

# INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2022

(CONTAINS NOTICES 153 TO 160)

REACH US 24 x 7



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

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



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## II

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

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

**Chief Hydrographer  
to the Government of India**

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

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

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

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

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

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC<sub>s</sub> AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
NIL					

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
NIL					

3. The Indian 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>
NIL				

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>
NIL			

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2261AA	261	EIGHT DEGREE CHANNEL TO KANNIYAKUMARI	08-08-2022
IN2292AA	292	DWARKA TO MUMBAI	08-08-2022

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2261AA	261	EIGHT DEGREE CHANNEL TO KANNIYAKUMARI	28-07-2021
IN2292AA	292	DWARKA TO MUMBAI	12-04-2021

## VI

7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>295</b>	<b>LAKSHADWEEP TO MALDIVES</b>	<b>7,50,000</b>	<b>NEW CHART</b>
<b>4104</b>	<b>APPROACHES TO PORT MEADOWS AND KOTARA ANCHORAGE</b>	<b>25,000</b>	<b>NEW EDITION</b>
<b>4252</b>	<b>DILIGENT STRAIT TO KOTARA ANCHORAGE</b>	<b>60,000</b>	<b>NEW CHART</b>

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

**SECTION – I**

The list of charts affected by the Notices 153 to 160 contained in this edition is as follows:-

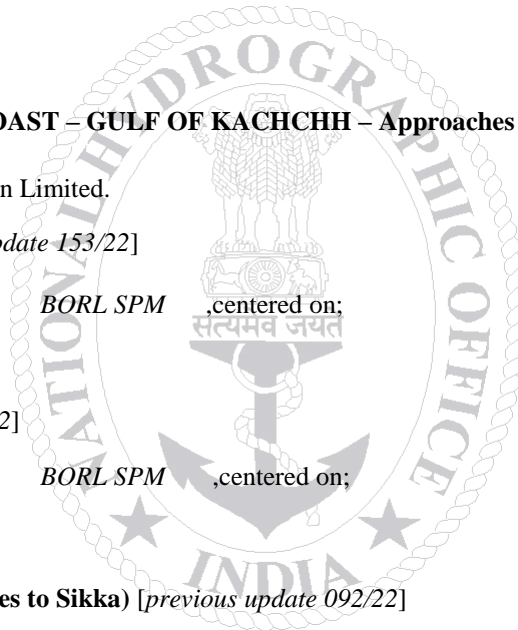
<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	153,158 (T),160 (P)
31 (INT 756)	5	155,157,158 (T),159 (T)
32 (INT 754)	5	158 (T), 159 (T)
33 (INT 755)	5	158 (T)
202	2	160 (P)
203 (INT 7319)	2	153,154,160 (P)
204	2	160 (P)
251 (INT 7358)	2	160 (P)
252 (INT 7325)	2	160 (P)
271	2	160 (P)
291 (INT 706)	2	160 (P)
292 (INT 7021)	2	158 (T), 160 (P)
304 (INT 7331)	5	155
315	5	158 (T)
316	5	158 (T)
352 (INT 7416)	5	155
355 (INT 7405)	5	159 (T)
354 (INT 7408)	5	159 (T)
358 (INT 7394)	5	158 (T)
391	5	159 (T)
2027	2	160 (P)
2031 (INT 7326)	2	160 (P)
2060 (INT 7332)	2	160 (P)
2068	2	160 (P)
2079 (INT 7329)	2	154,160 (P)
2080 (INT 7331)	2	153,154,160 (P)
2083 (INT 7339)	2	154,160 (P)
3034	5	156
7071 (INT 71)	1	158 (T),159 (T)
7073 (INT 73)	1	158 (T),159 (T)
7702 (INT 702)	1	158 (T)
7703 (INT 703)	1	158 (T)
7706 (INT 706)	1	158 (T),159 (T)
7707 (INT 707)	1	158 (T)

**SECTION – II****PERMANENT NOTICE****\*153 (16/22) INDIA – WEST COAST – Gulf of Kachchh – Eastern Portion – Wreck.**

Source: Deendayal Port Authority.

