12° 58′.81N., 080° 21′.06E.  
 12° 58′.42N., 080° 21′.95E.  
 12° 56′.09N., 080° 26′.15E.  
 12° 52′.11N., 080° 33′.33E.  
 12° 50′.34N., 080° 36′.50E.  
 12° 49′.07N., 080° 42′.06E.  
 12° 49′.07N., 080° 42′.78E.  
 12° 48′.96N., 080° 43′.31E.  
 12° 48′.75N., 080° 43′.72E.  
 12° 48′.23N., 080° 44′.29E.  
 12° 47′.89N., 080° 44′.89E.  
 12° 47′.67N., 080° 45′.88E.  
 12° 47′.59N., 080° 46′.97E.  
 12° 47′.18N., 080° 48′.73E.  
 12° 46′.23N., 080° 50′.79E.  
 12° 09′.64N., 082° 02′.75E.  
 12° 02′.01N., 082° 22′.89E.  
 11° 41′.29N., 083° 02′.61E.  
 11° 27′.30N., 083° 24′.99E.

Insert

submarine cable, , joining

11° 27′.26N., 083° 25′.06E.  
 11° 21′.41N., 083° 32′.33E.  
 10° 03′.49N., 085° 26′.75E.  
 09° 37′.06N., 086° 04′.44E.  
 09° 35′.03N., 086° 08′.30E.  
 08° 37′.11N., 087° 30′.29E.  
 08° 30′.06N., 087° 41′.48E.  
 08° 27′.20N., 087° 47′.12E.  
 07° 55′.87N., 088° 33′.71E.  
 07° 44′.78N., 088° 48′.93E.  
 07° 23′.24N., 089° 15′.72E.  
 07° 02′.17N., 089° 45′.51E.  
 06° 56′.42N., 089° 54′.75E.  
 06° 55′.92N., 089° 55′.34E.  
 06° 55′.12N., 089° 57′.07E.  
 06° 55′.14N., 089° 57′.12E.

**Chart 32 (INT 754)** [previous update 134/22]

Insert submarine cable, , joining




13° 01′.43N., 080° 16′.83E.  
 13° 00′.74N., 080° 19′.00E.  
 13° 00′.06N., 080° 20′.52E.  
 12° 59′.94N., 080° 21′.27E.  
 13° 00′.00N., 080° 22′.07E.  
 12° 59′.86N., 080° 23′.00E.  
 12° 59′.56N., 080° 23′.95E.  
 12° 58′.98N., 080° 27′.19E.  
 12° 59′.05N., 080° 28′.31E.  
 12° 59′.18N., 080° 28′.84E.  
 12° 58′.68N., 080° 30′.66E.  
 12° 58′.46N., 080° 32′.24E.  
 12° 58′.03N., 080° 36′.78E.  
 12° 57′.61N., 080° 38′.76E.  
 12° 57′.29N., 080° 40′.79E.  
 12° 57′.37N., 080° 41′.42E.  
 12° 57′.15N., 080° 43′.00E.  
 12° 57′.12N., 080° 44′.57E.  
 12° 57′.54N., 080° 46′.17E.  
 12° 57′.70N., 080° 48′.64E.  
 12° 57′.51N., 080° 49′.00E.

**\*137 (13/22) INDIA – EAST COAST – Point Calimere to Chennai – Submarine Cable. (Continued).**

12° 56′.11N., 080° 49′.33E.  
 12° 57′.35N., 080° 50′.05E.  
 12° 57′.32N., 080° 50′.30E.  
 12° 56′.69N., 080° 51′.90E.  
 12° 56′.01N., 080° 55′.89E.  
 13° 11′.52N., 082° 10′.14E.  
 13° 26′.92N., 083° 23′.95E.  
 13° 26′.79N., 083° 32′.43E.  
 13° 41′.71N., 084° 40′.00E.


and

Insert submarine cable, , joining

13° 01′.20N., 080° 16′.79E.  
 13° 00′.53N., 080° 18′.14E.  
 12° 58′.81N., 080° 21′.06E.  
 12° 58′.42N., 080° 21′.95E.  
 12° 56′.09N., 080° 26′.15E.  
 12° 52′.11N., 080° 33′.33E.  
 12° 50′.34N., 080° 36′.50E.  
 12° 49′.07N., 080° 42′.06E.  
 12° 49′.07N., 080° 42′.78E.  
 12° 48′.96N., 080° 43′.31E.  
 12° 48′.75N., 080° 43′.72E.  
 12° 48′.23N., 080° 44′.29E.  
 12° 47′.89N., 080° 44′.89E.  
 12° 47′.67N., 080° 45′.88E.  
 12° 47′.59N., 080° 46′.97E.  
 12° 47′.18N., 080° 48′.73E.  
 12° 46′.23N., 080° 50′.79E.  
 12° 09′.64N., 082° 02′.75E.  
 12° 02′.01N., 082° 22′.89E.  
 11° 41′.29N., 083° 02′.61E.  
 11° 27′.30N., 083° 24′.99E.  
 11° 27′.26N., 083° 25′.06E.  
 11° 21′.41N., 083° 32′.33E.  
 10° 34′.51N., 084° 40′.00E.



