

INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2022

(CONTAINS NOTICES 142 TO 150)

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CONTENTS

| <u>Section No.</u> | <u>Title</u> |
|--------------------|--|
| I | List of Charts Affected |
| II | Permanent Notices |
| III | Temporary and Preliminary Notices |
| IV | Marine Information |
| V | NAVAREA VIII Warnings in force |
| VI | Corrections to Sailing Directions |
| VII | Corrections to List of Lights |
| VIII | Corrections to List of Radio Signals |
| IX | Corrections to Miscellaneous Nautical Publications |
| X | Reporting of Navigational Dangers |

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title, Limits & Description</i> | <i>Scale</i> | <i>Folio</i> | <i>Price</i> |
|------------------|----------------------------|--|--------------|--------------|--------------|
| 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 & Description</i> | <i>Scale</i> | <i>Folio</i> | <i>Price</i> |
|------------------|----------------------------|---|--------------|--------------|--------------|
| 355 | 31-05-2022 | RAMAYAPATNAM TO SACRAMENTO SHOAL LIMIT 15° 03'.00N; 80° 02'.00E. 16° 49'.50N; 82° 54'.50E. | 3,00000 | 5 | Rs. 1950.00 |

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

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title</i> | <i>On Publication of New Chart/ Edition</i> | <i>Date of Publication</i> |
|------------------|----------------------------|----------------------------------|---|----------------------------|
| 355 | 31-05-2010 | RAMAYAPATNAM TO SACRAMENTO SHOAL | 355 | 31-05-2022 |

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> |
|----------------------|------------------|----------------------------------|-------------------|
| IN2355RM | 355 | RAMAYAPATNAM TO SACRAMENTO SHOAL | 11-07-2022 |

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> |
|----------------------|------------------|---------------------------|-------------------|
| IN2357AA | 357 | POINT CALIMERE TO CHENNAI | 07-07-2022 |

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> |
|----------------------|------------------|----------------------------------|-------------------|
| IN2355RA | 355 | RAMAYAPATNAM TO SACRAMENTO SHOAL | 27-08-2020 |
| IN2357AA | 357 | POINT CALIMERE TO CHENNAI | 24-08-2021 |

VI

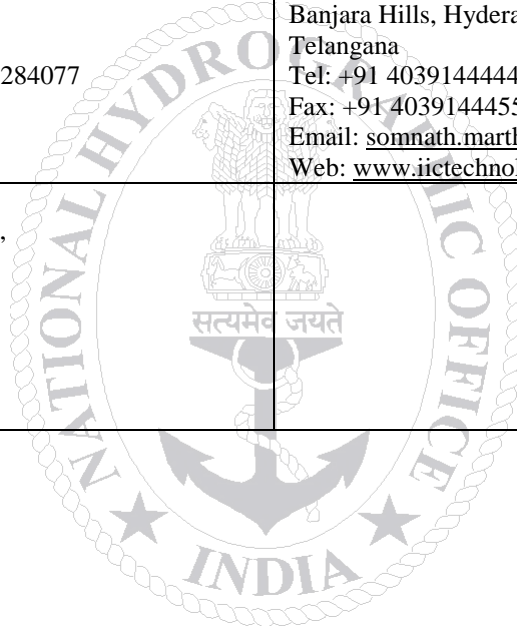
7. The forthcoming Indian Charts are as follows:-

| <i>Chart No</i> | <i>Title</i> | <i>Scale</i> | <i>Remarks</i> |
|-----------------|--|-----------------|--------------------|
| 295 | LAKSHADWEEP TO MALDIVES | 7,50,000 | NEW CHART |
| 4104 | APPROACHES TO PORT MEADOWS AND KOTARA ANCHORAGE | 25,000 | NEW EDITION |
| 4252 | DILIGENT STRAIT TO KOTARA 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:

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



SECTION – I

The list of charts affected by the Notices 142 to 150 contained in this edition is as follows:-

| CHART NUMBER | FOLIO NO. | NOTICE NO. |
|---------------------|------------------|-----------------------------|
| 21 | 2 | 142, 146(T), 150(T) |
| 22 (INT 752) | 3 | 146(T), 149(T) |
| 31 (INT 756) | 5 | 145, 150(T) |
| 32 (INT 754) | 5 | 143, 146(T), 147(T), 150(T) |
| 33 (INT 755) | 5 | 143, 147(T), 150(T) |
| 41 (INT 757) | 6 | 144 |
| 209 | 3 | 142 |
| 210 | 3 | 142 |
| 214 | 3 | 146(T) |
| 221 | 4 | 146(T) |
| 251 (INT 7318) | 2 | 146(T) |
| 253 (INT 7328) | 2 | 146(T) |
| 254 (INT 7331) | 3 | 142 |
| 258 (INT 7348) | 4 | 146(T) |
| 259 (INT 7356) | 4 | 146(T) |
| 261 | 4 | 146(T) |
| 263 (INT 7383) | 5 | 146(T) |
| 271 | 2 | 146(T) |
| 272 | 4 | 146(T) |
| 273 | 4 | 149(T) |
| 291 | 2 | 146(T), 150(T) |
| 292 (INT 7021) | 2 | 142, 146(T) |
| 293 (INT 7022) | 3 | 146(T) |
| 313 | 5 | 147(T) |
| 315 | 5 | 150(T) |
| 316 | 5 | 150(T) |
| 354 (INT 7408) | 5 | 148(T) |
| 355 (INT 7405) | 5 | 148(T) |
| 356 (INT 7400) | 5 | 147(T) |
| 357 (INT 7397) | 5 | 147(T) |
| 358 (INT 7394) | 5 | 150(T) |
| 391 | 5 | 147(T), 148(T) |
| 3001 (INT 7402) | 5 | 147(T) |
| 3004 (INT 7403) | 5 | 147(T) |
| 3042 | 5 | 148(T) |
| 7071 (INT 71) | 1 | 149(T), 150(T) |
| 7072 (INT 72) | 1 | 149(T) |
| 7073 (INT 73) | 1 | 149(T), 150(T) |
| 7702 (INT 702) | 1 | 150(T) |
| 7703 (INT 703) | 1 | 149(T), 150(T) |
| 7706 (INT 706) | 1 | 149(T), 150(T) |
| 7707 (INT 707) | 1 | 149(T), 150(T) |