**Chart 21** [previous update 151/22]Insert  *PA* 22° 43′·68N., 069° 56′·94E.**Chart 203 (INT 7319)** [previous update 118/22]Insert  *PA* 22° 43′·68N., 069° 56′·94E.**Chart 2080 (INT 7331)** [previous update 087/22]Insert  *PA* 22° 43′·68N., 069° 56′·94E.**\*154 (16/22) INDIA – WEST COAST – GULF OF KACHCHH – Approaches to Sikka – Legend.**

Source: Bharat Petroleum Corporation Limited.

**Chart 203 (INT 7319)** [previous update 153/22]Substitute *BPCL SPM* for *BORL SPM* ,centered on; 22° 35′·47N., 069° 46′·38E.  
22° 33′·70N., 069° 46′·49E.**Chart 2080** [previous update 153/22]Substitute *BPCL SPM* for *BORL SPM* ,centered on; 22° 35′·50N., 069° 46′·04E.  
22° 33′·40N., 069° 45′·31E.**Chart 2083 (INT 7339) (Approaches to Sikka)** [previous update 092/22]Substitute *BPCL SPM* for *BORL SPM* ,centered on; 22° 35′·40N., 069° 45′·85E.  
22° 33′·51N., 069° 45′·90E.**Chart 2079 (INT 7329)** [previous update 118/22]Substitute *BPCL SPM* for *BORL SPM* ,centered on; 22° 35′·50N., 069° 45′·90E.



**\*155 (16/22) INDIA – EAST COAST – Approaches to Chnadrabhaga – Wreck.**

Source: CGSHQ-7.

**Chart 31 (INT 756) [previous update 145/22]**Insert  PA

19° 45′·00N., 086° 12′·00E.

**Chart 352 (INT 7416) [previous update 100/21]**Insert  PA

19° 45′·00N., 086° 12′·00E.

**Chart 304 (INT 7331) [previous update NC 30 Sep 2019]**Insert  PA

19° 45′·00N., 086° 12′·00E.

**\*156 (16/22) INDIA – EAST COAST – Krishnapatnam Port – Buoy.**

Source: Adani Krishnapatnam Port Ltd.

**Chart 3034 [previous update NC 15 May 2022]**Move  Fl.R.5s  
No 22

from

14° 14′·81N., 080° 07′·76E.

to

14° 14′·75N., 080° 07′·81E.

 Fl.R.5s  
No 24

from


14° 14′·86N., 080° 07′·68E.

to सत्यमेव जयते


14° 14′·78N., 080° 07′·70E.

**\*157 (16/22) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Submarine Pipeline.**

Source: BNHOC Notice No 26/2022.

**Chart 31 (INT 756) [previous update 155/22]**Insert  Mo(U)15s  
Horn Mo(U)30s

21° 37′·64N., 091° 47′·08E.

Insert submarine pipeline, , joining

21° 37′·66N., 091° 47′·09E.

21° 38′·21N., 091° 48′·00E.

21° 38′·34N., 091° 48′·25E.

21° 38′·62N., 091° 48′·74E.

21° 39′·07N., 091° 49′·50E.

21° 39′·36N., 091° 50′·00E.

21° 39′·53N., 091° 50′·25E.

21° 39′·67N., 091° 50′·50E.

21° 39′·81N., 091° 50′·75E.

21° 40′·26N., 091° 51′·53E.

and

**\*157 (16/22) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Submarine Pipeline. Continued.**

submarine pipeline, —●—●—●—●—●, joining

21° 37′.63N., 091° 47′.10E.  
 21° 38′.01N., 091° 47′.74E.  
 21° 38′.16N., 091° 48′.02E.  
 21° 38′.28N., 091° 48′.25E.  
 21° 38′.87N., 091° 49′.25E.  
 21° 39′.16N., 091° 49′.75E.  
 21° 39′.32N., 091° 50′.00E.  
 21° 39′.49N., 091° 50′.24E.  
 21° 39′.66N., 091° 50′.50E.  
 21° 39′.91N., 091° 50′.94E.  
 21° 40′.25N., 091° 51′.54E.