**Chart 391** [previous update 121/22]

Insert submarine cable, , joining

12° 59′.56N., 080° 23′.95E.  
 12° 58′.98N., 080° 27′.19E.  
 12° 59′.05N., 080° 28′.31E.



12° 59′.18N., 080° 28′.84E.  
 12° 58′.68N., 080° 30′.66E.  
 12° 58′.46N., 080° 32′.24E.  
 12° 58′.03N., 080° 36′.78E.  
 12° 57′.61N., 080° 38′.76E.  
 12° 57′.29N., 080° 40′.79E.  
 12° 57′.37N., 080° 41′.42E.  
 12° 57′.15N., 080° 43′.00E.  
 12° 57′.12N., 080° 44′.57E.  
 12° 57′.54N., 080° 46′.17E.  
 12° 57′.70N., 080° 48′.64E.  
 12° 57′.51N., 080° 49′.00E.  
 12° 56′.11N., 080° 49′.33E.  
 12° 57′.35N., 080° 50′.05E.  
 12° 57′.32N., 080° 50′.30E.  
 12° 56′.69N., 080° 51′.90E.  
 12° 56′.01N., 080° 55′.89E.  
 13° 11′.52N., 082° 10′.14E.  
 13° 26′.92N., 083° 23′.95E.  
 13° 26′.79N., 083° 32′.43E.  
 13° 40′.00N., 084° 30′.00E.  
 and  
 13° 01′.25N., 080° 16′.70E.  
 13° 00′.53N., 080° 18′.14E.  
 12° 58′.81N., 080° 21′.06E.  
 12° 58′.42N., 080° 21′.95E.  
 12° 56′.09N., 080° 26′.15E.  
 12° 52′.11N., 080° 33′.33E.  
 12° 50′.34N., 080° 36′.50E.  
 12° 59′.07N., 080° 42′.06E.  
 12° 49′.07N., 080° 42′.78E.  
 12° 48′.96N., 080° 43′.31E.  
 12° 48′.75N., 080° 43′.72E.  
 12° 48′.23N., 080° 44′.29E.  
 12° 47′.89N., 080° 44′.89E.  
 12° 47′.67N., 080° 45′.88E.  
 12° 47′.59N., 080° 46′.97E.  
 12° 47′.18N., 080° 48′.73E.




Insert

submarine cable, , joining

**\*137 (13/22) INDIA – EAST COAST – Point Calimere to Chennai – Submarine Cable. (Continued).**

12° 46′.23N., 080° 50′.79E.

12° 18′.00N., 081° 46′.50E.

**Chart 356 (INT 7400)** [previous update NE 31 May 22]Insert submarine cable, , joining

12° 59′.56N., 080° 23′.95E.

12° 58′.98N., 080° 27′.19E.

12° 59′.05N., 080° 28′.31E.

12° 59′.18N., 080° 28′.84E.

12° 58′.68N., 080° 30′.66E.

12° 58′.46N., 080° 32′.24E.

12° 58′.03N., 080° 36′.78E.

12° 57′.61N., 080° 38′.76E.

12° 57′.29N., 080° 40′.79E.

12° 57′.37N., 080° 41′.42E.

12° 57′.15N., 080° 43′.00E.

12° 57′.12N., 080° 44′.57E.

12° 57′.54N., 080° 46′.17E.

12° 57′.70N., 080° 48′.64E.

12° 57′.51N., 080° 49′.00E.

12° 56′.11N., 080° 49′.33E.

12° 57′.35N., 080° 50′.05E.


12° 57′.32N., 080° 50′.30E.

12° 56′.69N., 080° 51′.90E.

12° 56′.01N., 080° 55′.89E.

13° 07′.20N., 081° 50′.00E.

and

Insert submarine cable, , joining

13° 01′.25N., 080° 16′.70E.

13° 00′.53N., 080° 18′.14E.

12° 58′.81N., 080° 21′.06E.

12° 58′.42N., 080° 21′.95E.

12° 56′.09N., 080° 26′.15E.

12° 52′.11N., 080° 33′.33E.

12° 50′.34N., 080° 36′.50E.

12° 49′.07N., 080° 42′.06E.

12° 49′.07N., 080° 42′.78E.

12° 48′.96N., 080° 43′.31E.

12° 48′.75N., 080° 43′.72E.

12° 48′.23N., 080° 44′.29E.


12° 47′.89N., 080° 44′.89E.