SECTION – II**PERMANENT NOTICE**

***142 (14/22) INDIA – WEST COAST – Hazira to Umargam – Wreck.**

Source: MRCC, Mumbai.

Chart 21 [previous update 109/22]

Insert  PA

20° 13′.21N., 72° 39′.20E.

Chart 292 (INT 7021) [previous update 107/22]

Insert  PA

20° 13′.21N., 72° 39′.20E.

Chart 254 (INT 7331) [previous update 069/22]

Insert  PA

20° 13′.21N., 72° 39′.20E.

Chart 209 [NC 31 OCT 2021]

Insert  PA

20° 13′.21N., 72° 39′.20E.

Chart 210 [previous update 109/22]

Insert  PA

20° 13′.21N., 72° 39′.20E.

***143 (14/22) INDIA AND SRI LANKA – WEST COAST – Kochi (Cochin) to Vishakhapatnam – Wreck.**

Source: BA NTM 2059/22.

Chart 32 (INT 754) [previous update 137/22]

Insert  PA

07° 08′.20N., 81° 53′.20E.

Chart 33 (INT 755) [previous update 137/22]

Insert  PA

07° 08′.20N., 81° 53′.20E.

***144 (14/22) BAY of BENGAL AND ANDAMAN SEA – Andaman Sea – Wreck.**

Source: BA NTM 2755/22.

Chart 41 (INT 757) [previous update 093/22]

Insert  PA

09° 04′.10N., 100° 24′.00E.

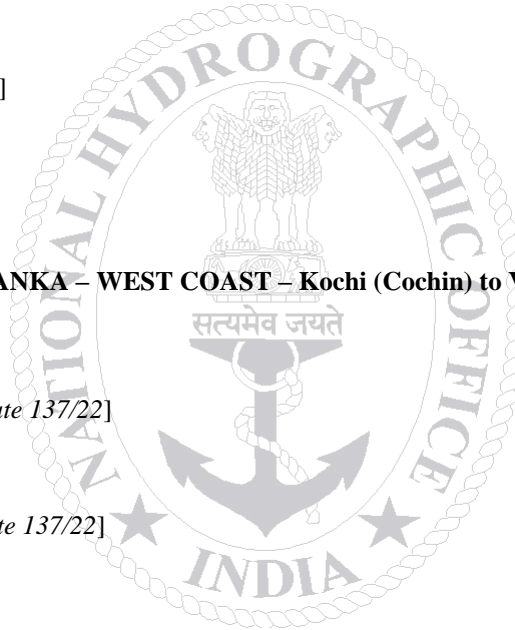
***145 (14/22) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Wreck.**

Source: BA NTM 2491/22.

Chart 31 (INT 756) [previous update 136/22]

Insert  Wk

22° 15′.58N., 91° 44′.51E.



Section – III

TEMPORARY AND PRELIMINARY NOTICE

***146 (T) (14/22) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

| ADCP Mooring | Positions | | Depth (in metres) | Charts affected |
|--------------|-------------|-------------|-------------------|--|
| OGD17 | 15° 09'.93N | 72° 44'.69E | 160,285,640 | 22 (INT 752) – 293 (INT 7022) – 214 |
| OJD5 | 17° 31'.81N | 71° 07'.33E | 137, 352, 657 | 21, 22 (INT 752) – 293 (INT 7022) |
| OMD14 | 20° 00'.36N | 69° 14'.21E | 130, 335, 689 | 21 – 253 (INT 7328) – 292 (INT 7021) |
| OOD4 | 22° 15'.49N | 67° 28'.29E | 150, 357, 661 | 21 – 251 (INT 7318) – 292 (INT 7021) – 271 – 291 |
| OOD5 | 12° 30'.06N | 74° 02'.29E | 148, 348, 653 | 22 (INT 752) – 258 (INT 7348) – 272 |
| OKD14 | 09° 02'.90N | 75° 26'.08E | 116, 221, 794 | 22 (INT 752) – 259 (INT 7356) – 221 |
| KKD12 | 06° 57'.47N | 77° 23'.44E | 175, 383, 688 | 22 (INT 752) – 263 (INT 7383) – 32 (INT 754) – 261 |

2. All positions referred to WGS 84 datum.

3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.