and

submarine pipeline, —●—●—●—●—●, joining



21° 40′.27N., 091° 51′.53E.  
 21° 39′.92N., 091° 50′.91E.  
 21° 39′.82N., 091° 50′.75E.  
 21° 39′.68N., 091° 50′.50E.  
 21° 39′.55N., 091° 50′.25E.  
 21° 39′.41N., 091° 50′.00E.  
 21° 39′.30N., 091° 49′.75E.  
 21° 39′.22N., 091° 49′.50E.  
 21° 39′.16N., 091° 49′.25E.  
 21° 39′.12N., 091° 49′.01E.  
 21° 39′.11N., 091° 48′.75E.  
 21° 39′.11N., 091° 48′.50E.  
 21° 39′.14N., 091° 48′.26E.  
 21° 39′.15N., 091° 48′.14E.  
 21° 39′.18N., 091° 48′.00E.  
 21° 39′.25N., 091° 47′.75E.  
 21° 39′.34N., 091° 47′.51E.  
 21° 39′.46N., 091° 47′.25E.  
 21° 39′.58N., 091° 47′.04E.  
 21° 39′.75N., 091° 46′.79E.  
 21° 39′.96N., 091° 46′.56E.  
 21° 40′.25N., 091° 46′.31E.  
 21° 40′.50N., 091° 46′.13E.  
 21° 40′.60N., 091° 46′.08E.  
 21° 40′.76N., 091° 46′.00E.  
 21° 41′.00N., 091° 45′.91E.

**\*157 (16/22) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Submarine Pipeline. Continued.**

21° 41′.25N., 091° 45′.83E.  
 21° 41′.50N., 091° 45′.79E.  
 21° 41′.74N., 091° 45′.77E.  
 21° 42′.00N., 091° 45′.78E.  
 21° 43′.11N., 091° 45′.87E.  
 21° 47′.00N., 091° 46′.19E.  
 21° 51′.00N., 091° 46′.52E.  
 21° 53′.13N., 091° 46′.69E.  
 21° 58′.64N., 091° 47′.15E.  
 22° 00′.51N., 091° 47′.30E.  
 22° 01′.26N., 091° 47′.37E.  
 22° 01′.75N., 091° 47′.41E.  
 22° 02′.02N., 091° 47′.43E.  
 22° 03′.51N., 091° 47′.55E.  
 22° 03′.75N., 091° 47′.60E.  
 22° 04′.21N., 091° 47′.75E.  
 22° 04′.64N., 091° 48′.01E.  
 22° 05′.30N., 091° 48′.50E.  
 22° 05′.97N., 091° 49′.00E.  
 22° 06′.64N., 091° 49′.50E.  
 22° 07′.22N., 091° 49′.95E.  
 22° 07′.78N., 091° 50′.35E.  
 and  
 21° 40′.28N., 091° 51′.52E.  
 21° 39′.94N., 091° 50′.92E.  
 21° 39′.84N., 091° 50′.75E.  
 21° 39′.70N., 091° 50′.51E.  
 21° 39′.56N., 091° 50′.25E.  
 21° 39′.45N., 091° 49′.99E.  
 21° 39′.35N., 091° 49′.75E.  
 21° 39′.27N., 091° 49′.51E.  
 21° 39′.21N., 091° 49′.26E.  
 21° 39′.17N., 091° 49′.00E.  
 21° 39′.15N., 091° 48′.75E.  
 21° 39′.15N., 091° 48′.51E.  
 21° 39′.18N., 091° 48′.25E.  
 21° 39′.23N., 091° 47′.99E.  
 21° 39′.29N., 091° 47′.75E.



submarine pipeline, —●—●—●—●—●, joining

\*157 (16/22) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Submarine Pipeline. Continued.

21° 39′.39N., 091° 47′.50E.

21° 39′.50N., 091° 47′.25E.

21° 39′.66N., 091° 47′.00E.

21° 39′.84N., 091° 46′.75E.

21° 40′.09N., 091° 46′.50E.

21° 40′.25N., 091° 46′.36E.

21° 40′.50N., 091° 46′.19E.

21° 40′.75N., 091° 46′.05E.

21° 41′.00N., 091° 45′.95E.

21° 41′.25N., 091° 45′.88E.

21° 41′.51N., 091° 45′.83E.

21° 41′.75N., 091° 45′.82E.