**\*137 (13/22) INDIA – EAST COAST – Point Calimere to Chennai – Submarine Cable. (Continued).**


12° 47′.67N., 080° 45′.88E.  
 12° 47′.59N., 080° 46′.97E.  
 12° 47′.18N., 080° 48′.73E.  
 12° 46′.23N., 080° 50′.79E.  
 12° 36′.00N., 081° 09′.30E.

**Chart 357 (INT 7397) [previous update 121/22]**

Insert submarine cable, , joining

12° 59′.57N., 080° 23′.95E.  
 12° 58′.98N., 080° 27′.19E.  
 12° 59′.05N., 080° 28′.31E.  
 12° 59′.18N., 080° 28′.84E.  
 12° 58′.68N., 080° 30′.66E.  
 12° 58′.46N., 080° 32′.24E.  
 12° 58′.03N., 080° 36′.78E.  
 12° 57′.61N., 080° 38′.76E.  
 12° 57′.29N., 080° 40′.79E.  
 12° 57′.37N., 080° 41′.42E.  
 12° 57′.15N., 080° 43′.00E.  
 12° 57′.12N., 080° 44′.57E.  
 12° 57′.54N., 080° 46′.17E.  
 12° 57′.70N., 080° 48′.64E.  
 12° 57′.51N., 080° 49′.00E.  
 12° 56′.11N., 080° 49′.33E.  
 12° 57′.35N., 080° 50′.05E.  
 12° 57′.32N., 080° 50′.30E.  
 12° 56′.69N., 080° 51′.90E.  
 12° 56′.01N., 080° 55′.89E.  
 13° 01′.51N., 081° 22′.00E.

and

Insert submarine cable, , joining


13° 01′.25N., 080° 16′.70E.  
 13° 00′.53N., 080° 18′.14E.  
 12° 58′.81N., 080° 21′.06E.  
 12° 58′.42N., 080° 21′.95E.  
 12° 56′.09N., 080° 26′.15E.  
 12° 52′.11N., 080° 33′.33E.  
 12° 50′.34N., 080° 36′.50E.  
 12° 49′.07N., 080° 42′.06E.  
 12° 49′.07N., 080° 42′.78E.  
 12° 48′.96N., 080° 43′.31E.



**\*137 (13/22) INDIA – EAST COAST – Point Calimere to Chennai – Submarine Cable. (Continued).**

12° 48′.75N., 080° 43′.72E.  
 12° 48′.23N., 080° 44′.29E.  
 12° 47′.89N., 080° 44′.89E.  
 12° 47′.67N., 080° 45′.88E.  
 12° 47′.59N., 080° 46′.97E.  
 12° 47′.18N., 080° 48′.73E.  
 12° 46′.23N., 080° 50′.79E.  
 12° 30′.42N., 081° 22′.00E.


**Chart 313** [previous update 121/22]

Insert submarine cable, , joining

12° 59′.57N., 080° 23′.95E.  
 12° 58′.98N., 080° 27′.19E.  
 12° 59′.05N., 080° 28′.31E.  
 12° 59′.18N., 080° 28′.84E.  
 12° 58′.68N., 080° 30′.66E.  
 12° 58′.46N., 080° 32′.24E.  
 12° 58′.03N., 080° 36′.78E.  
 12° 57′.61N., 080° 38′.76E.  
 12° 57′.29N., 080° 40′.79E.  
 12° 57′.37N., 080° 41′.42E.  
 12° 57′.15N., 080° 43′.00E.  
 12° 57′.12N., 080° 44′.57E.  
 12° 57′.54N., 080° 46′.17E.  
 12° 57′.70N., 080° 48′.64E.  
 12° 57′.51N., 080° 49′.00E.  
 12° 56′.11N., 080° 49′.33E.  
 12° 57′.35N., 080° 50′.05E.  
 12° 57′.32N., 080° 50′.30E.  
 12° 56′.69N., 080° 51′.90E.  
 12° 56′.33N., 080° 54′.00E.



and

Insert submarine cable, , joining

13° 01′.25N., 080° 16′.70E.  
 13° 00′.53N., 080° 18′.14E.  
 12° 58′.81N., 080° 21′.06E.  
 12° 58′.42N., 080° 21′.95E.  
 12° 56′.09N., 080° 26′.15E.  
 12° 52′.11N., 080° 33′.33E.  
 12° 50′.34N., 080° 36′.50E.  
 12° 49′.07N., 080° 42′.06E.

**\*137 (13/22) INDIA – EAST COAST – Point Calimere to Chennai – Submarine Cable. (Continued).**

12° 49′.07N., 080° 42′.78E.

12° 48′.96N., 080° 43′.31E.

12° 48′.75N., 080° 43′.72E.

12° 48′.23N., 080° 44′.29E.

12° 47′.89N., 080° 44′.89E.


12° 47′.67N., 080° 45′.88E.