Former INM 091(T)/22 is cancelled.

***147 (T)/(14/22) INDIA – EAST COAST – Chennai Harbour – jetty.**

Source: IH 102, INS Darshak.

1. New Jetty has been constructed at Bharathi Dock. A portion of jetty is still under construction. The jetty is 180 M long and 16.5 M wide. The depth alongside varying from 8.6 to 10. It is pertinent to mention that maintained depth at Bharathi dock is 17 M.

2. Mariners are advised to navigate with caution and contact local port authorities for more information.

Chart Affected – 3004(INT 7403) - 3001 (INT 7402) - 313 - 356 (INT 7400) - 357 (INT 7397) - 391 - 32 (INT 754) - 33 (INT 755).

| *148 (T) (14/22) | INDIA – EAST COAST – Bay of Bengal – Oil Rigs. |
|---|---|
| Source: NCD, Mumbai. | |
| 1. List of Oil Rigs is as follows:- | |
| Rig Name | Position |
| Aban II | 16° 22'.58N., 82° 04'.71E. |
| DDKG 1 | 16° 32'.21N., 82° 33'.78E. |
| 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. | |
| Charts Affected – 391 – 354 (INT 7408) – 355 (INT 7405) – 3042. | |
| Former INTM 138 (T)/22 is cancelled. | |

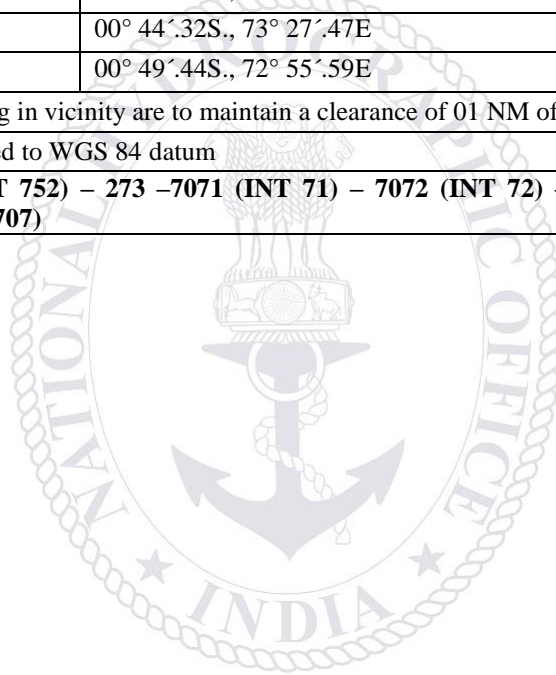
| | |
|------------------|--|
| *149 (T) (14/22) | ARABIAN AND LAKSHADWEEP SEAS – INDIA AND MALDIVES – Kadmat Island to Ihavandiffulu Atoll. |
|------------------|--|

Source: IH 102, INS Sutlej.

1. List of Fish Aggregating Device (FAD) is as follows:-

| SI No. | Position |
|--------|----------------------------|
| 1. | 07° 18'.26N., 72° 42'.40E. |
| 2. | 06° 54'.20N., 73° 29'.41E. |
| 3. | 07° 01'.00N., 72° 30'.15E. |
| 4. | 07° 14'.20N., 73° 12'.42E. |
| 5. | 06° 23'.00N., 72° 23'.00E. |
| 6. | 06° 34'.24N., 73° 18'.40E. |
| 7. | 06° 41'.17N., 72° 37'.28E. |
| 8. | 06° 12'.32N., 73° 28'.30E. |
| 9. | 06° 08'.18N., 72° 49'.60E. |
| 10. | 06° 00'.15N., 72° 41'.39E. |
| 11. | 05° 49'.52N., 73° 37'.32E. |
| 12. | 05° 25'.23N., 72° 35'.16E. |
| 13. | 05° 42'.40N., 72° 34'.29E. |
| 14. | 05° 08'.04N., 72° 40'.13E. |
| 15. | 04° 50'.00N., 72° 37'.00E. |
| 16. | 05° 13'.47N., 73° 48'.13E. |
| 17. | 05° 30'.02N., 73° 47'.23E. |
| 18. | 04° 25'.29N., 73° 55'.40E. |
| 19. | 04° 48'.12N., 73° 46'.54E. |
| 20. | 03° 52'.01N., 73° 41'.17E. |
| 21. | 04° 08'.00N., 73° 48'.00E. |
| 22. | 04° 16'.23N., 72° 32'.06E. |
| 23. | 03° 54'.09N., 72° 29'.04E. |
| 24. | 03° 25'.07N., 72° 31'.04E. |
| 25. | 03° 35'.05N., 73° 48'.25E. |
| 26. | 02° 50'.39N., 73° 47'.47E. |
| 27. | 02° 33'.39N., 73° 34'.58E. |
| 28. | 03° 08'.37N., 73° 49'.29E. |
| 29. | 03° 10'.00N., 72° 21'.00E. |
| 30. | 02° 33'.03N., 72° 40'.04E. |
| 31. | 02° 50'.53N., 72° 34'.58E. |
| 32. | 02° 12'.22N., 72° 42'.11E. |
| 33. | 02° 16'.07N., 73° 27'.15E. |
| 34. | 02° 01'.58N., 73° 00'.57E. |
| 35. | 02° 00'.00N., 72° 33'.00E. |
| 36. | 01° 45'.12N., 73° 04'.23E. |
| 37. | 01° 38'.10N., 73° 30'.34E. |
| 38. | 01° 38'.30N., 73° 16'.35E. |
| 39. | 02° 02'.22N., 73° 43'.16E. |
| 40. | 01° 45'.16N., 73° 45'.56E. |
| 41. | 01° 00'.36N., 73° 03'.54E. |
| 42. | 01° 06'.10N., 73° 17'.56E. |