21° 42′.01N., 091° 45′.82E.

21° 42′.25N., 091° 45′.84E.

21° 42′.51N., 091° 45′.86E.

21° 43′.01N., 091° 45′.91E.

21° 48′.01N., 091° 46′.32E.

21° 53′.00N., 091° 46′.73E.

21° 58′.00N., 091° 47′.14E.

22° 03′.00N., 091° 47′.56E.

22° 03′.67N., 091° 47′.63E.

22° 03′.89N., 091° 47′.68E.

22° 04′.04N., 091° 47′.73E.

22° 04′.24N., 091° 47′.82E.

22° 04′.50N., 091° 47′.97E.

22° 05′.00N., 091° 48′.33E.

22° 06′.00N., 091° 49′.08E.

22° 06′.51N., 091° 49′.46E.

22° 07′.21N., 091° 49′.95E.

22° 07′.77N., 091° 50′.36E.



**Section – III**

**TEMPORARY AND PRELIMINARY NOTICE**

**\*158 (T) (16/22)** 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:-

<b>Buoy No./Name</b>	<b>Position</b>
RA185A	15° 01'.70N., 089° 02'.50E
RA184A	00° 00'.00N., 089° 57'.60E
RA176A	00° 59'.00S., 100° 22'.90E
RA175A	01° 32'.90S., 080° 34'.00E
RA183A	07° 56'.50N., 067° 07'.00E
RA182A	04° 13'.30N., 066° 42'.10E
RA181A	08° 07'.70S., 110° 32'.90E
RA180A	00° 25'.30N., 067° 01'.10E
RA179A	01° 35'.70S., 066° 49'.00E
RA177A	04° 07'.10S., 057° 10'.30E
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'.50S., 080° 18'.80E
RT031	05° 09'.80S., 101° 37'.10E
RT036	08° 04'.90S., 067° 00'.90E
RT035	12° 11'.50S., 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 150(T)/22 is cancelled.***

**\*159 (T) (16/22)** INDIA EAST COAST – RAMYAPATNAM TO SACRAMENTO SHOAL – Jacket & Buoys.

Source: ONGC KAKINADA.

1. Following STP Buoys, Jackets of CPP and Flare Jackets are installed and connected with Mooring wires and Seaward anchors are laid at following locations:-

Description	Position
CPP Jacket	16° 30'.94N., 082° 20'.63E
Flare Jacket	16° 30'.98N., 082° 20'.57E
Subsea Turret Production (STP) Buoy	16° 22'.13N., 082° 19'.24E
Anchor-A1 Pad Eye	16° 23'.21N., 082° 19'.15E
Anchor-A2 Pad Eye	16° 23'.21N., 082° 19'.25E
Anchor-A3 Pad Eye	16° 23'.21N., 082° 19'.35E
Anchor-A4 Pad Eye	16° 21'.66N., 082° 20'.26E
Anchor-A5 Pad Eye	16° 21'.58N., 082° 20'.21E
Anchor-A6 Pad Eye	16° 21'.50N., 082° 20'.16E
Anchor-A7 Pad Eye	16° 21'.51N., 082° 18'.32E
Anchor-A8 Pad Eye	16° 21'.61N., 082° 18'.30E
Anchor-A9 Pad Eye	16° 21'.67N., 082° 18'.22E

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 – 31 (INT 756) – 32 (INT 754) – 355 (INT 7405) – 354 (INT 7408) – 391– 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).**