12° 47′.59N., 080° 46′.97E.

12° 47′.18N., 080° 48′.73E.

12° 46′.23N., 080° 50′.79E.


12° 44′.61N., 080° 54′.00E.

**Chart 3001 (INT 7402) [previous update 183/21]**Insert submarine cable, , joining

12° 59′.57N., 080° 23′.95E.

12° 59′.40N., 080° 24′.89E.

and

Insert submarine cable, , joining

13° 01′.25N., 080° 16′.70E.



13° 00′.53N., 080° 18′.14E.


12° 59′.40N., 080° 20′.06E.





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

|   |   |
|---|---|
| <b>*138 (T) (13/22)</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° 33′.83N., 82° 32′.40E.                            |
| DS Fortune  | 19° 37′.84N., 71° 17′.77E.                            |
| Platinum Explorer   | 16° 18′.79N., 82° 17′.81E.                            |
| 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 124 (T)/22 is cancelled.</b>   |   |

|  |  |
|--|--|
| <b>*139 (T) (13/22)</b>  | <b>INDIA – EAST COAST – PARADIP TO PUSSUR RIVER –Buoy.</b> |
| Source: BNHOC Notice No. 25(T)/2022.   |  |
| 1. Following buoys are missing:-   |  |
| <b>Buoy</b>  | <b>Position</b>  |
|  Fl(2)R.12s<br>B-12 | 21° 38′.42N., 89° 26′.96E.                                 |
|  Fl.R.8s<br>B-14    | 21° 40′.05N., 89° 27′.56E.                                 |
| 2. Mariners are advised to navigate with caution in the area.  |  |
| <b>Charts Affected – 351 (INT 7419)</b>  |  |

|                                      |  |
|--------------------------------------|--|
| <b>*140 (T) (13/22)</b>              | <b>INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Wreck.</b>               |
| Source: BNHOC Notice No. 13(T)/2022. |  |
| <b>Insert</b>                        |  21° 41′.39N., 91° 50′.73E. |
| <b>Charts Affected – 31(INT 756)</b> |  |

|  |  |
|--|--|
| <b>*141 (T) (13/22)</b>  | <b>INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Wreck.</b>               |
| Source: BNHOC Notice No. 12(T)/2022.   |  |
| <b>Insert</b>  |  22° 16′.12N., 91° 44′.80E. |
|  LFl.6s | Close of above   |
| <b>Charts Affected – 31(INT 756)</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:-

| <b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b> |                |    |                           |      |      |      |      |      |
|--|----------------|----|---------------------------|------|------|------|------|------|
| 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><br/>R-246, Greater Kailash –I,<br/>New Delhi - 110 048<br/>Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992<br/>Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>   | <p><b>M/s VDO Marine Instruments</b><br/>Shanghar Building, PO Bag No – 645, 45/271,<br/>Corner of Bristow &amp; Naval Road,<br/>Willingdon Island, Kochi – 682 003<br/>Tel: +91 484 2667157 Fax: +91 484 2667121<br/>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><br/>1A, Goa Mansion, Ground Floor,<br/>58, Dr. Sunderlal Bahl Path (Goa Street),<br/>Fort, Mumbai - 400 001<br/>Tel: 91-22-22626318, 22626380<br/>Fax: 91-22-22621488<br/>Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a><br/>Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>                   | <p><b>SMS Marine Private Ltd</b><br/>505, Raheja Arcade, Sector 11, CBD Belapur,<br/>Navi Mumbai – 400 614<br/>Tel: +91-22-62233326, Fax: 022-67939504<br/>Mobile: +91 9820 238 542<br/>Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> ,<br/><a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a><br/>Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p> |
| <p><b>M/s C &amp; C Marine Combine</b><br/>25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023<br/>Tel: 91-22- 22660017/0018/0525/1937 Ext: 32<br/>Tel: 91-22-22672143<br/>Fax: 91-22-22670896<br/>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><br/>SikshaSandan, Ground Floor, Plot No. ND7, VIP Area,<br/>IRC Village, Bhubaneswar – 751015<br/>Tel: +91-674-2550599, Fax: +91-674-2551899<br/>Cell: - +91-9337477799, 7077702499<br/>Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a><br/>Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>                        |
| <p><b>M/s JM Maritime Services</b><br/>24/24C Kavarana Building,<br/>Ground Floor, WadiBunder,<br/>P.D. Mellow Road, Mumbai – 400 009<br/>Tel: +91 22 23736956, Fax: 022 - 23725083<br/>Cell: +91 9820788357<br/>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><br/>301, 3rd Floor, Biryra House,<br/>265, Perin Nariman Street, Fort,<br/>Mumbai - 400 001.<br/>Tel: +91-22-2269 1535, Fax: +91-22-66359148<br/>Cell No: +91 8108926880/ +91 98214 60258<br/>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><br/>Allen's Mansion, C6, Nungi Station Road,<br/>Bata Nagar, Kolkata – 700 140<br/>Tel: +91 9836972027<br/>Fax: 033 24924283<br/>Email: <a href="mailto:sankar@liftmarine.org">sankar@liftmarine.org</a>, <a href="mailto:liftmarine77@gmail.com">liftmarine77@gmail.com</a><br/>Web: <a href="http://www.liftmarine.org">www.liftmarine.org</a></p>                               | <p><b>IIC Technologies Limited</b><br/>8-2-350/5/B-22, Road No. 3,<br/>Banjara Hills, Hyderabad – 500 034, Telangana<br/>Tel: +91 40 39144444<br/>Fax: +91 40 39144455<br/>Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a><br/>Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>   |
| <p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b><br/>Lakhani's Plam View, First Floor,<br/>Office No. 889, Sector 48, Nerul,<br/>Navi Mumbai – 400 706<br/>Tel/ Fax: +91-22- 27708011<br/>Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a><br/><a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a><br/>Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p> | <p><b>M/s CNC</b><br/>Office No. S-12-92,<br/>Haware's Centurion Premises Coop. Soc. Ltd<br/>Plot no 88-91, Sector 19, NERUL,<br/>Navi Mumbai – 400706<br/>Tel: +91 22 22660017/ +91 22 49747575<br/>Cell No: +91 9920654848/ +91 7506097212<br/>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 01 Jul 22: -