| *149 (T) (14/22) | ARABIAN AND LAKSHADWEEP SEAS – INDIA AND MALDIVES – Kadmat Island to Ihavandiffulu Atoll. (Continued) |
|--|---|
| 43. | 00° 50'.30N., 73° 36'.36E |
| 44. | 00° 37'.16N., 73° 44'.05E |
| 45. | 00° 46'.00N., 72° 52'.00E |
| 46. | 00° 12'.00N., 73° 48'.00E |
| 47. | 00° 04'.11N., 73° 26'.11E |
| 48. | 00° 25'.49N., 72° 45'.11E |
| 49. | 00° 00'.41N., 73° 06'.21E |
| 50. | 00° 10'.00N., 72° 50'.00E |
| 51. | 00° 16'.50S., 73° 36'.30E |
| 52. | 00° 20'.57S., 73° 11'.27E |
| 53. | 00° 54'.31S., 73° 08'.51E |
| 54. | 00° 31'.53S., 72° 52'.44E |
| 55. | 00° 44'.32S., 73° 27'.47E |
| 56. | 00° 49'.44S., 72° 55'.59E |
| 2. | All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs. |
| 3. | All positions referred to WGS 84 datum |
| Charts Affected – 22 (INT 752) – 273 –7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7703 (INT 703) – 7706(INT 706) – 7707(INT707) | |



***150 (T) (14/22) INDIAN OCEAN - NORTHERN PART - RAMA Buoys.**

Source: NOAA.

1. Following research moored array of African - Asian - Australian Monsoon analysis and prediction (RAMA) buoys laid in following positions:-

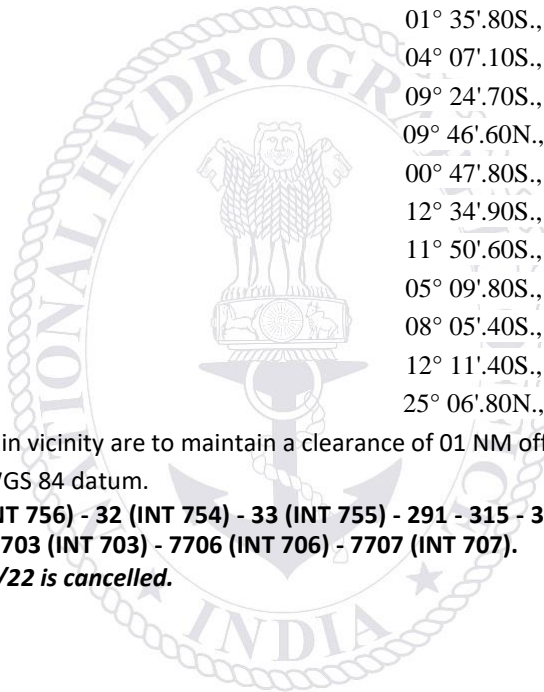
| Buoy No./Name | Position |
|----------------------|----------------------------|
| RA185A | 15° 01'.70N., 089° 02'.50E |
| RA184A | 00° 00'.00N., 089° 57'.60E |
| RA176A | 00° 59'.00S., 100° 22'.80E |
| RA175A | 01° 32'.90S., 080° 34'.00E |
| RA183A | 07° 55'.50N., 067° 06'.70E |
| RA182A | 04° 13'.40N., 066° 41'.90E |
| RA181A | 08° 07'.70S., 110° 32'.90E |
| RA180A | 00° 25'.10N., 067° 00'.30E |
| RA179A | 01° 35'.80S., 066° 48'.10E |
| RA177A | 04° 07'.10S., 057° 10'.80E |
| RA178A | 09° 24'.70S., 051° 07'.30E |
| RT033 | 09° 46'.60N., 080° 16'.60E |
| RT030 | 00° 47'.80S., 083° 06'.70E |
| RT029 | 12° 34'.90S., 068° 50'.60E |
| RT028 | 11° 50'.60S., 080° 18'.80E |
| RT031 | 05° 09'.80S., 101° 37'.10E |
| RT036 | 08° 05'.40S., 067° 00'.00E |
| RT035 | 12° 11'.40S., 067° 13'.50E |
| 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.

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).