*160 (P) (16/22)		INDIA WEST COAST – Gulf of Kachchh Deep Water Route – Traffic Separation Scheme, Safety Fairway. Recommended Route.			
Source: DG Shipping, Mumbai.					
1. Establishment of Traffic Separation Scheme [TSS] in GoK and its outer approaches at following locations:-					
<b><u>LEG -1: TSS (GOK)</u></b>					
<b><u>Traffic separation lines</u></b>			<b><u>Traffic separation zone/lines</u></b>		
Coordinate Number	Latitude	Longitude	Coordinate Number	Latitude	Longitude
A	22° 37.40'	069° 10.00'	a	22° 38.38'	069° 10.00'
B	22° 39.10'	069° 10.00'			
C	22° 34.50'	069° 16.60'	c	22° 35.35'	069° 16.80'
D	22° 36.20'	069° 16.60'			
E	22° 34.40'	069° 19.70'	e	22° 35.30'	069° 19.20'
F	22° 36.10'	069° 18.40'			
G	22° 39.00'	069° 27.60'	g	22° 37.95'	069° 27.60'
H	22° 36.85'	069° 27.60'			
I	22° 39.00'	069° 32.40'	i	22° 38.30'	069° 32.40'
J	22° 37.30'	069° 32.20'	j	22° 38.05'	069° 32.30'
K	22° 37.40'	069° 37.70'	k	22° 36.70'	069° 37.35'
L	22° 35.70'	069° 37.20'	l	22° 36.40'	069° 37.35'
M	22° 37.50'	069° 40.00'	m	22° 36.50'	069° 40.00'
N	22° 35.35'	069° 40.00'	n	22° 36.25'	069° 40.00'
O	22° 37.65'	069° 42.60'	o	22° 36.75'	069° 43.20'
P	22° 35.65'	069° 43.82'	P	22° 36.50'	069° 43.35'

<b>*160 (P) (16/22)</b>		INDIA WEST COAST – Gulf of Kachchh Deep Water Route – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.			
<b>LEG -2: TSS (GOK)</b>					
<b>Traffic separation lines</b>			<b>Traffic separation zone/lines</b>		
<b>Coordinate Number</b>	<b>Latitude</b>	<b>Longitude</b>	<b>Coordinate Number</b>	<b>Latitude</b>	<b>Longitude</b>
M'	22° 08.90'	068° 45.50'	m'	22° 08.90'	068° 46.60'
N'	22° 08.90'	068° 48.05'	n'	22° 08.90'	068° 47.00'
P'	22° 17.00'	068° 45.50'	P'	22° 16.60'	068° 46.60'
O'	22° 16.30'	068° 48.05'	o'	22° 16.50'	068° 47.00'
1	22° 29.90'	068° 51.50'	2	22° 28.50'	068° 51.95'
4	22° 26.50'	068° 52.75'	3	22° 27.90'	068° 52.20'
5	22° 35.50'	068° 54.00'	6	22° 35.05'	068° 54.80'
8	22° 34.10'	068° 56.10'	7	22° 34.70'	068° 55.20'
12	22° 38.20'	068° 56.70'	11	22° 37.21'	068° 57.19'
9	22° 36.00'	068° 58.10'	10	22° 37.00'	068° 57.55'
13	22° 38.70'	069° 00.70'			
15	22° 37.15'	069° 01.00'	14	22° 37.90'	069° 00.80'
17	22° 38.90'	069° 04.80'	25	22° 37.90'	069° 05.00'
16	22° 37.15'	069° 05.00'	18	22° 39.85'	069° 05.00'
20	22° 41.20'	069° 05.00'	19	22° 40.20'	069° 05.00'
21	22° 53.00'	068° 43.00'	22	22° 51.50'	068° 43.40'
23	22° 51.00'	068° 43.60'	24	22° 49.50'	068° 44.20'
<b>LEG -3: Safety Fairway (Approaches to Gok)</b>					
<b>Safety Fairway</b>					
<b>Way point</b>	<b>Latitude</b>	<b>Longitude</b>			
A	21° 35.70'	068° 57.00'			
B	21° 36.40'	068° 59.00'			
C	22° 03.10'	068° 47.20'			
D	22° 06.00'	068° 48.40'			
E	21° 51.00'	068° 25.00'			
F	21° 53.20'	068° 25.00'			
G	22° 04.10'	068° 45.00'			
H	22° 04.10'	068° 30.00'			
1	22° 05.30'	068° 25.00'			
J	22° 07.20'	068° 25.00'			
K	22° 06.10'	068° 30.00'			
L	22° 06.10'	068° 43.00'			
2. All positions are in WGS 84 datum.					
<b>Charts Affected – 21 – 202 – 203 (INT 7319) – 204 – 251 (INT 7358) – 252 (INT 7325) – 271 – 291 (INT 706) – 292 (INT 7021) – 2027 – 2031 (INT 7326) – 2060 (INT 7332) – 2068 – 2079 (INT 7329) – 2080 – 2083 (INT 7339).</b>					