|  |
|--|
| <b>2021 SERIES</b> - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 756 759 761 771<br>833  |
| <b>2022 SERIES</b> - 049 093 112 117 118 134 162 180 194 203 237 249 253 259 270 286 313 351 364<br>391 423 436 437 445 446 461 465 476 487 489 491 496 497 498 500 506 509 510 511 512 513<br>514 |

3. NAVAREA VIII Warnings issued during the period from 16 Jun 22 to 30 Jun 22 (both dates inclusive) are as tabulated below: –

|  |
|--|
| <b>481. India West Coast - off Ponnani.</b> Charts IN 22 32 220 259 INT 7356. Firing by CG aircraft scheduled on 18 Jun 22 from 0430 to 1030 UTC in danger area bounded within 10-20N to 10-50N and 075-00E to 075-35E. Wide berth from area advised.<br>2. Cancel this MSG 181130 UTC Jun 22.   |
| <b>482. India East Coast.</b> Charts IN 31 351 INT 7419. Balasore NAVTEX (21-29N 086-55E) transmitter off.   |
| <b>483. Andaman Sea - off Barren I.</b> Charts IN 41 473 INT 7031. Firing by CG AIRCRAFT scheduled on 21, 22 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.<br>2. Cancel this MSG 221130 UTC Jun 22.  |
| <b>484. India East Coast - Visakhapatnam.</b> Charts IN 31 308 354 391 3002 INT 7410. Firing Scheduled on 22 Jun 22 from 0001 to 0130 UTC in Danger Area Bounded by (A) 17-42N 083-18E (B) 17-48N 083-35E (C) 17-31N 083-32E and arc of 17 nm radius joining point B and C. Wide berth from area advised.<br>2. Cancel this MSG 220230 UTC Jun 22.   |
| <b>485. Cancel NAVAREA VIII MSG 475/22 and this MSG.</b>   |
| <b>486. Cancel NAVAREA VIII MSG 795/21, 843/21, 459/22, 464/22, 477/22 and this MSG. 120, 121, 123(T), 124(T), 126(T) INTM of 12/22 refers.</b>  |
| <b>487. India East Coast - off Machilipatnam.</b> Charts IN 31 355 391 INT 7405. Equitoria Kingfisher Progressing Geophysical Survey In area bounded by 16-04.35N 082-30.02E, 16-04.26N 082-42E, 16-12.99N 082-42.08E, 16-12.96N 082-47.06E, 16-16.89N 082-47.09E, 16-16.96N 082-37.34E, 16-15.51N 082-37.32E, 16-15.57N 082-30.06E. Wide Berth requested.<br>2. Cancel this MSG 011830 UTC Jul 22.  |
| <b>488. NAVAREA VIII - warnings in force as on 17 Jun 2022:-</b><br>2021 Series - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 756 759 761 771 833<br>2022 Series - 049 093 112 117 118 134 162 180 194 203 237 249 253 259 270 286 313 351 364 391<br>423 436 437 439 445 446 447 449 461 465 466 476 480 481 482 483 484 485 486 487 488<br>(A) NAVAREA VIII warnings less than 42 days promulgated via safetynet.<br>(B) Text of NAVAREA VIII warning inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a><br>2. Cancel this MSG 241000 UTC Jun 22. |
| <b>489. India East Coast - off Dhamra Port.</b> Charts IN 31 351 INT 7419. Fishing boat Upasana-1 reported sunk in approximate position 20-49N 087-16E ON 17 Jun 22  |
| <b>490. India West Coast - off Porbandar.</b> Charts IN 21 204 252 292 INT 7325. Firing by CG aircraft scheduled on 22, 24, 29 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 291100 UTC Jun 22.  |
| <b>491. Bay Of Bengal - off Myanmar.</b> Charts in 31 41 BA 830 INT 757. Myanmar naval exercise scheduled from 23 Jun to 09 Jul 22 in danger area bounded within 16-00N TO 18-00N AND 092-20.5E TO 094-25.5E. wide berth from area advised.<br>2. Cancel this MSG 092359 UTC Jul 22.   |
| <b>492. India East Coast - off Balasore.</b> Charts in 31 351 INT 7419. Experimental flight trial scheduled ON 23, 24, 25 Jun 22 from 0330 TO 0730 UTC in danger area bounded by 21-14.95N 086-51.17E, 20-52.15N 087-21.45E, 21-14.07N 087-38E, 21-33.12N 087-15.2E. wide berth from area advised.   |