4. **Former INTM 129(T)/22 is cancelled.**



SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

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

| | |
|------------------------------------|---------------|
| Mauritius (Cassis) | - Operational |
| Seychelles (Mahe) | - Operational |
| 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, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode. Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

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

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

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

(a) **Safety Fairways:** An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(b) **Traffic Separation Schemes (TSS):** The TSS is mandatory for all Indian and foreign flag ships and vessels entering and leaving.

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

The GAGAN System is now commissioned for safety of life, civil aviation, and en- route operations in addition to all other non-aviation applications. The GAGAN signal is being broadcasted through GSAT-8 and GSAT-10 with PRN127 & 128 respectively. All the GPS users are requested to enable SBAS functionality in their receivers, configure it to receive PRN- 127 & 128 and avail the benefits of GAGAN in terms of increased accuracy and reliability. There may be occasional signal outages due to system up-gradation activities.

6. **USAGE OF THURAYA/ 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>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p> | <p>M/s VDO Marine Instruments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p> |
| <p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p> | <p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p> |
| <p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in, sales@ccmarine.in</p> | <p>M/s Global Marine Infratech Pvt. Ltd. SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell: - +91-9337477799, 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.in</p> |
| <p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</p> | <p>L. R. Marine Services 301, 3rd Floor, Biryra House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p> |
| <p>M/s Lift o Marine Allen's Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftmarine.org, liftmarine77@gmail.com Web: www.liftmarine.org</p> | <p>IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com</p> |
| <p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani'sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p> | <p>M/s CNC 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: sales@emariner.net</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 Jul 22: -

| | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2021 SERIES - | 017 | 147 | 286 | 340 | 387 | 392 | 447 | 463 | 478 | 479 | 544 | 550 | 629 | 658 | 690 | 759 | 761 | 771 | 833 | | | |
| 2022 SERIES - | 049 | 093 | 112 | 117 | 118 | 134 | 162 | 180 | 194 | 237 | 253 | 259 | 270 | 286 | 313 | 391 | 423 | 436 | 437 | | | |
| | 445 | 446 | 461 | 476 | 489 | 497 | 498 | 510 | 511 | 512 | 513 | 518 | 519 | 528 | 530 | 531 | 536 | 537 | 544 | 545 | 546 | 552 |
| | 553 | 556 | 557 | | | | | | | | | | | | | | | | | | | |

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

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| 515. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 05, 06 Jul 22 from 0800 to 1000 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 061100 UTC Jul 22. |
| 516. India East Coast - off Sagar I. Charts IN 31 301 351 INT 7419. Firing by CG aircraft scheduled on 04 Jul 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 041130 UTC Jul 22. |
| 517. India East Coast - off Balasore. Charts IN 31 351 352 3017 INT 756. IAF exercise scheduled from 04 to 09 Jul 22 from 0330 to 0630 UTC and 0830 to 1100 UTC in danger area bounded by (a) 21-41N 087-44E (b) 20-57N 086-53E (c) 20-56N 086-55E (d) 21-02N 087-13E (e) 20-56N 087-16E (f) 20-47N 087-02E (g) 20-48N 086-56E (h) 20-12N 087-19E (j) 20-00N 087-59E (k) 20-35N 087-40E (l) 21-24N 087-38E. Danger area extending upto coastline joining point a and b. Wide berth from area advised. 2. Cancel this MSG 091200 UTC Jul 22. |
| 518. India West Coast - off Ponnani. Charts IN 22 220 259 INT 7356. Fishing boat reported sunk in approximate position 10-28.5N, 075-45E on 29 Jun 22. |
| 519. India West Coast. Charts IN 21 254 2082 INT 7331. Special purpose buoy (21-39.5N 072-29.67E) reported missing, new special purpose buoy laid in position (21-39.5N 072-30.72E). |
| 520. NAVAREA VIII - Warnings in force as on 01 Jul 2022 2021 Series - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 756 759 761 771 833 2022 Series - 049 093 112 117 118 134 162 180 194 203 237 249 253 259 270 286 313 351 364 391 423 436 437 445 446 461 465 476 489 491 496 497 498 500 509 510 511 512 513 515 516 517 518 519 (a) NAVAREA VIII warnings less than 42 days promulgated via safetynet. (b) Text of NAVAREA VIII warning in force including those which are no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 081000 UTC Jul 22. |
| 521. India East Coast - Portonovo. Charts IN 357 3025 INT 7397. NAVTEX Transmitter (11-30.26N 079-46.26E) switched off for maintenance. |
| 522. Lakshadweep Sea. Charts IN 22 7703 7706 INT 706. Unmanned barge reported adrift in position 06-01.02N 075-27.41E at 020100 UTC Jul 22. 2. Cancel this MSG 040100 UTC Jul 22. |
| 523. Cancel NAVAREA VIII MSG 517/22 and this MSG. |
| 524. Andaman Sea - off Cinque I. Charts IN 405 473 4030 INT 7440. Firing scheduled from 070800 to 071130 UTC and 080430 to 080730 UTC Jul 22 in danger area bounded by 11-15N 092-31E, 11-14N 092-46E, 11-10N 092-46E, 11-07N 092-32E. Wide berth from area advised. 2. Cancel this MSG 080830 UTC Jul 22. |
| 525. India East Coast - off Chennai. Charts IN 32 313 356 391 INT 7400. Firing by CG aircraft scheduled on 08 Jul 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 081230 UTC Jul 22. |
| 526. India West Coast - off Porbandar. Charts IN 21 204 252 292 INT 7325. Firing by CG aircraft scheduled on 06, 08 Jul 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- |