## SECTION – IV

### MARINE INFORMATION

#### 1. NAVTEX TRANSMISSION

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

Mauritius (Cassis)	- Operational
Seychelles (Mahe)	- Operational
Myanmar (Yangon, Myeik, Kyau Phyu)	- Operational

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

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
			0110	0510	0910	1310	1710	2110
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengurla Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasore	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

#### 2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

#### 3. DISPLAY ANOMALIES IN ECDIS

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website [www.iho.int](http://www.iho.int), to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode. Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See [www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html](http://www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html) for further information.

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



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

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

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

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

#### 5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

#### 6. **USAGE OF THURAYA/ IRIIDIUM AND SATELLITE PHONE**

(a) The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

(b) Satellite phones can be used only after no objections certificate issued by department of telecommunication (DOT) on a case to case basis. The shipping agents should mandatorily intimate the details of person carrying Thuraya and the particulars of Thuraya, Iridium and other such sets in Pre Arrival Notification on Security (PANS).

(c) The unauthorized holders of Thuraya/ Iridium and other such Satellite phones can be prosecuted under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.

#### 7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

#### 8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.

(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.

### List of Indian Chart Agents

<p><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s VDO Marine Instruments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> , <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> Siksha Sandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell: - +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biryra House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></p>
<p><b>M/s Lift o Marine</b> Allen's Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftmarine.org">sankar@liftmarine.org</a>, <a href="mailto:liftmarine77@gmail.com">liftmarine77@gmail.com</a> Web: <a href="http://www.liftmarine.org">www.liftmarine.org</a></p>	<p><b>IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani's Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p>	<p><b>M/s CNC</b> Office No. S-12-92, Haware's Centurion Premises Coop. Soc. Ltd Plot no 88-91, Sector 19, NERUL, Navi Mumbai – 400706 Tel: +91 22 22660017/ +91 22 49747575 Cell No: +91 9920654848/ +91 7506097212 Email: <a href="mailto:sales@emariner.net">sales@emariner.net</a></p>

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

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

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

<b>2021 SERIES</b> - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833
<b>2022 SERIES</b> - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437
445 446 461 476 489 497 513 518 519 528 536 546 562 564 569 571 578 583 584 585 590
593 595 596 597 598 599 600 601 602 603 604 605 606 608 609 610 611 612 613 614 615

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

<p><b>590. India West Coast – Kochi.</b> Charts in 22 220 259 2004 2029 int 7356. Firing scheduled on (a) 05, 12, 19, 26 Aug 22 from 0900 to 1200 UTC and 1230 to 1430 UTC (b) 01, 08, 15, 22, 29 Aug 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.</p> <p>2. Cancel this MSG 291300 UTC Aug 22.</p>
<p><b>591. India East Coast - off Chennai.</b> Charts in 32 313 356 391 int 7400. Firing by CG aircraft scheduled on 05 Aug 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.</p> <p>2. Cancel this MSG 051230 UTC Aug 22.</p>
<p><b>592. Cancel NAVAREA VIII MSG 563/22, 575/22 and this MSG.</b></p>
<p><b>593. India East Coast.</b> Charts in 31 355 INT 7405. Rig move Platinum Explorer (16-25.1N 082-23.8E) refer to 152(t) of INTM 15/22 wide berth requested.</p>
<p><b>594. Cancel NAVAREA VIII MSG 580/22 and this MSG (. 152 (T) of INTM 15/22 refers.</b></p>
<p><b>595. India West Coast - off Porbandar.</b> Charts in 21 252 292 (INT 7325) Firing by CG aircraft scheduled on 03, 05, 10, 12 Aug 22 from 0330 to 1000 UTC in danger area bounded by 21-32N 069-24E, 21-17N 069-24E, 21-17N 069-06E, 21-32N 068-56E Wide berth from area advised.</p> <p>2. Cancel this MSG 121100 UTC Aug 22.</p>
<p><b>596. India West Coast - off Mumbai.</b> Charts in 21 255 292 2016 INT 7334 Umm Al ANBER progressing cable operations in area bounded by 19-02.73N 072-42.83E, 19-02.73N 072-40.96E, 19-00.23N 072-39.42E, 19-00.23N 072-41.38E. Wide berth of 01 NM requested.</p> <p>2. Cancel this MSG 101830 UTC Aug 22.</p>
<p><b>597. India West Coast - off Chetweyi.</b> Charts in 22 32 220 259 INT 7356 unmanned fishing boat Rashida Mol anchored in approximate position 10-24.74N 75-53.46E.</p>
<p><b>598. India East Coast - Bay of Bengal and Andaman sea.</b> Charts in 32 33 7707 INT 707 Rocket launch scheduled on 07 Aug 22 from 0230 to 0630 UTC.</p> <p>2. Danger zone as follows zone-1: circle of 10nm around 13-43.9N 080-14.2E zone-2: 09-00N 084-00E, 09-40N 084-30E, 06-40N 087-10E, 06-00N 086-40E zone-3: 00-30N 091-30E, 01-30N 092-10E, 00-30S 094-10E, 01-30S 093-30E zone-4: 28-30S 139-30W, 29-30S 139-30W, 27-30S 135-00W, 26-30S 135-00W.</p> <p>3. Wide berth from area advised.</p> <p>4. Cancel this MSG 070730 UTC Aug 22.</p>
<p><b>599. Andaman sea - off barren i charts in 41 473 int 7031.</b> Firing by cg aircraft scheduled on 08, 09 Aug 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.</p> <p>2. Cancel this MSG 091130 UTC Aug 22.</p>
<p><b>600. India West Coast - off Trivandrum.</b> Charts in 22 261 273 7706 INT 706 Rocket launch from Thumba (08-32.05N 076-52.16E) scheduled from 09 to 19 Aug 22 from 0530 to 0700 UTC danger sector 110 nm between azimuth 220 and 260. Wide berth from area advised.</p> <p>2. Cancel this MSG 190800 UTC Aug 22.</p>
<p><b>601. Bay of Bengal - Zulfiquar Channel.</b> Charts in 31 351 BA 90 int 7419. Buoy B-1 (21-28.62N 089-31.52E) Reported Missing.</p>
<p><b>602. NAVAREA VIII - warnings in force as on 11 Aug 2022</b></p> <p><b>2021 series</b> - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833</p> <p><b>2022 series</b> - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437</p>