|   |
|---|
| <b>492. Continued.</b>  |
| 2. Cancel this MSG 250830 UTC Jun 22.   |
| <b>493. Cancel NAVAREA VIII MSG 482/22 AND this MSG.</b>  |
| <b>494. India East Coast - off Chennai.</b> Charts in 32 313 356 391 INT 7400. Firing by CG aircraft scheduled ON 24 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 241230 UTC Jun 22.   |
| <b>495. Arabian Sea.</b> Charts IN 7071 7705 INT 705. Partially flooded Srilankan fishing vessel reported adrift in approximate position 15-40.7N 064-36.1E AT 200936 UTC Jun 22. Crew rescued  |
| 2. Cancel this MSG 230936 UTC Jun 22.   |
| <b>496. India East Coast.</b> Charts IN 31 355 391 INT 7405. Rig move. Platinum Explorer (16-18.79N 082-17.81E), DDKG 1 (16-33.83N 082-32.4E). Refer to 124(T) of INTM 12/22. Wide berth requested  |
| <b>497. India West Coast - off Mangalore.</b> Charts IN 22 217 294 INT 7023. MV Princess Miral reported aground in position 12-45.3N 074-51.05E ON 21 Jun 22. Crew rescued  |
| <b>498. India West Coast - off Mumbai.</b> Charts IN 21 211 255 292 INT 7334. Albatross 5 progressing cable route survey in area bounded by 19-04.33N 072-39.64E, 19-03.86N 072-39.87E, 19-01.88N 072-35.97E, 19-01.43N 072-32.46E, 19-02.05N 072-32.36E, 19-02.52N 072-35.75E. Length of tow 250 Meters from stern. wide berth requested   |
| 2. Cancel this MSG 201830 UTC Jul 22  |
| <b>499. India West Coast - Off Daman.</b> Charts IN 21 209 254 292 INT 7331. Firing by CG aircraft scheduled on 25 Jun 22 from 0230 to 1130 UTC in danger area bounded within 20-26N to 20-40N and 072-27E TO 072-40E. wide berth from area advised   |
| 2. Cancel this MSG 251230 UTC Jun 22  |
| <b>500. India East Coast - Bay Of Bengal And Andaman Sea.</b> Charts IN 32 33 41 7706 INT 706. Rocket launch scheduled from 30 Jun to 02 Jul 22 from 1200 to 1600 UTC   |
| 2. Danger zone as follows:-<br>zone-1: circle of 10NM around 13-43.2N 080-13.8E<br>ZONE-2: 12-55N 082-05E, 13-35N 082-15E, 13-15N 083-15E, 12-40N 083-05E<br>ZONE-3: 12-10N 085-10E, 12-45N 085-20E, 12-25N 086-25E, 11-50N 086-15E<br>ZONE-4: 09-05N 094-50E, 09-55N 095-05E, 09-35N 096-00E, 08-45N 095-45E<br>ZONE-5: 15-30S 130-00W, 13-30S 130-00W, 12-00S 112-00W, 07-30S 090-00W, 09-30S 090-00W, 14-00S 112-00W   |
| 3. Wide berth from area advised.  |
| 4. Cancel this MSG 021700 UTC Jul 22.   |
| <b>501. Andaman sea - Port Blair.</b> Charts IN 41 405 473 INT 7031. Firing scheduled from 271045 to 281200 UTC Jun 22 in danger area bounded by 11-40.8N 092-45.9E, 11-38.13N 093-00.7E, 11-30.65N 092-56.9E, 11-26.33N 092-50.27E. Wide berth from area advised.  |
| 2. Cancel this MSG 281300 UTC Jun 22.   |
| <b>502. Andaman sea - Off Barren I.</b> charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 28, 29 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 291130 UTC Jun 22  |
| <b>503. India East Coast - off Sagar I.</b> Charts IN 31 301 351 INT 7419. Firing by CG aircraft scheduled on 28, 30 Jun 22 from 0430 to 1030 UTC in danger area bounded within 20-37N to 20-52N and 088-30E to 089-00E. wide berth from area advised   |
| 2. Cancel this MSG 301130 UTC Jun 22.   |
| <b>504. India East Coast - Chennai.</b> Charts IN 33 313 356 3001 INT 7400. Firing scheduled on 28 Jun 22 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 281030 UTC Jun 22  |
| <b>505. Cancel NAVAREA VIII MSG 492/22 AND this MSG.</b>  |
| <b>506. NAVAREA VIII - Warnings in force as on 24 Jun 2022:-</b><br>2021 Series - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 756 759 761 771 833<br>2022 Series - 049 093 112 117 118 134 162 180 194 203 237 249 253 259 270 286 313 351 364 391<br>423 436 437 439 445 446 447 449 461 465 476 487 489 490 491 496 497 498 499 500 501 502<br>503 504 505<br>(A) NAVAREA VIII Warnings less than 42 days promulgated via safetynet<br>(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 011000 UTC Jun 22  |
| <b>507. Cancel NAVAREA VIII MSG 504/22 AND This MSG.</b>  |
| <b>508. India East Coast - off Balasore.</b> Charts IN 31 351 3017 INT 7419. Experimental flight trial scheduled on (A) 29 Jun 22 from 0900 to 1200 UTC (B) 30 Jun 22 from 0430 to 0630 and 0900 to 1200 UTC in danger area bounded by 21-  |