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| <p>526. Continued. 56E. Wide berth from area advised. 2. Cancel this MSG 081100 UTC Jul 22.</p> |
| <p>527. Cancel NAVAREA VIII MSG 756/21, 203/22, 249/22, 351/22, 364/22, 496/22 and this MSG. 133, 134, 136, 138(T), 140(T), 141(T) of INTM 13/22 refers.</p> |
| <p>528. Bay of Bengal - off Myanmar. Charts IN 31 7706 BA 817 INT 7430. Lichtenstein progressing offshore installation activities in area bounded by 19-51.68N 092-24.07E, 19-51.71N 092-33.45E, 19-39.87N 092-33.48E, 19-39.86N 092-24.11E. Wide berth of 2.2 NM requested. 2. Cancel this MSG 312359 UTC Aug 22.</p> |
| <p>529. India West Coast - off Mumbai. 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. 2. Cancel this MSG 111830 UTC Jul 22.</p> |
| <p>530. Bay of Bengal - off Myanmar. Charts in 31 BA 817 INT 7430. Mooring buoy laid in position 19-51.43N 092-27.49E for commercial vessels. Vessels advised to keep clear. 2. Cancel this MSG 312359 UTC Jul 22.</p> |
| <p>531. India East Coast. Charts IN 31 355 391 INT 7405. Rig move. DDKG 1 (16-32.21N 082-33.78E). Refer to 138(T) of INTM 13/22. Wide berth requested.</p> |
| <p>532. India West Coast - off Porbandar. Charts IN 21 252 292 INT 7325. Flooding reported in MT GLOBAL KING-1 and adrift in approximate position 21-38.15N 068-02.45E at 060920 UTC Jul 22. Crew rescued. 2. Cancel this MSG 090920 UTC Jul 22.</p> |
| <p>533. Cancel NAVAREA VIII MSG 529/22 and this MSG.</p> |
| <p>534. India East Coast - off Sagar I. Charts IN 31 301 351 INT 7419. Firing by CG aircraft scheduled on 11, 14 Jul 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 141130 UTC Jul 22.</p> |
| <p>535. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 12, 13 Jul 22 from 0800 to 1000 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 131100 UTC Jul 22.</p> |
| <p>536. India West Coast - off Porbandar. Charts IN 21 252 271 292 INT 7325. MT GLOBAL KING-1 reported sunk in approximate position 21-38.55N 068-10.05E at 061530 UTC Jul 22. 2. Cancel NAVAREA VIII MSG 532/22.</p> |
| <p>537. Bay of Bengal - off Myanmar. Charts IN 41 BA 823 830 INT 757. MV-DP2 KEYFIELD HELMS progressing geotechnical survey in vicinity of 15-25.98N 095-30.01E, 14-15.34N 095-33.46E, 14-31.08N 096-00.66E, 13-57N 095-46.09E, 14-15.29N 095-56.59E, 14-22.05N 095-45.66E. Wide berth of 2.5 NM requested. 2. Cancel this MSG 312359 UTC Jul 22.</p> |
| <p>538. India West Coast - off Porbandar. Charts IN 21 252 271 292 INT 7325. Debris of sunken MT GLOBAL KING-1 reported adrift in positions 21-36.87N 068-26.45E and 21-36.00N 068-22.56E at 070700 UTC Jul 22. Mariners to exercise caution. 2. Cancel this MSG 100700 UTC Jul 22.</p> |
| <p>539. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 11, 12, 13, 18, 19, 20 Jul 22 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by (a) 21-14.95N 086-51.17E (b) 20-52.15N 087-21.45E (c) 21-14.07N 087-38E (d) 21-33.12N 087-15.2E. Danger area extending upto coastline joining point a and b. Wide berth from area advised. 2. Cancel this MSG 201130 UTC Jul 22.</p> |
| <p>540. India East Coast - off Visakhapatnam. Charts IN 31 308 354 3002 INT 756. Experimental flight trial scheduled on 12, 13, 14 Jul 22 from 0430 to 0830 UTC in danger area bounded by 17-58.05N 083-42E, 17-40.95N 083-40.37E, 16-57.85N 083-21.52E, 16-45.07N 083-50.32E, 17-28.23N 084-38.13E. Wide berth from area advised. 2. Cancel this MSG 140930 UTC Jul 22.</p> |
| <p>541. Cancel NAVAREA VIII MSG 512/22 and this MSG.</p> |
| <p>542. NAVAREA VIII - Warnings in force as on 08 Jul 2022 2021 Series - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 759 761 771 833 2022 Series - 049 093 112 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 465 476 489 491 497 498 510 511 512 513 518 519 521 528 530 531 534 535 536 537 538 539 540 541 (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 www.hydrobharat.gov.in 2. Cancel this MSG 151000 UTC Jul 22.</p> |