<p><b>602. Continued.</b> 445 446 461 476 489 497 513 518 519 528 536 546 562 564 569 571 578 583 584 585 590 593 595 596 597 598 599 600 601 (A) NAVAREA VIII warnings less than 42 days promulgated via safetynet (B) Text Of NAVAREA VIII warning inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 121000 UTC Aug 22.</p>
<p><b>603. India East Coast.</b> Charts in 31 355 INT 7405. Rig move platinum explorer (16-19.60N 082-21.04E) refer to 152(t) of INTM 15/22 wide berth requested.</p>
<p><b>604. India West Coast - off Vengurla.</b> Charts in 22 213 214 256 INT 7340 unmanned white hull boat reported adrift in approximate position 15-52.8N 072-53.5E at 060906 UTC Aug 22 mariners keep sharp lookout. 2. Cancel this MSG 090906 UTC Aug 22.</p>
<p><b>605. India East Coast - Off Kakinada.</b> Charts in 32 355 INT 7409. Racon B at antervedi Lt (16-19.02N 081-43.55E) inoperative.</p>
<p><b>606. India West Coast – Gulf of Kachchh.</b> Charts IN 21 203 INT 7319. IFB Ratna Sagar reported sunk in approximate position 22-34.08N 069-23.89E on 08 Aug 22.</p>
<p><b>607. Cancel NAVAREA VIII MSG 600/20 and this MSG.</b></p>
<p><b>608. Andaman Sea - off Great Nicobar Island.</b> Charts in 41 INT 757. Asean restorer progressing cable repair from 11 to 26 Aug 22 in area bounded by 06-02.73N 093-45.81E, 06-14.56N 094-10.37E, 06-24.06N 094-24.87E, 06-18.21N 094-24.24E, 06-09.12N 094-12.77E, 05-57.29N 093-48.17E. Wide berth of 01 NM requested. 2. Cancel this MSG 261830 UTC Aug 22.</p>
<p><b>609. India West Coast – off Murud.</b> Charts in 21 211 255 INT 7334. IFB Hareshwari reported adrift 18-19.30N 072-57.30E at 092002 UTC Aug 22. Crew rescued. 2. Cancel this MSG 122002 UTC Aug 22.</p>
<p><b>610. Andaman Sea - off Barren I.</b> Charts IN 41 473 INT 7031. Firing by cg aircraft scheduled on 15, 16 Aug 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 161130 UTC Aug 22.</p>
<p><b>611. India East Coast - off Chennai.</b> Charts in 32 313 356 391 INT 7400 firing by CG aircraft scheduled on 17 Aug 22 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised 2. Cancel This MSG 171230 UTC Aug 22.</p>
<p><b>612. India West Coast - Off Porbandar.</b> Charts In 21 252 292 Int 7325 firing by CG aircraft scheduled on 17, 24, 26 Aug 22 from 0330 to 1000 UTC in danger area bounded by 21-32N 069-24E, 21-17N 069-24E, 21-17N 069-06E, 21-32N 068-56E. Wide berth from area advised. 2. Cancel this MSG 2611000 UTC Aug 22.</p>
<p><b>613. India West Coast – Hazira Port.</b> Charts In 209 2034 Int 7349 barge Sagar 250 reported aground in approximate position 21-04.16N 072-38.43E.</p>
<p><b>614. NAVAREA VIII - Warnings in force as on 12 Aug 2022</b> <b>2021 Series</b> - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833 <b>2022 Series</b> - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 476 489 497 513 518 519 528 536 546 562 564 569 571 578 583 584 585 590 593 595 596 597 598 599 600 601 603 605 606 608 610 611 612 613 614 (A) NAVAREA VIII warnings less than 42 days promulgated via safetynet (B) Text of NAVAREA VIII warning inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel This MSG 191000 UTC Aug 22.</p>
<p><b>615. India West Coast - Off Okha.</b> Charts In 202 251 INT 7318. IFB Iswar Krupa reported sunk In approximate position 22-30.08N 068-58.26E At 141545 UTC Aug 22.</p>

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

NIL

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

No	Name & Location	Position (Lat-Long)	Characteri stics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
<b>F0494</b>	Arnala	19 27.40 N 72 44.80 E *	Fl(3)WR 15s	48	25	White circular RCC tower, black bands 45	..
<b>F1546</b>	Kuala Kurau. Entrance	04 59.42 N 100 24.72 E *	Fl W 4s	7	8	White framework tower, concrete base 9	Fishing. <b>TE 2022</b> *

8.1

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

**INP 31(1), 2019**

*(Last correction: Edition No. 06 dated 01 Aug 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 Aug 2022)*

NIL

## SECTION – IX

### REPORTING OF NAVIGATIONAL DANGERS

#### Appeal to all Mariners

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

National Hydrographic Office  
 107-A, Rajpur Road,  
 Dehradun - 248001  
 (Uttarakhand), India  
 e-mail : [msis-inho@navy.gov.in](mailto:msis-inho@navy.gov.in), [inho@navy.gov.in](mailto:inho@navy.gov.in)  
 Fax No. : +91-135- 2748373  
 Web : [www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

#### Instructions for filling up IH 102

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

#### Position Reporting

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

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

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

#### Depth Reporting

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

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

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



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

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

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

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

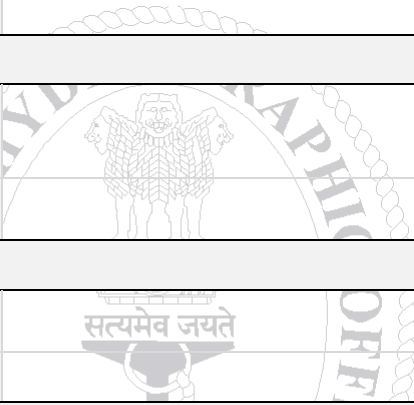

***Please Note:*** - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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



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

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

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

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



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

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

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

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

**AFTN: VABBYXYC**