|   |
|---|
| <p><b>508. Continued.</b><br/>22.33N 086-56.13E, 21-30.87N 087-07.55E, 21-11.9N 087-28.62E, 20-54.98N 087-08.6E, 21-07.17N 086-49.75E, 21-12.9N 086-49.5E. wide berth from area advised.<br/>2. Cancel this MSG 301300 UTC Jun 22.</p>  |
| <p><b>509. India West Coast - off Mumbai.</b> Charts IN 21 255 292 INT 7334. UMM AL ANBER progressing cable repair in area bounded by 18-45.97N 070-23.3E, 18-52.54N 070-45.07E, 18-47.55N 070-47.56E, 18-41.21N 070-25.88E. wide berth of 01 NM requested.<br/>2. Cancel this MSG 041830 UTC Jul 22.</p>   |
| <p><b>510. India East Coast - off Gopalpur.</b> Charts IN 31 305 352 353 391 INT 7413. Army Air Defence firing scheduled from 01 to 10 Jul, 12 to 23 Jul, 28 to 30 Jul 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.<br/>2. Cancel this MSG 301530 UTC Jul 22.</p> |
| <p><b>511. India West Coast - Kochi.</b> Charts IN 22 220 259 2004 2029 INT 7356. Firing scheduled on (A) 01, 08, 15, 22, 29 Jul 22 from 0900 to 1200 UTC and 1230 to 1430 UTC (B) 04, 11, 18, 25 Jul 22 From 0900 to 1200 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E . Wide berth from area advised.<br/>2. Cancel this MSG 291530 UTC Jul 22.</p>                                 |
| <p><b>512. India West Coast - off Mumbai.</b> Charts IN 21 255 292 INT 7334. Search and rescue effort for ditched aircraft in progress 19-28.2N 071-50.6E<br/>2. Mariners in vicinity to exercise caution.</p>  |
| <p><b>513. India East Coast - off Kakinada.</b> Charts IN 31 355 391 INT 7405. Permanent structures CPP Jacket (16-30.94N 082-20.63E), Flare Jacket (16-30.98N 082-20.57E) and STP buoy (16-22.13N 082-19.24E) installed with 09 anchors extending upto 01 NM. Wide berth requested.</p>  |
| <p><b>514. Cancel Navarea VIII MSG 500/22 and this MSG.</b></p>   |

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

NIL

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

| No      | Name & Location                                    | Position<br>(Lat-Long)   | Characteri<br>stics | Ht.<br>(mts) | Range<br>(miles)  | Structure & Height<br>(mts)        | Remarks   |
|---------|--|--------------------------|---------------------|--------------|-------------------|------------------------------------|---|
| F0783   | - W Breakwater. Head                               | 06 57.94 N<br>79 49.85 E | FI(2)G 6s           | 20           | 5                 | Green metal column,<br>white bands | ..  |
|         |  |                          | *                   |              |                   |                                    |   |
| F0784   | - E Breakwater. Head                               | 06 57.61 N<br>79 50.35 E | FI(2)R 3s           | 20           | 5                 | Red metal column,<br>white bands   | ..  |
|         |  |                          | *                   |              |                   |                                    |   |
| F0784.5 | - E Breakwater. Spur. Head                         | 06 57.54 N<br>79 50.39 E | FI R                | 7            | ..                | White pile<br>7                    | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0784.7 | - Colombo Internation<br>Container Terminal. W End | 06 56.75 N<br>79 49.65 E | FI W 6s             | 9            | ..                | Red and white<br>beacon<br>9       | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0784.8 | - Colombo Internation<br>Container Terminal. E End | 06 56.75 N<br>79 50.30 E | FI W 6s             | 9            | ..                | Red and white<br>beacon<br>9       | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0787   | - SW Breakwater. Spur.<br>Head                     | 06 57.18 N<br>79 50.75 E | FI G 3s             | 7            | ..                | Black post<br>7                    | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0787.5 | - South Asia Gateway<br>Terminal. N Corner         | 06 57.11 N<br>79 50.77 E | FI G 3s             | 7            | ..                | White pile beacon<br>6             | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0787.6 | - South Asia Gateway<br>Terminal. NE Corner        | 06 57.04 N<br>79 50.78 E | FI W 3s             | 7            | ..                | White pile beacon<br>7             | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0787.7 | - South Asia Gateway<br>Terminal. SE Corner        | 06 56.53 N<br>79 50.70 E | FI W 3s             | 6            | ..                | White pile beacon<br>6             | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0787.8 | -Passenger Terminal. Pier.<br>Head                 | 06 56.40 N<br>79 50.66 E | FI Y 3s             | 6            | ..                | White pile beacon<br>6             | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0793   | Remove from list; deleted                          |                          |                     |              |                   |                                    |   |
| F0794   | - NE Breakwater                                    | 06 57.64 N<br>79 51.20 E | Dir WRG             | 22           | W 7<br>R 5<br>G 5 | ..                                 | F G132°-134.7°(2.7°).<br>F W134.7°-137.4°(2.7°).<br>F R137.4°-140.1°(2.7°).<br><b>TE 2022</b> |
|         |  |                          | *                   |              |                   |                                    | *   |
| F0795   | Remove from list; deleted                          |                          |                     |              |                   |                                    |   |
| F0798   | - S Pier. Head                                     | 06 57.40 N<br>79 51.25 E | FI W 3s             | 6            | ..                | Black post                         | ..  |
|         | *  | *                        | *                   | *            | *                 | *                                  | *   |
| F0805   | Remove from list; deleted                          |                          |                     |              |                   |                                    |   |

**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 01 July 2022)*

**PAGE 30, INDIA, DAHEJ.**

*Delete entry and replace by:*

**DAHEJ                      21°40'N 72°30'E**

UNCTAD LOCODE: IN DAH

**Pilots**

**PROCEDURE:**

**Pilotage is not compulsory.**

**Vessel Traffic Service**

For details see GULF OF KHAMBHAT.

**Port**

**CONTACT DETAILS:**

**Port Officer, Gujarat Maritime Board**

Telephone: +91(0)2642 241772

+91(0)2642 220377

Fax: +91(0)2642 243140

Website: [www.gmbports.org/dahej-port](http://www.gmbports.org/dahej-port)

**Port Radio**

VHF Channel: Ch 16; 67

**HOURS:** Port Radio (H24)

**Tugs**

**CONTACT DETAILS:**

VHF Channel: Ch 16; 67

**HOURS:** H24

## 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.

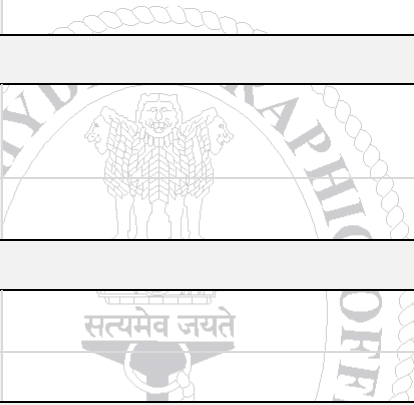

***Please Note:*** - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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

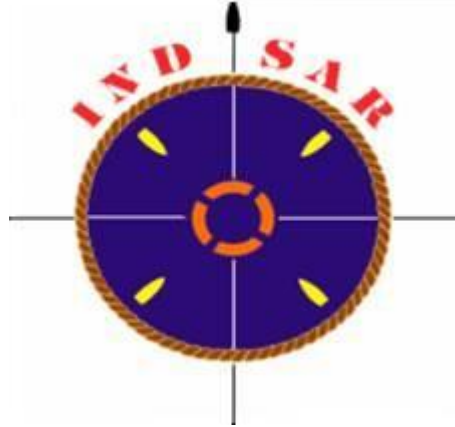


| <b>HYDROGRAPHIC NOTE</b>   |   |                                       |                                    | <b>IH.102<br/>(Revised 2012)</b> |  |
|--|---|---------------------------------------|------------------------------------|----------------------------------|--|
| For Forwarding information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