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| <p>543. India West Coast - off Mumbai. Charts IN 21 292 293 INT 7022. Capsized dredger barge CB100-01 reported adrift 18-14.75N 069-24.10E at 071230 UTC Jul 22. 2. Cancel this MSG 101230 UTC Jul 22.</p> |
| <p>544. India West Coast - off Mumbai. Charts IN 21 255 292 INT 7021. UMM AL ANBER progressing cable repair in area bounded by 18-45.97N 070-20.3E, 18-52.54N 070-45.07E, 18-47.55N 070-47.56E, 18-41.21N 070-25.88E, 18-36.91N 070-12.42E, 18-42.24N 070-10.09E. Wide berth of 01 NM requested. 2. Cancel this MSG 251830 UTC Jul 22.</p> |
| <p>545. India East Coast - off Puducherry. Charts IN 32 357 INT 7397. SW THURIDUR will carry out seismic survey from 10 Jul to 21 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 080-00.03E. Vessel towing 10 seismic cables of 10 km with a separation of 100 meters between each cable. Wide berth requested. 2. Cancel this MSG 211830 UTC Jul 22.</p> |
| <p>546. India West Coast - off Mumbai. Charts IN 21 292 293 INT 7022. Dredger barge CB100-01 reported sunk in approximate position 18-12.48N 069-44.54E.</p> |
| <p>547. Cancel NAVAREA VIII MSG 521/22 and this MSG.</p> |
| <p>548. India West Coast - Okha. Charts IN 21 202 203 2068 INT 7319. Firing scheduled on 14 Jul 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 140830 UTC Jul 22.</p> |
| <p>549. India East Coast - off Chennai. Charts IN 32 313 356 391 INT 7400. Firing by CG aircraft scheduled on 15 Jul 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 151230 UTC Jul 22.</p> |
| <p>550. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 14, 15, 18, 19, 20 Jul 22 from 0430 to 0830 UTC in danger area bounded by (a) 21-14.95N 086-51.17E (b) 20-52.15N 087-21.45E (c) 21-14.07N 087-38E (d) 21-33.12N 087-15.2E. Danger area extending upto coastline joining point a and d. Wide berth from area advised. 2. Cancel NAVAREA VIII MSG 539/22, 540/22 and this MSG 200930 UTC Jul 22.</p> |
| <p>551. Bay of Bengal - off Srilanka. Charts IN 33 7706 INT 755. Abandoned Sri Lankan fishing vessel reported adrift in approximate position 05-55N 084-51E at 110930 UTC Jul 22. Crew rescued. 2. Cancel this MSG 140930 UTC Jul 22.</p> |
| <p>552. Indian Ocean - off Maldives. Charts IN 7703 7706 INT 706. Abandoned fiberglass boat SADEU reported adrift 03-57.81N 073-31.79E on 13 Jul 22. 2. Cancel this MSG 161000 UTC Jul 22.</p> |
| <p>553. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 19, 20 Jul 22 from 0800 to 1000 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 201100 UTC Jul 22.</p> |
| <p>554. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 18, 19, 20 Jul 22 from 0430 to 0830 UTC in danger area bounded by (a) 21-14.95N 086-51.17E (b) 20-52.15N 087-21.45E (c) 21-14.07N 087-38E (d) 21-33.12N 087-15.2E. Danger area extending upto coastline joining point a and d. Wide berth from area advised. 2. Cancel NAVAREA VIII MSG 550/22 and this MSG 200930 UTC Jul 22.</p> |
| <p>555. Cancel NAVAREA VIII MSG 554/22 and this MSG</p> |
| <p>556. NAVAREA VIII - Warnings in force as on 15 Jul 2022. 2021 Series - 017 147 286 340 387 392 447 463 478 479 544 550 629 658 690 759 761 771 833 2022 Series - 049 093 112 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 476 489 497 498 510 511 512 513 518 519 528 530 531 536 537 544 545 546 552 553 (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 www.hydrobharat.gov.in 2. Cancel this MSG 221000 UTC Jul 22.</p> |
| <p>557. India West Coast – off Dabhol. Charts IN 21 212 256 293 INT 7022. Unmanned barge reported adrift 17-32.08N 072-32.02E at 151010 UTC Jul 22. 2. Cancel this MSG 181010 UTC Jul 22.</p> |

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter - 8 (Page 306)

Essar Bulk Terminal Ltd. (EBTL), Hazira

Article 8.67, Heading, Chart

Insert BA 3465 & BA 3473 after 2101

Article 8.68, para 2,

Berths; delete and replace by

2 **Berths.** A deep water berth, 1650 m in length with depth alongside of 14.6 m, can accommodate vessels with a maximum LOA 300 m, draught 14 m, 150,000dwt.

The nomenclature of the 1650m deep water berth is as follows:

Berth 1-250 m , Berth 2 -300 m, Berth 3-300 m , Berth 4 -300 m , Berth 5- 250 m , Berth 6-250 m.

A Shallow draught berth extends further N to accommodate barges lighters and tugs.



Essar Bulk Terminal

Article 8.69, para 7,

Other Services; delete and replace by

7 **Other Facilities.** Medical; shore leave, crew change, garbage disposal; oily waste reception.

Each ship Captain/Owner/Manager/Agent is required to access the “Swachh Sagar” (<http://prf.irclass.net/reports/18>) web portal and fill up certain required information irrespective of whether they require port reception facility or not.

If the port reception facility is required, the necessary advanced notification to ports for the same can be raised through “Swachh Sagar”

(<http://prf.irclass.net/reports/18>) web portal.

Article 8.69,

Insert a new para 11, 12 after para 10

11 **Anchorage.** Refer Magdalla Group of Ports. Anchorage position is given by VTS KHAMBHAT EAST on CH 09.

12 **Lighterage Area.** Refer Magdalla Group of Ports.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

| No | Name & Location | Position (Lat-Long) | Characteri stics | Ht. (mts) | Range (miles) | Structure & Height (mts) | Remarks |
|------------------|---|-------------------------------|---------------------|--------------|------------------|---|---------------------------------|
| D7658 | KHOWR-E MUSA Remove from list; deleted | | * | | | | |
| D7658-8 | - Khowr-e Mahshahr * | 30 27.45 N 49 10.57 E * | Q G * | .. | 7 | Green beacon * | .. |
| D7659-2 | Remove from list; renumbered to D7659.7 | | | | | | |
| D7659-3 | - Khowr-e Mahshahr * | 30 27.58 N 49 10.76 E * | Q G * | .. | 7 | Green beacon * | .. |
| D7659-4 | Remove from list; deleted | | | | | | |
| D7659-5 | - Khowr-e Mahshahr * | 30 27.78 N 49 11.10 E * | Q G * | .. | 7 | Green beacon * | .. |
| D7659-6 | -- * | 30 27.84 N 49 11.37 E * | Q G * | .. | 7 | Green beacon * | .. |
| D7659-7 | Renumbered; was previously D7659.2 - Khowr-e Mahshahr * | 30 27.99 N 49 11.38 E * | Q G * | .. | 7 | Green beacon * | .. |
| F0361-85 | GULF OF KACHCHH. PORT OF MUNDRA - Mundra Port. South Basin * | 22 44.18 N 69 40.32 E * | Iso R 4s * | 15 | 3 | .. * | .. |
| F0361-87 | -- * | 22 44.18 N 69 40.49 E * | Oc R 5s * | 12 | 3 | .. * | .. |
| F0361-91 | -- * | 22 44.23 N 69 42.26 E * | Oc G 7s * | 12 | 3 | .. * | .. |
| F0362-01 | -- * | 22 44.23 N 69 42.30 E * | FI G 5s * | 15 | 3 | .. * | .. |
| F0432 | GULF OF KHAMBHAT - Jafarabad Harbour. Jafarabad | 20 51.50 N 71 22.89 E | FI W 10s | 56 | 18 | White round tower on 6-sided masonry tower on square base 19 | <i>fl</i> 0.3. Storm Signals |
| | --- | .. * | AIS | .. * | .. * | .. * | MMSI No 004192218 |
| F1400-318 | SELAT RUPAT - Lubuk Gaung. PT Ivo Mas * | 1 48.01 N 101 22.31 E * | Q(9)W 10s * | 6 | .. | Σ on yellow beacon with black band * | .. |
| F1400-41 | - PT Oleokimia Sejahtera Mas. Left Dolphin | 1 46.25 N 101 21.69 E | FI Y 5s | 8 | 6 | Yellow x on yellow beacon 7 | <i>fl</i> 1.5 |

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 01 July 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, inho@navy.gov.in
Fax No. : +91-135- 2748373
Web : www.hydrobharat.gov.in

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

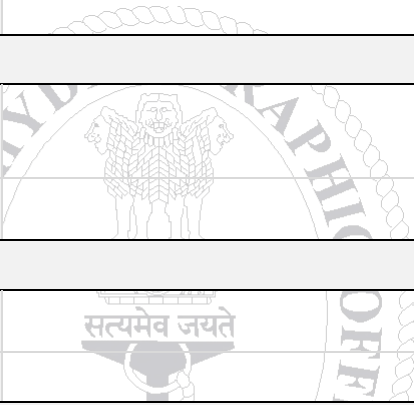

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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

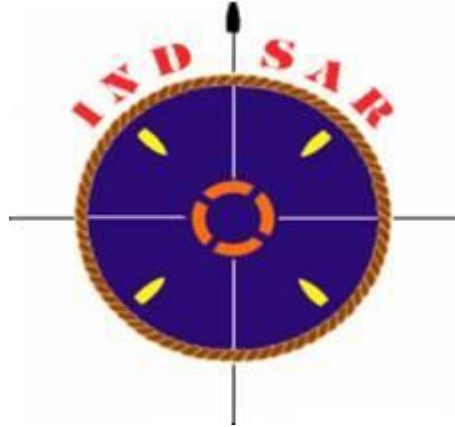


| HYDROGRAPHIC NOTE | | | | IH.102 (Revised 2012) | |
|--|---|---------------------------------------|------------------------------------|----------------------------------|--|
| For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues | | | | | |
| Date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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC