

INDIAN NOTICES TO MARINERS



EDITION NO. 17 DATED 01 SEP 2022

(CONTAINS NOTICES 161 TO 163)

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

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

1. The new Indian 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 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					

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>
IN3203UK	203	GULF OF KACHCHH, EXTENSION OF NAVLAKHI	30 AUG 2022
IN2251AA	251	SIR CREEK TO DWARKA	30 AUG 2022
IN2271GK	271	APPROACHES TO GULF OF KACHCHH	30 AUG 2022
IN52031H	2031	OKHA HARBOUR	30 AUG 2022
IN52079M	2079	APPROACHES TO MUNDRA PORT	30 AUG 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>
IN3203UK	203	GULF OF KACHCHH, EXTENSION OF NAVLAKHI	09 FEB 2022
IN2251AA	251	SIR CREEK TO DWARKA	10 JUN 2021
IN2271GK	271	APPROACHES TO GULF OF KACHCHH	26 NOV 2021
IN52031H	2031	OKHA HARBOUR	27 FEB 2020
IN52079M	2079	APPROACHES TO MUNDRA PORT	25 MAR 2019

VI

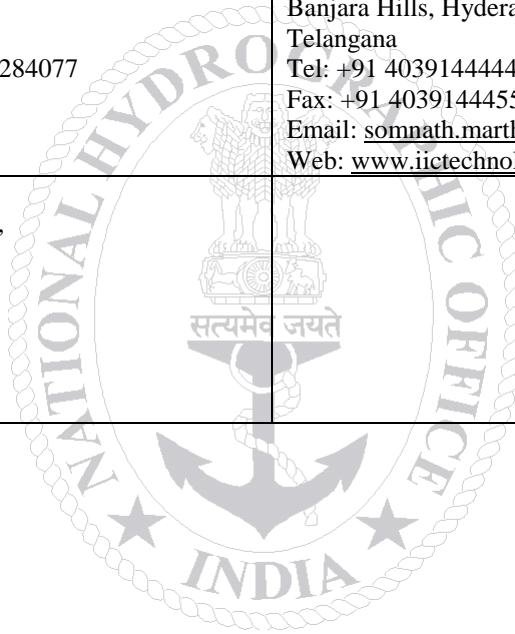
7. The forthcoming Indian Charts are as follows:-

<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:

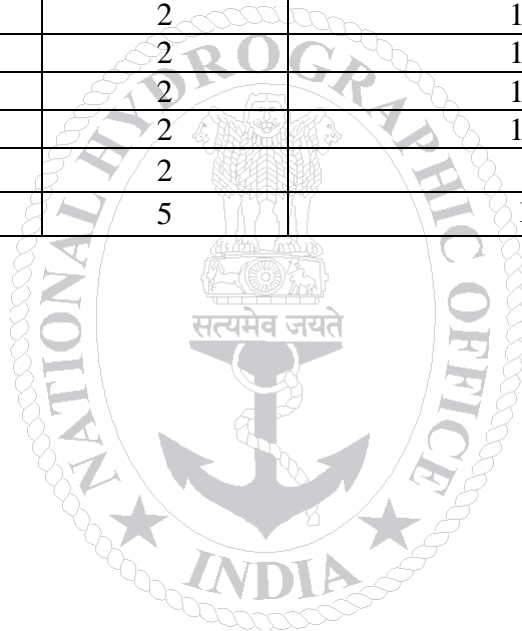
<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel : +44 (0) 1823 337900 Fax : +44 (0) 1823 330561, 1823 284077 Web site : www.hydro.gov.uk</p>	<p>M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad - 500 034 Telangana Tel: +91 4039144444 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 161 to 163 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	161, 162
202	2	161, 162
203 (INT 7319)	2	161, 162
204	2	161, 162
251 (INT 7318)	2	161, 162
252 (INT 7325)	2	161, 162
271	2	161, 162
291	2	161, 162
292 (INT 7021)	2	162
354 (INT 7408)	5	163 (T)
355 (INT 7405)	5	163 (T)
391	5	163 (T)
2031(INT 7326)	2	161, 162
2060 (INT 7332)	2	161, 162
2068	2	161, 162
2079 (INT 7329)	2	161, 162
2080	2	162
3042	5	163 (T)



SECTION – II

PERMANENT NOTICE

***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route.**

Source: DG Shipping, Mumbai.

Chart 21 [previous update 153/22]

Delete pecked line , - - - - - , joining;

22°21'.01N., 068°49'.23E

22°34'.71N., 068°55'.41E

22°36'.91N., 068°57'.83E

22°38'.16N., 069°01'.15E

22°38'.16N., 069°09'.75E

22°35'.10N., 069°16'.57E

22°35'.23N., 069°19'.56E

22°37'.82N., 069°27'.72E

22°38'.16N., 069°32'.21E

22°36'.87N., 069°36'.45E

22°35'.05N., 069°38'.13E

and

22°27'.35N., 068°15'.23E

22°20'.40N., 068°43'.15E

22°16'.27N., 068°47'.75E

21°37'.20N., 069°01'.68E

21°36'.35N., 068°58'.97E

22° 16'.20N., 068°44'.75E

22°01'.10N., 068°16'.68E

22°03'.50N., 068°15'.38E

22°17'.88N., 068°42'.13E

22°24'.77N., 068°14'.50E

and

22°12'.00N., 068°30'.00E

Delete Legend, 'Safety Fairways (see Note)' centered on;

Chart 203 (INT 7319) [previous update 154/22]

Delete Pecked line , - - - - - , joining;

22°21'.21N., 068°48'.30E

22°20'.73N., 068°50'.00E

22°34'.13N., 068°56'.03E

22°35'.19N., 068°54'.63E

22°37'.47N., 068°57'.12E



***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

Delete pecked line , - - - - - , joining;

- 22°36'.10N., 068°58'.10E
- 22°38'.77N., 069°00'.71E
- 22°37'.18N., 069°01'.00E
- 22°37'.18N., 069°05'.41E
- 22°37'.57N., 069°06'.50E
- 22°37'.49N., 069°09'.82E
- 22°38'.89N., 069°09'.80E
- 22°36'.73N., 069°12'.02E
- 22°34'.46N., 069°16'.62E
- 22°35'.48N., 069°16'.38E
- 22°34'.40N., 069°19'.70E
- 22°35'.70N., 069°18'.80E
- 22°36'.88N., 069°27'.64E
- 22°38'.70N., 069°27'.66E
- 22°37'.34N., 069°32'.07E
- 22°39'.02N., 069°32'.35E
- 22°36'.13N., 069°36'.04E
- 22°37'.62N., 069°37'.00E
- 22°34'.52N., 069°37'.41E
- 22°35'.45N., 069°38'.89E
- 22°18'.74N., 068°45'.00E
- 22°16'.27N., 068°47'.75E
- 22°12'.00N., 068°49'.27E
- 22°12'.00N., 068°46'.25E
- 22°15'.50N., 068°45'.00E



Chart 2068 [previous update 118/22]

Delete pecked line , - - - - - , joining;

- 22°24'.97N., 068°50'.00E
- 22°24'.00N., 068°50'.00E
- 22°24'.00N., 068°51'.47E
- 22°34'.13N., 068°56'.03E
- 22°35'.19N., 068°54'.63E
- 22°37'.47N., 068°57'.12E
- 22°36'.10N., 068°58'.10E
- 22°38'.77N., 069°00'.71E
- 22°37'.18N., 069°01'.00E

***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

Delete pecked line , - - - - - -, joining;

- 22°37'.18N., 069°05'.41E
- 22°37'.57N., 069°06'.50E
- 22°37'.49N., 069°09'.82E
- 22°38'.89N., 069°09'.80E
- 22°36'.73N., 069°12'.02E
- 22°34'.46N., 069°16'.62E
- 22°35'.48N., 069°16'.38E
- 22°34'.40N., 069°19'.70E
- 22°35'.70N., 069°18'.80E
- 22°36'.88N., 069°27'.64E
- 22°38'.70N., 069°27'.66E
- 22°37'.34N., 069°32'.07E
- 22°39'.02N., 069°32'.35E
- 22°36'.13N., 069°36'.04E
- 22°37'.62N., 069°37'.00E
- 22°34'.52N., 069°37'.41E
- 22°35'.45N., 069°38'.89E
- 22°18'.74N., 068°45'.00E
- 22°16'.27N., 068°47'.75E
- 22°12'.00N., 068°49'.27E
- 22°12'.00N., 068°46'.25E
- 22°15'.50N., 068°45'.00E



Chart 291[previous update 109/22]

Delete pecked line , - - - - - -, joining;

- 22°21'.21N., 068°48'.30E
- 22°35'.19N., 068°54'.63E
- 22°38'.77N., 069°00'.71E
- 22°38'.90N., 069°05'.00E
- and
- 22°37'.10N., 069°05'.00E
- 22°34'.13N., 068°56'.03E
- 22°20'.73N., 068°50'.00E
- and
- 22°32'.80N., 068°54'.20E
- and
- 22°27'.35N., 068°15'.23E

legend, 'DW (see Note)' centered on;

***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

Delete

22°20'.40N., 068°43'.15E

22°16'.27N., 068°47'.75E

21°37'.20N., 069°01'.68E

21°36'.35N., 068°58'.97E

22° 16'.20N., 068°44'.75E

22°01'.10N., 068°16'.68E

22°03'.50N., 068°15'.38E

22°17'.88N., 068°42'.13E

22°24'.77N., 068°14'.50E

and

22°10'.00N., 068°49'.10E

legend, 'Safety Fairways (see Note)' centered on;

Chart 202 [previous update 042/21]

Delete

pecked line , - - - - - , joining;

22°21'.21N., 068°48'.30E

22°20'.73N., 068°50'.00E

22°34'.13N., 068°56'.03E

22°35'.19N., 068°54'.63E

22°37'.47N., 068°57'.12E

22°38'.73N., 069°00'.60E

22°37'.03N., 069°00'.60E

and

22°34'.00N., 068°55'.00E

22°22'.00N., 068°50'.12E

and

23°11'.03N., 068°46'.82E

and

legend, 'DW (see Note)' centered on ;

legend, 'DW Cautionary Note' centered on;

pecked line , - - - - - , joining;

22°27'.35N., 068°15'.23E

22°20'.40N., 068°43'.15E

22°16'.27N., 068°47'.75E

22°04'.00N., 068°52'.12E

22°04'.00N., 068°49'.10E

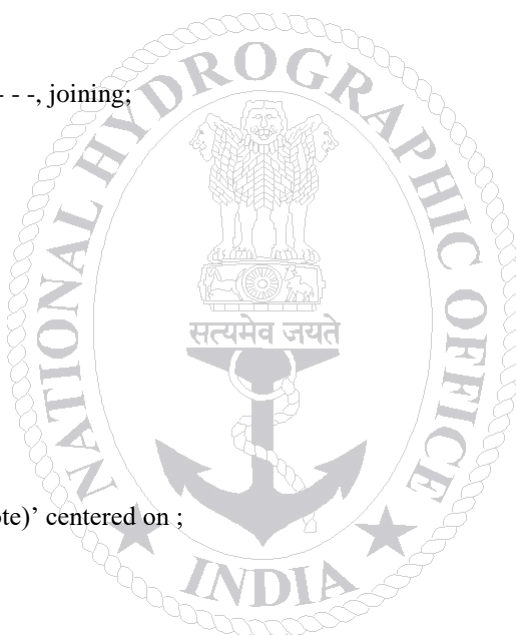
22°16'.20N., 068°44'.75E

22°04'.00N., 068°22'.07E

22°04'.00N., 068°16'.31E

22°17'.88N., 068°42'.13E

22°24'.77N., 068°14'.50E



***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

and

Delete legend, ‘Safety Fairways (see Note)’ centered on;

22°24'.45N., 068°20'.11E
 22°20'.06N., 068°38'.99E
 22°10'.26N., 068°30'.65E
 22°12'.04N., 068°47'.82E

Chart 204 [previous update 175/21]

Delete pecked line , - - - - - , joining

22°08'.42N., 068°25'.00E
 22°15'.70N., 068°38'.51E
 22°15'.70N., 068°44'.26E
 22°05'.23N., 068°25'.00E
 22°15'.70N., 068°45'.00E
 22°15'.70N., 068°47'.95E
 22°37'.21N., 069°01'.67E
 22°36'.36N., 068°58'.96E

and

legend, ‘Safety Fairways (see Note)’ centered on;

22°13'.29N., 068°36'.85E
 21°52'.55N., 068°54'.26E

Chart 252 [NE 31 OCT 2021]

Delete Pecked line , - - - - - , joining

22°21'.21N., 068°48'.30E
 22°20'.73N., 068°50'.00E
 22°29'.00N., 068°51'.82E
 22°29'.00N., 068°53'.73E

and

legend, ‘DW (see Note)’ centered on;

22°27'.43N., 068°52'.01E

and

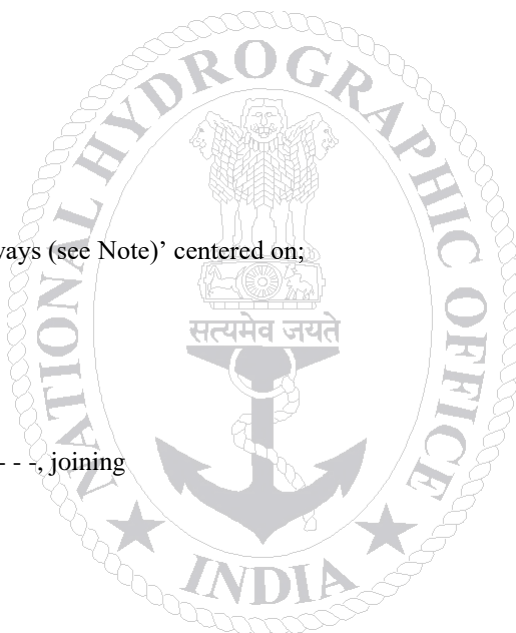
legend, ‘DW Cautionary Note’ centered on;

22°37'.41N., 070°17'.28E

and

pecked line , - - - - - , joining;

22°27'.35N., 068°15'.23E
 22°20'.40N., 068°43'.15E
 22°16'.27N., 068°47'.75E
 21°37'.20N., 069°01'.68E
 21°36'.35N., 068°58'.97E
 22° 16'.20N., 068°44'.75E
 22°01'.10N., 068°16'.68E



***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued**

Delete

22°03'.50N., 068°15'.38E

22°17'.88N., 068°42'.13E

22°24'.77N., 068°14'.50E

and

legend, 'Safety Fairways (see Notes)' centered on;

22°22'.25N., 068°31'.95E

22°09'.97N., 068°30'.37E

21°52'.14N., 068°54'.66E

Chart 271 [previous update 203/21]

Delete

pecked line , - - - - - , joining;

22°21'.21N., 068°48'.30E

22°20'.73N., 068°50'.00E

22°34'.13N., 068°56'.03E

22°35'.19N., 068°54'.63E

22°37'.47N., 068°57'.12E

22°36'.10N., 068°58'.10E

22°38'.77N., 069°00'.71E

22°37'.18N., 069°01'.00E

22°37'.18N., 069°05'.41E

22°37'.57N., 069°06'.50E

22°37'.49N., 069°09'.82E

and

legend, 'DW (see Note)' centered on;

22°32'.38N., 068°54'.35E

and

legend, 'DW Cautionary Note' centered on;

21°26'.45N., 065°21'.75E

and

pecked line , - - - - - , joining;

22°27'.35N., 068°15'.23E

22°20'.40N., 068°43'.15E

22°16'.27N., 068°47'.75E

21°37'.20N., 069°01'.68E

21°36'.35N., 068°58'.97E

22° 16'.20N., 068°44'.75E

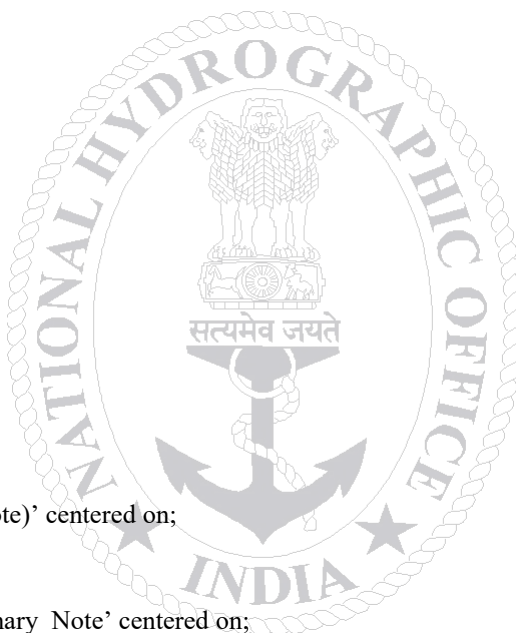
22°01'.10N., 068°16'.68E

22°03'.50N., 068°15'.38E

22°17'.88N., 068°42'.13E

22°24'.77N., 068°14'.50E

and



***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

Delete legend, 'Safety Fairways (see Note)' centered on; 22°22'.37N., 068°28'.63E
 22°08'.58N., 068°27'.55E
 22°04'.29N., 068°50'.32E

Chart 251 (INT 7318) [previous update 067/22]

Delete pecked line , - - - - - , joining; 22°21'.21N., 068°48'.30E
 22°20'.73N., 068°50'.00E
 22°34'.13N., 068°56'.03E
 22°35'.19N., 068°54'.63E
 22°37'.47N., 068°57'.12E
 22°36'.10N., 068°58'.10E
 22°38'.77N., 069°00'.71E
 22°37'.18N., 069°01'.00E
 22°38'.84N., 069°06'.49E
 22°37'.57N., 069°06'.49E
 and
 legend, 'DW (see Note)' centered on; 22°29'.08N., 068°52'.90E
 22°37'.83N., 069°02'.39E
 and
 legend, 'DW Cautionary Note' centered on; 22°34'.27N., 068°40'.98E
 and
 pecked line , - - - - - , joining; 22°37'.35N., 068°15'.23E
 22°20'.40N., 068°43'.15E
 22°16'.27N., 068°47'.75E
 22°13'.00N., 068°48'.91E
 22°13'.00N., 068°45'.89E
 22°16'.20N., 068°44'.75E
 22°13'.00N., 068°38'.00E
 22°13'.00N., 068°33'.05E
 22°17'.88N., 068°42'.13E
 22°24'.77N., 068°14'.50E
 and
 legend, 'Safety (see Notes)' centered on; 22°21'.44N., 068°33'.16E
 22°15'.13N., 068°40'.20E

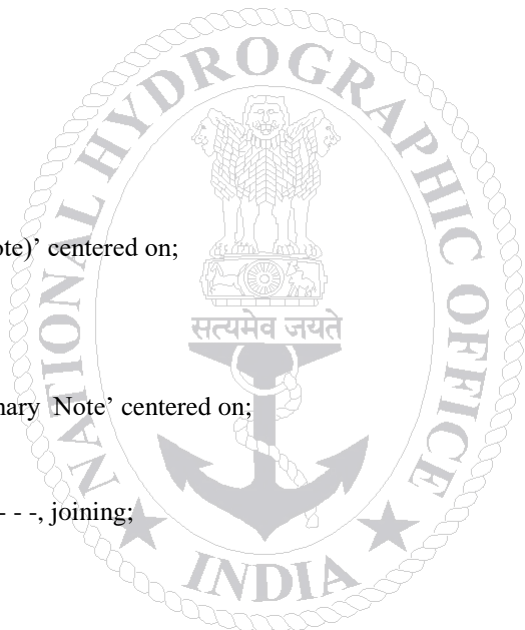


Chart 2060 (INT 7332) [previous update 118/22]

Delete pecked line , - - - - - , joining; 22°37'.19N., 069°30'.40E

***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

Delete pecked line , - - - - - , joining;

22°38'.88N., 069°30'.40E
22°39'.00N., 069°32'.06E
22°39'.00N., 069°32'.34E
22°37'.34N., 069°32'.07E
22°36'.13N., 069°36'.04E
22°37'.62N., 069°37'.00E

22°35'.45N., 069°38'.89E
22°34'.52N., 069°37'.41E

and

legend, 'DW (see Note)' centered on;

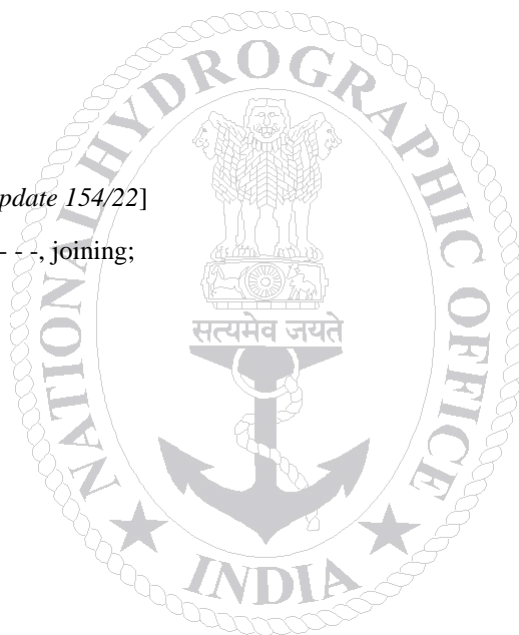
22°35'.66N., 069°37'.62E
22°37'.65N., 069°34'.16E
22°37'.94N., 069°31'.32E

and

22°34'.30N., 069°41'.93E

Chart 2079 (INT 7329) [previous update 154/22]

Delete pecked line , - - - - - , joining;



22°37'.08N., 069°29'.20E
22°38'.80N., 069°29'.20E
22°39'.02N., 069°32'.35E
22°37'.34N., 069°32'.07E
22°37'.62N., 069°37'.00E
22°36'.13N., 069°36'.04E
22°35'.45N., 069°38'.89E
22°34'.60N., 069°37'.53E
22°34'.60N., 069°37'.33E

and

legend, 'DW (see Note)' centered on;

22°35'.70N., 069°37'.46E
22°37'.74N., 069°34'.43E
22°38'.06N., 069°30'.67E

and

legend, 'DW Cautionary Note' centered on;

22°46'.96N., 069°34'.70E

Chart 2031(INT 7326) [previous update 053/20]

Delete pecked line , - - - - - , joining;

22°24'.00N., 068°49'.56E
22°24'.00N., 068°51'.47E
22°34'.13N., 068°56'.03E

***161 (17/22) INDIA WEST COAST – Gulf of Kachchh – Deep Water Route, Safety Fairway. Recommended Route. Continued.**

Delete pecked line , - - - - - , joining;

22°35'.19N., 068°54'.63E

22°36'.10N., 068°58'.10E

22°37'.00N., 068°57'.45E

22°37'.00N., 068°56'.57E

22°37'.00N., 069°00'.46E

and

legend, 'DW (see Note)' centered on;

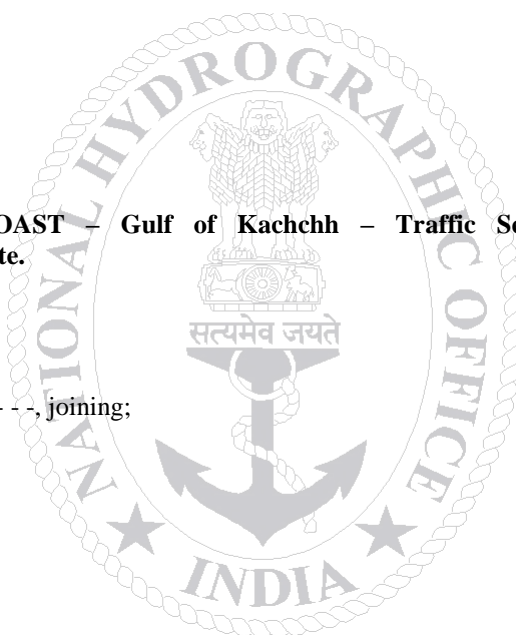
22°34'.47N., 068°55'.03E

22°26'.29N., 068°51'.37E

and

legend, 'DW Cautionary Note' centered on,

22°24'.42N., 069°01'.89E



***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route.**

Source: DG Shipping, Mumbai.

Chart 21 [previous update 161/22]

Insert pecked line , - - - - - , joining;

22°39'.09N., 069°09'.99E

22°36'.19N., 069°16'.59E

22°36'.09N., 069°18'.40E

22°39'.00N., 069°27'.60E

22°39'.00N., 069°32'.39E

22°37'.40N., 069°37'.70E

22°37'.50N., 069°39'.99E

22°37'.65N., 069°42'.59E

and

22-35'.65N., 069-43'.81E

22-35'.34N., 069-39'.99E

22-35'.80N., 069-37'.20E

22-37'.30N., 069-32'.20E

22-36'.84N., 069-27'.60E

22-34'.40N., 069-19'.69E

22-34'.50N., 069-16'.59E

***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert

pecked line , - - - - - , joining;

22°37'.40N., 069°09'.99E
and

22°38'.38N., 069°09'.99E

22°35'.35N., 069°16'.79E

22°35'.30N., 069°19'.19E

22°37'.94N., 069°27'.60E

and

22°36'.40N., 069°37'.35E

22°38'.04N., 069°32'.29E

and

22°36'.69N., 069°37'.35E

22°38'.30N., 069°32'.40E

and

22°36'.50N., 069°43'.35E

22°36'.25N., 069°40'.00E

and

22°36'.75N., 069°43'.20E

22°36'.50N., 069°40'.00E

and

22°37'.15N., 069°05'.00E

22°37'.15N., 069°01'.00E

22°36'.00N., 068°58'.10E

22°34'.09N., 068°56'.10E

22°26'.50N., 068°52'.75E

22°16'.30N., 068°48'.05E

22°08'.90N., 068°48'.05E

and

22°08'.90N., 068°45'.50E

22°17'.00N., 068°45'.50E

22°29'.90N., 068°51'.50E

22°35'.50N., 068°54'.00E

22°38'.20N., 068°56'.70E

22°38'.70N., 069°00'.70E



***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert

pecked line , - - - - - -, joining;

22°38'.90N., 069°04'.80E

22°49'.50N., 068°44'.20E

and

22°08'.90N., 068°46'.60E

22°16'.60N., 068°46'.60E

22°28'.50N., 068°51'.95E

22°35'.05N., 068°54'.80E

22°37'.20N., 068°57'.19E

22°37'.90N., 069°00'.80E

22°37'.90N., 069°05'.00E

and

22°37'.90N., 069°05'.00E

22°37'.90N., 069°00'.80E

22°37'.00N., 068°57'.55E

22°34'.70N., 068°55'.20E

22°27'.90N., 068°52'.20E

22°16'.50N., 068°47'.00E

22°08'.90N., 069°47'.00E

and

22°38'.90N., 069°04'.80E

22°49'.50N., 068°44'.20E

and

22°53'.00N., 068°43'.00E

22°41'.20N., 069°05'.00E

and

22°40'.20N., 069°05'.00E

22°51'.50N., 068°43'.40E

and

22°51'.00N., 068°43'.60E

22°39'.85N., 069°05'.00E

and

22°06'.00N., 069°48'.40E

21°36'.40N., 068°59'.00E

and

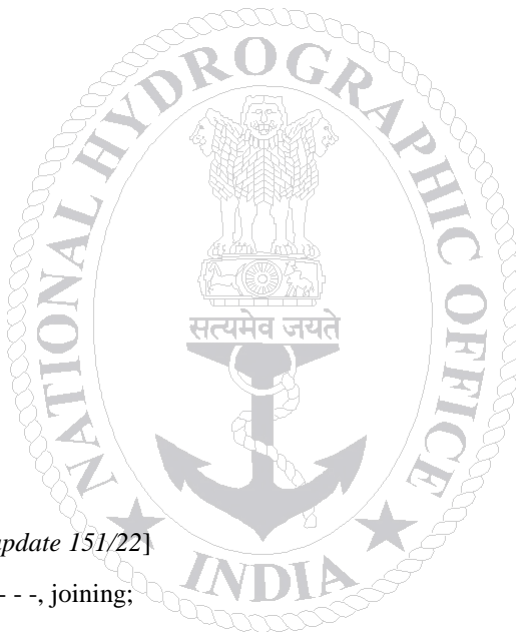
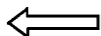
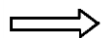


***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

22°06'.10N., 068°43'.00E
 22°06'.10N., 068°30'.00E
 22°07'.20N., 068°43'.00E
 and
 22°05'.30N., 068°25'.00E
 22°04'.10N., 068°30'.00E
 22°04'.10N., 068°45'.00E
 21°53'.20N., 068°25'.00E
 and
 21°51'.00N., 068°25'.00E
 22°03'.10N., 068°47'.20E
 21°35'.70N., 068°57'.00E

Insert



22°48'.45N., 068°47'.31E
 22°10'.96N., 068°47'.54E
 22°50'.06N., 068°47'.31E
 22°26'.17N., 068°50'.29E
 22°38'.76N., 069°07'.21E
 22°38'.12N., 069°29'.93E
 22°36'.15N., 069°38'.65E
 22°07'.03N., 068°46'.82E

Chart 292 (INT 7021) [previous update 151/22]

Insert pecked line , - - - - - , joining;

22°20'.07N., 068°49'.78E
 22°16'.29N., 068°48'.04E
 22°08'.90N., 068°48'.04E
 and
 22°08'.90N., 068°47'.00E
 22°16'.50N., 068°47'.00E
 22°20'.07N., 068°48'.62E
 and
 22°20'.07N., 068°48'.15E
 22°16'.60N., 068°46'.59E
 22°08'.90N., 068°46'.59E
 and
 22°20'.07N., 068°46'.92E
 22°17'.00N., 068°45'.50E

***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining; 22°08'.90N., 068°45'.50E
and
21°36'.40N., 068°58'.99E
22°06'.00N., 068°48'.40E
and
21°35'.69N., 068°57'.00E
22°03'.09N., 068°47'.19E
21°50'.99N., 068°25'.00E
and
21°53'.20N., 068°25'.00E
22°04'.09N., 068°45'.00E
22°04'.09N., 068°30'.00E
22°05'.29N., 068°25'.00E

Insert  22°07'.19N., 068°25'.00E
 22°06'.09N., 068°30'.00E
22°06'.09N., 068°42'.99E
and
22°10'.96N., 068°47'.54E
22°07'.03N., 068°46'.82E



Chart 291 [previous update 161/22]

Insert pecked line , - - - - - , joining; 22°52'.99N., 068°42'.99E
22°41'.19N., 069°04'.99E
and
22°40'.19N., 069°04'.99E
22°51'.49N., 068°43'.40E
and
22°39'.84N., 069°04'.99E
22°51'.00N., 068°43'.59E
and
22°38'.90N., 069°04'.80E
22°49'.49N., 068°44'.19E
and
22°38'.69N., 069°00'.70E

*162 (17/22)

**INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway.
Recommended Route. Continued.**

Insert

pecked line , - - - - - , joining;

22°38'.19N., 068°56'.70E

22°35'.50N., 068°54'.00E

22°29'.90N., 068°51'.50E

and

22°29'.90N., 068°51'.50E

22°17'.00N., 068°45'.50E

22°08'.90N., 068°45'.50E

and

22°08'.90N., 068°46'.59E

22°16'.60N., 068°46'.59E

22°28'.49N., 068°51'.94E

and

22°35'.05N., 068°54'.79E

22°37'.20N., 068°57'.18E

22°37'.90N., 069°00'.79E

22°37'.00N., 068°57'.54E

22°34'.69N., 068°55'.19E

22°27'.90N., 068°52'.19E

and

22°16'.50N., 068°47'.00E

22°08'.90N., 068°47'.00E

and

22°08'.90N., 068°48'.04E

22°16'.29N., 068°48'.04E

22°26'.49N., 068°52'.75E

and

22°26'.49N., 068°52'.75E

22°34'.09N., 068°56'.10E

22°36'.00N., 068°58'.10E

22°37'.15N., 069°00'.99E

22°37'.15N., 069°04'.99E

and

22°37'.90N., 069°04'.99E

22°37'.90N., 069°00'.79E

and

22°07'.19N., 068°25'.00E

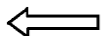
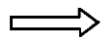


***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

22°06'.09N., 068°30'.00E
 22°06'.09N., 068°42'.99E
 and
 21°53'.20N., 068°25'.00E
 22°04'.09N., 068°45'.00E
 22°04'.09N., 068°30'.00E
 22°05'.29N., 068°25'.00E
 and
 21°35'.69N., 068°57'.00E
 22°03'.09N., 068°47'.19E
 21°50'.99N., 068°25'.00E
 and
 21°36'.40N., 068°58'.99E
 22°06'.00N., 068°48'.40E
 and

Insert



22°48'.45N., 068°47'.31E
 22°10'.96N., 068°47'.54E
 22°50'.06N., 068°47'.31E
 22°26'.17N., 068°50'.29E
 22°07'.03N., 068°46'.82E

Chart 271 [previous update 161/22]

Insert pecked line , - - - - - , joining;

22°53'.00N., 068°43'.00E
 22°41'.20N., 069°05'.00E
 and
 22°40'.20N., 069°05'.00E
 22°51'.50N., 068°43'.40E
 and
 22°39'.85N., 069°05'.00E
 22°51'.00N., 068°43'.60E
 and
 22°49'.50N., 068°44'.20E
 22°38'.90N., 069°04'.80E
 22°38'.90N., 069°04'.80E

*162 (17/22)

**INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway.
Recommended Route. Continued.**

Insert

pecked line , - - - - - , joining;

22°38'.70N., 069°00'.70E

22°38'.20N., 068°56'.70E

22°35'.50N., 068°54'.00E

22°29'.90N., 068°51'.50E

22°17'.00N., 068°45'.50E

22°08'.90N., 068°45'.50E

and

22°37'.90N., 069°05'.00E

22°37'.90N., 069°00'.80E

22°37'.20N., 068°57'.18E

22°35'.05N., 068°54'.79E

22°28'.50N., 068°51'.95E

22°16'.60N., 068°46'.60E

22°08'.90N., 068°46'.60E

and

22°37'.90N., 069°00'.80E

22°37'.00N., 068°57'.55E

22°34'.70N., 068°55'.19E

22°27'.90N., 068°52'.19E

22°16'.50N., 068°47'.00E

22°08'.90N., 068°47'.00E

and

22°37'.15N., 069°05'.00E

22°37'.15N., 069°01'.00E

22°36'.00N., 068°58'.10E

22°34'.10N., 068°56'.10E

22°26'.50N., 068°52'.75E

22°16'.30N., 068°48'.05E

22°08'.90N., 068°48'.05E

and

22°07'.20N., 068°25'.00E

22°06'.10N., 068°30'.00E

22°06'.10N., 068°43'.00E

and

21°53'.20N., 068°25'.00E

22°04'.10N., 068°45'.00E



***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

22°04'.10N., 068°30'.00E

22°05'.30N., 068°25'.00E

and

21°35'.70N., 068°57'.00E

22°03'.10N., 068°47'.20E

21°51'.00N., 068°25'.00E

and

21°36'.40N., 068°59'.00E

22°06'.00N., 068°48'.40E

and

Insert



22°48'.45N., 068°47'.31E

22°10'.96N., 068°47'.54E



22°50'.06N., 068°47'.31E

22°26'.17N., 068°50'.29E



22°38'.76N., 069°07'.21E

22°07'.03N., 068°46'.82E

Chart 251 (INT 7318) [previous update 161/22]

Insert pecked line , - - - - - , joining;

22°53'.00N., 068°43'.00E

22°41'.20N., 069°05'.00E

and

22°40'.20N., 069°05'.00E

22°51'.50N., 068°43'.40E

and

22°39'.85N., 069°05'.00E

22°51'.00N., 068°44'.00E

and

22°49'.50N., 068°44'.20E

22°38'.90N., 069°04'.80E

22°38'.70N., 069°00'.70E

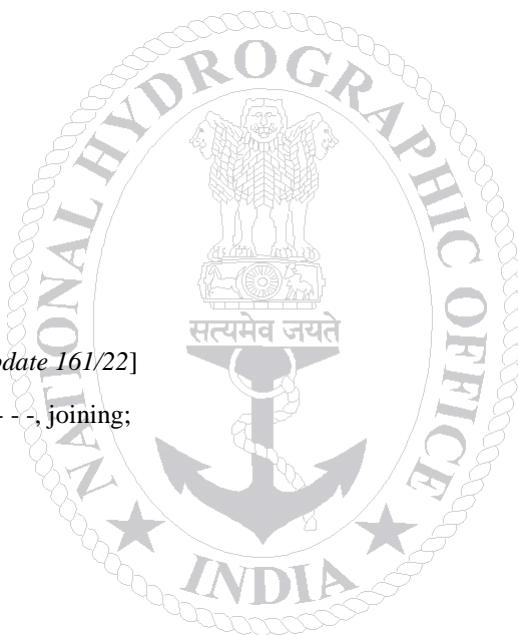
22°38'.20N., 068°56'.70E

22°35'.50N., 068°54'.00E

22°29'.90N., 068°51'.50E

22°17'.00N., 068°45'.50E

22°13'.00N., 068°45'.50E



*162 (17/22)

INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.

Insert

pecked line , - - - - - -, joining;

and

22°37'.90N., 069°05'.00E

22°37'.90N., 069°00'.80E

22°37'.21N., 068°57'.19E

22°35'.05N., 068°54'.80E

22°28'.50N., 068°51'.95E

22°16'.60N., 068°46'.60E

22°13'.00N., 068°46'.60E

and

22°37'.90N., 069°00'.80E

22°37'.00N., 068°57'.55E

22°34'.70N., 068°55'.20E

22°27'.90N., 068°52'.20E

22°16'.50N., 068°47'.00E

22°13'.00N., 068°47'.00E

and

22°37'.15N., 069°05'.00E

22°37'.15N., 069°01'.00E

22°36'.00N., 068°58'.10E

22°34'.10N., 068°56'.10E

22°26'.50N., 068°52'.75E

22°16'.30N., 068°48'.05E

22°13'.00N., 068°48'.05E

and

22°48'.45N., 068°47'.31E

22°50'.06N., 068°47'.31E

22°26'.17N., 068°50'.29E



Insert

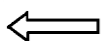
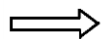


Chart 252 (INT 7325) [previous update 161/22]

Insert

Pecked line , - - - - - -, joining;

22°29'.00N., 068°51'.08E

22°17'.00N., 068°45'.50E

22°08'.90N., 068°45'.50E

and

22°29'.00N., 068°52'.17E

22°16'.60N., 068°46'.60E

22°08'.90N., 068°46'.60E

*162 (17/22)

INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.

Insert

pecked line , - - - - - , joining;

and

22°29'.00N., 068°52'.68E

22°16'.50N., 068°47'.00E

22°08'.90N., 068°47'.00E

and

22°29'.00N., 068°53'.85E

22°16'.30N., 068°48'.05E

22°08'.90N., 068°48'.05E

and

22°36'.40N., 068°59'.00E

22°06'.00N., 068°48'.40E

and

21°35'.70N., 068°57'.00E

22°03'.10N., 068°47'.20E

21°51'.00N., 068°25'.00E

and

21°53'.20N., 068°25'.00E

22°04'.10N., 068°45'.00E

22°04'.10N., 068°30'.00E

22°05'.30N., 068°25'.00E

and

22°07'.20N., 068°25'.00E

22°06'.10N., 068°30'.00E

22°06'.10N., 068°43'.00E

and

22°10'.96N., 068°47'.54E

22°26'.17N., 068°50'.29E

22°07'.03N., 068°46'.82E



Insert

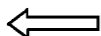
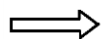


Chart 202 [previous update 161/22]

Insert

pecked line , - - - - - , joining;

22°53'.00N., 068°43'.00E

22°43'.56N., 069°00'.60E

and

22°42'.50N., 069°00'.60E

22°51'.50N., 068°43'.40E

and

*162 (17/22)

**INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway.
Recommended Route. Continued.**

Insert

pecked line , - - - - - , joining;

22°42'.14N., 069°00'.60E

22°51'.00N., 068°43'.60E

and

22°41'.06N., 069°00'.60E

22°49'.49N., 068°44'.20E

and

22°38'.69N., 069°00'.60E

22°38'.20N., 068°56'.70E

22°35'.50N., 068°54'.00E

22°29'.90N., 068°51'.50E

22°17'.00N., 068°45'.50E

22°08'.90N., 068°45'.50E

and

22°37'.86N., 069°00'.60E

22°37'.21N., 068°57'.19E

22°35'.05N., 068°54'.80E

22°28'.50N., 068°51'.95E

22°16'.60N., 068°46'.60E

22°08'.90N., 068°46'.60E

and

22°37'.84N., 069°00'.60E

22°37'.00N., 068°57'.55E

22°34'.70N., 068°55'.20E

22°27'.90N., 068°52'.20E

22°16'.50N., 068°47'.00E

22°08'.90N., 068°47'.00E

and

22°37'.00N., 069°00'.60E

22°36'.00N., 068°58'.10E

22°34'.10N., 068°56'.10E

22°26'.50N., 068°52'.75E

22°16'.30N., 068°48'.05E

22°08'.90N., 068°48'.05E

and

22°04'.00N., 068°49'.12E

22°06'.00N., 068°48'.40E



***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

and
22°07'.20N., 068°25'.00E

22°06'.10N., 068°30'.00E
22°06'.10N., 068°43'.00E

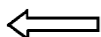
and
22°04'.00N., 068°44'.82E

22°04'.10N., 068°45'.00E
22°04'.10N., 068°30'.00E

22°05'.30N., 068°25'.00E
and

Insert 

22°48'.45N., 068°47'.31E



22°10'.96N., 068°47'.54E



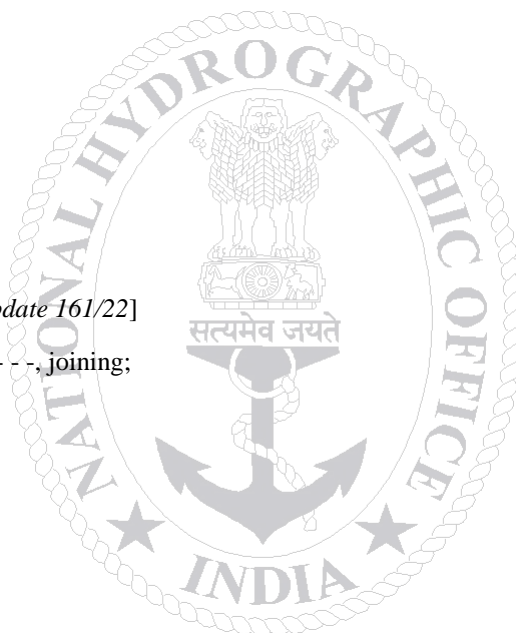
22°50'.06N., 068°47'.31E

22°26'.17N., 068°50'.29E

22°07'.03N., 068°46'.82E

Chart 203 (INT 7319) [previous update 161/22]

Insert pecked line , - - - - - , joining;



22°37'.65N., 069°42'.60E

22°37'.50N., 069°40'.00E

22°37'.40N., 069°37'.70E

22°39'.00N., 069°32'.39E

22°39'.00N., 069°27'.60E

22°36'.09N., 069°18'.40E

22°36'.20N., 069°16'.60E

22°39'.10N., 069°10'.00E

and

22°35'.65N., 069°43'.82E

22°35'.35N., 069°40'.00E

22°35'.80N., 069°37'.20E

22°37'.30N., 069°32'.20E

22°36'.85N., 069°27'.60E

22°34'.40N., 069°19'.70E

22°34'.50N., 069°16'.59E

22°37'.40N., 069°10'.00E

and

*162 (17/22)

**INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway.
Recommended Route. Continued.**

Insert

pecked line , - - - - - , joining;

22°38'.38N., 069°10'.00E

22°35'.35N., 069°16'.80E

22°35'.06N., 069°18'.06E

22°35'.30N., 069°19'.20E

22°37'.95N., 069°27'.60E

and

22°36'.70N., 069°37'.35E

22°38'.30N., 069°32'.40E

and

22°38'.05N., 069°32'.30E

22°36'.40N., 069°37'.35E

and

22°36'.50N., 069°40'.00E

22°36'.75N., 069°43'.20E

and

22°36'.25N., 069°40'.00E

22°36'.50N., 069°43'.35E

and

22°51'.93N., 068°45'.00E

22°41'.20N., 069°05'.00E

and

22°40'.20N., 069°05'.00E

22°50'.66N., 068°45'.00E

and

22°39'.85N., 069°05'.00E

22°50'.27N., 068°45'.00E

and

22°49'.09N., 068°45'.00E

22°38'.90N., 069°04'.80E

22°38'.70N., 069°00'.70E

22°38'.20N., 068°56'.70E

22°35'.50N., 068°54'.00E

22°29'.90N., 068°51'.50E

22°17'.00N., 068°45'.50E

22°12'.00N., 068°45'.50E

and



*162 (17/22)

INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.

Insert

pecked line , - - - - - , joining;

22°37'.90N., 069°05'.00E

22°37'.90N., 069°00'.80E

22°37'.21N., 068°57'.19E

22°35'.05N., 068°54'.80E

22°28'.50N., 068°51'.95E

22°16'.60N., 068°46'.60E

22°12'.00N., 068°46'.60E

and

22°37'.90N., 069°00'.80E

22°37'.00N., 068°57'.55E

22°34'.70N., 068°55'.20E

22°27'.90N., 068°52'.20E

22°16'.50N., 068°47'.00E

22°12'.00N., 068°47'.00E

and

22°37'.15N., 069°05'.00E

22°37'.15N., 069°01'.00E

22°36'.00N., 068°58'.10E

22°34'.10N., 068°56'.10E

22°26'.50N., 068°52'.75E

22°16'.30N., 068°48'.05E

22°12'.00N., 068°48'.05E

and

22°48'.45N., 068°47'.31E

22°50'.06N., 068°47'.31E

22°26'.17N., 068°50'.29E

22°38'.76N., 069°07'.21E

22°38'.12N., 069°29'.93E

22°36'.15N., 069°38'.65E



Insert



Chart 204 [previous update 161/22]

Insert

Pecked line , - - - - - , joining

22°15'.70N., 068°48'.05E

22°08'.90N., 068°48'.05E

and

22°08'.90N., 068°47'.00E

22°15'.70N., 068°47'.00E

*162 (17/22)

INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.

Insert

pecked line , - - - - - , joining;

and
22°15'.70N., 068°46'.60E
22°08'.90N., 068°46'.60E

and
22°15'.70N., 068°45'.50E
22°08'.90N., 068°45'.50E

and
22°36'.40N., 068°59'.00E
22°06'.00N., 068°48'.40E

and
21°35'.70N., 068°57'.00E
22°03'.10N., 068°47'.20E

and
21°51'.00N., 068°25'.00E

and
21°53'.20N., 068°25'.00E
22°04'.10N., 068°45'.00E

and
22°04'.10N., 068°30'.00E
22°05'.30N., 068°25'.00E

and
22°07'.20N., 068°25'.00E
22°06'.10N., 068°30'.00E

and
22°06'.10N., 068°43'.00E

and
22°10'.96N., 068°47'.54E

22°07'.03N., 068°46'.82E



Insert



Chart 2068 [previous update 161/22]

Insert

pecked line , - - - - - , joining;

22°39'.10N., 069°10'.00E
22°36'.20N., 069°16'.60E

22°36'.10N., 069°18'.40E
22°39'.00N., 069°27'.60E

22°39'.00N., 069°32'.40E
22°37'.40N., 069°37'.70E

22°37'.50N., 069°40'.00E
22°37'.65N., 069°42'.60E

*162 (17/22)

INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.

Insert

pecked line , - - - - - , joining;

and

22°37'.40N., 069°10'.00E

22°34'.50N., 069°16'.60E

22°34'.40N., 069°18'.70E

22°36'.85N., 069°27'.60E

22°37'.30N., 069°32'.20E

22°35'.80N., 069°37'.20E

22°35'.35N., 069°40'.00E

22°35'.65N., 069°43'.82E

and

22°36'.50N., 069°40'.00E

22°36'.75N., 069°43'.20E

and

22°36'.25N., 069°40'.00E

22°36'.50N., 069°43'.35E

and

22°36'.70N., 069°37'.35E

22°38'.30N., 069°32'.40E

and

22°38'.05N., 069°32'.30E

22°36'.40N., 069°37'.35E

and

22°38'.38N., 069°10'.00E

22°35'.35N., 069°16'.80E

22°35'.06N., 069°18'.06E

22°35'.30N., 069°19'.20E

22°37'.95N., 069°27'.60E

and

22°49'.25N., 069°50'.00E

22°41'.20N., 069°05'.00E

and

22°40'.20N., 069°05'.00E

22°48'.05N., 068°50'.00E

and

22°39'.85N., 069°05'.00E

22°47'.67N., 068°50'.00E



***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

and
22°46'.52N., 068°50'.00E
22°38'.90N., 069°04'.80E
22°38'.70N., 069°00'.70E
22°38'.20N., 068°56'.70E
22°35'.50N., 068°54'.00E
22°26'.68N., 068°50'.00E

and
22°37'.90N., 069°05'.00E
22°37'.90N., 069°00'.80E
22°37'.20N., 068°57'.19E
22°35'.05N., 068°54'.80E
22°24'.16N., 068°50'.00E

and
22°37'.90N., 069°00'.80E
22°37'.20N., 068°57'.19E
22°35'.05N., 068°54'.80E
22°24'.16N., 068°50'.00E

and
22°37'.15N., 069°05'.00E
22°37'.15N., 069°01'.00E
22°36'.00N., 068°58'.10E
22°34'.10N., 068°56'.10E
22°24'.07N., 068°51'.63E

and
22°38'.76N., 069°07'.21E
22°38'.12N., 069°29'.93E
22°36'.15N., 069°38'.65E



Insert



Chart 2080 [previous update 154/22]

Insert Pecked line , - - - - - , joining;

22°37'.56N., 069°41'.00E
22°37'.65N., 069°42'.60E

and
22°36'.58N., 069°41'.00E
22°36'.75N., 069°43'.20E

***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

and
22°36'.32N., 069°41'.00E
22°36'.50N., 069°43'.35E

and
22°35'.43N., 069°41'.00E
22°35'.65N., 069°43'.82E

Chart 2079 (INT 7329) [previous update 161/22]

Insert pecked line , - - - - - , joining;

22°39'.00N., 069°29'.20E
22°39'.00N., 069°32'.40E
22°37'.40N., 069°37'.70E
22°37'.50N., 069°40'.00E
22°37'.65N., 069°42'.60E

and
22°37'.00N., 069°29'.20E
22°37'.30N., 069°32'.20E
22°35'.80N., 069°37'.20E
22°35'.34N., 069°40'.00E
22°35'.65N., 069°43'.82E

and
22°36'.50N., 069°40'.00E
22°36'.75N., 069°43'.20E

and
22°36'.25N., 069°40'.00E
22°36'.50N., 069°43'.35E

and
22°36'.70N., 069°37'.35E
22°38'.30N., 069°32'.40E

and
22°38'.04N., 069°32'.30E
22°36'.40N., 069°37'.35E

and
22°38'.12N., 069°29'.93E
22°36'.15N., 069°38'.65E



Insert



***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Chart 2060 (INT 7332) [previous update 161/22]

Insert pecked line , - - - - - -, joining;

22°39'.00N., 069°32'.40E

22°37'.40N., 069°37'.70E

22°37'.50N., 069°40'.00E

22°37'.65N., 069°42'.60E

and

22°37'.12N., 069°30'.40E

22°37'.30N., 069°32'.20E

22°35'.80N., 069°37'.20E

22°35'.35N., 069°40'.00E

22°35'.65N., 069°43'.82E

and

22°36'.70N., 069°37'.35E

22°38'.30N., 069°32'.40E

and

22°38'.05N., 069°32'.30E

22°36'.40N., 069°37'.35E

and

22°36'.50N., 069°40'.00E

22°36'.75N., 069°43'.20E

and

22°36'.25N., 069°40'.00E

22°36'.50N., 069°43'.35E

and

22°36'.15N., 069°38'.65E



Insert



Chart 2031 (INT 7326) [previous update 161/22]

Insert pecked line , - - - - - -, joining;

22°24'.00N., 068°48'.75E

22°35'.50N., 068°54'.00E

22°37'.00N., 068°55'.50E

and

22°24'.00N., 068°49'.92E

22°35'.05N., 068°54'.80E

22°37'.00N., 068°56'.96E

and

22°24'.00N., 068°50'.42E

***162 (17/22) INDIA WEST COAST – Gulf of Kachchh – Traffic Separation Scheme, Safety Fairway. Recommended Route. Continued.**

Insert pecked line , - - - - - , joining;

22°34'.70N., 068°55'.20E

22°37'.00N., 068°57'.55E

and

22°24'.00N., 068°51'.60E

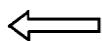
22°34'.09N., 068°56'.10E

22°36'.00N., 068°58'.10E

22°37'.00N., 069°00'.62E

and

Insert



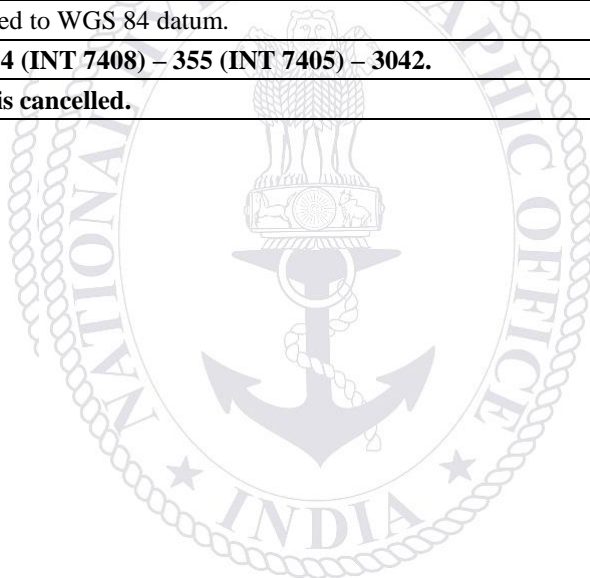
22°26'.17N., 068°50'.29E



Section – III

TEMPORARY AND PRELIMINARY NOTICE

*163 (T) (17/22)	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° 19′.60N., 82° 21′.04E.
Olinda Star	16° 18′.97N., 82° 15′.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 152 (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 01 Sep 22: -

2020 Series - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833
2021 Series - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437
445 446 461 476 489 497 513 536 546 562 569 571 583 584 593 597 601 603 606 613 615
617 623 630 636 637 638 639 640 641 642

3. NAVAREA VIII Warnings issued during the period from 16 Aug 22 to 31 Aug 22 (both dates inclusive) are as tabulated below: -

<p>616. India West Coast - off Trivandrum. Charts IN 22 261 273 7706 INT 706. Rocket launch from Thumba (08-32.05N 076-52.02E) scheduled 19 to 29 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 290800 UTC Aug 22.</p>
<p>617. Bay of Bengal – Zulfiquar Channel. Charts IN 31 351 BA 90 INT 7419. Buoy B-5 (21-31.39N 089-28.83E) reported missing.</p>
<p>618. India West Coast - off Daman. Charts IN 21 209 254 292 INT 7331. IFB Tulsi Devi reported flooding in anchored position 20-30N 072-44E at 0355 UTC 17 Aug 22. Crew rescued.</p>
<p>619. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 22, 23 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 231130 UTC Aug 22.</p>
<p>620. India East Coast - off Gopalpur. Charts IN 31 305 352 353 391 INT 7413. Army air defence firing scheduled from 22 to 24 Aug 22 from 0130 to 0830 UTC and 0930 to 1430 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point B and C. Wide berth from area advised.</p> <p>2. Cancel this MSG 241530 UTC Aug 22.</p>
<p>621. NAVAREA VIII -Warnings in force as on 18 Aug 2022</p> <p>2021 Series - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833</p> <p>2022 Series - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437</p> <p>445 446 461 476 489 497 513 528 536 546 562 564 569 571 578 583 584 585 590 593 597</p> <p>599 600 601 603 605 606 608 613 614 615 616 617 618 619 620 621</p> <p>(A) NAVAREA VIII warnings less than 42 days promulgated via safetynet.</p> <p>(B) Text of NAVAREA VIII warning inforce including those which no longer broadcast available in www.hydrobharat.gov.in.</p> <p>2. Cancel this MSG 261000 UTC Aug 22.s</p>
<p>622. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 22 Aug 22 from 0430 to 0630 UTC and 0830 to 1030 UTC and 23, 24, 25, 26 Aug 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.</p> <p>2. Cancel this MSG 260930 UTC Aug 22.</p>
<p>623. India West Coast - off Mumbai. Charts IN 21 255 292 INT 7334. Key Gibraltar will carry out offshore installation activities in area bounded within 18-59N to 19-03N and 071-43E TO 071-47.32E. Wide berth from area advised.</p> <p>2. Cancel this MSG 191830 UTC Feb 23.</p>
<p>624. Cancel NAVAREA VIII MSG 605/22 and this MSG.</p>
<p>625. India West Coast - off Porbandar. Charts IN 21 252 292 INT 7325. Firing by CG aircraft scheduled on 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.</p> <p>2. Cancel this MSG 261100 UTC Aug 22.</p>
<p>626. India East Coast - Visakhapatnam. Charts IN 31 308 354 391 3002 INT 7410. Firing scheduled on 24</p>

<p>626. continued Aug 22 from 0001 to 0130 UTC in danger area bounded by (a) 17-42N 083-18E (b) 17-48N 083-35E (c) 17-31N 083-32E and arc of 17 NM radius joining point B and C. Wide berth from area advised. 2. Cancel this MSG 240230 UTC Aug 22.</p>
<p>627. Andaman Sea - off Port Blair. Charts IN 41 405 473 4016 INT 7031. Firing scheduled on 25 and 26 Aug 22 from 1000 to 1200 UTC in danger area bounded by 11-40.8N 092-45.9E, 11-38.13N 093-00.7E, 11-30.65N 092-56.9E, 11-26.33N 092-50.27E. Wide berth from area advised. 2. Cancel this MSG 261300 UTC Aug 22.</p>
<p>628. India West Coast - Okha. Charts IN 21 202 203 2068 INT 7319. Firing scheduled on 25 Aug 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 250830 UTC Aug 22.</p>
<p>629. Indian Ocean - off Reunion Island. Charts IN 7702 BA 712 INT 702. Naval gunnery exercise scheduled on 23 Aug 22 from 0200 to 1200 UTC in danger area bounded by 21-26S 055-2.5E, 21-12S 054-57E, 21-19.5S 054-25.9E, 21-39S 054-33.5E. Wide berth from area advised. 2. Cancel this MSG 231300 UTC Aug 22.</p>
<p>630. India East Coast – off Sagar I. Charts IN 31 301 351 INT 7419. Bangladesh fishing boats (a) Mayer Daya reported sunk in approximate position (21-15.46N 088-51.62E) on 20 Aug 22 (b) Abdulla-1 reported sunk in approximate position (21-01.39N 087-49.52E) on 21 Aug 22.</p>
<p>631. Cancel NAVAREA VIII MSG 608/22 and this MSG.</p>
<p>632. India East Coast - Paradip. Charts IN 352 3010 3041 INT 7418. DGNSS (20-15.32N 086-39.38E) transmission will be switched off from 260030 UTC to 261230 UTC Aug 22 for maintenance. 2. Cancel this MSG 261230 UTC Aug 22.</p>
<p>633. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 29, 30 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 301130 UTC Aug 22.</p>
<p>634. India East Coast - off Chennai. Charts IN 356 3001 INT 7400. Firing scheduled on 30 Aug 22 from 0830 to 0930 UTC in danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised. 2. Cancel this MSG 301030 UTC Aug 22.</p>
<p>635. India West Coast - off Trivandrum. Charts IN 22 261 273 7706 INT 752. Rocket launch scheduled 30 Aug to 06 Sep 22 from 0530 to 0700 UTC. Danger sector 110 NM between azimuth 220 and 260 from Thumba 08-32.05N 076-52.01E. Wide berth from area advised. 2. Cancel this MSG 060800 UTC Sep 22.</p>
<p>636. NAVAREA VIII - Warnings in force as on 26 Aug 2022 2021 Series - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833 2022 Series - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 476 489 497 513 528 536 546 562 569 571 583 584 585 590 593 597 601 603 606 613 615 616 617 623 630 633 634 635 636 (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 www.hydrobharat.gov.in. 2. Cancel this MSG 021830 UTC Sep 22.</p>
<p>637. India East Coast - off Chennai. Charts IN 313 356 357 INT 7397. Asean Restorer progressing cable repair in area bounded by 12-57.7N 080-24.37E, 12-55.03N 080-29.16E, 12-54.09N 080-28.61E, 12-56.80N 080-23.76E(.). Wide berth of 01 NM requested. 2. Cancel this MSG 021830 UTC Sep 22.</p>
<p>638. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 01, 02, 03, 05, 06, 07, 08 Sep 22 from 0430 to 0630 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 D. Wide berth from area advised. 2. Cancel this MSG 081130 UTC Sep 22.</p>
<p>639. Andaman Sea - off Cinque I. Charts IN 405 473 INT 7031. Firing scheduled from 010330 to 011030 UTC and 020330 to 020730 UTC Sep 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 020830 UTC Sep 22.</p>
<p>640. India West Coast - Kochi. Charts IN 22 220 259 2004 2029 INT 7358. Firing scheduled on (a) 02, 09, 16, 23, 30 Sep 22 from 0900 to 1200 UTC and 1230 to 1430 UTC (b) 05, 12, 19, 26 Sep 22 from 0900 to 1200 UTC in</p>

<p>640. continued 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. 2. Cancel this MSG 301530 UTC Sep 22.</p>
<p>641. India West Coast - off Mumbai. Charts IN 21 211 255 292 INT 7334. Albatross 5 progressing cable route survey in area bounded by 19-04.33N 072-39.64E, 19-03.86N 072-39.87E, 19-01.88N 072-35.97E, 19-01.43N 072-32.46E, 19-02.05N 072-32.36E, 19-02.52N 072-35.75E. Length of tow 250 meters from stern. Wide berth requested. 2. Cancel this MSG 041830 UTC Sep 22.</p>
<p>642. Indian Ocean. Charts IN 7073 7707 INT 707. Semi-submerged vessel reported adrift in approximate position 06-10.98S 091-51.05E at 310550 UTC Aug 22. 2. Cancel this MSG 030550 UTC Sep 22.</p>

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

7.1

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

NIL

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, 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.

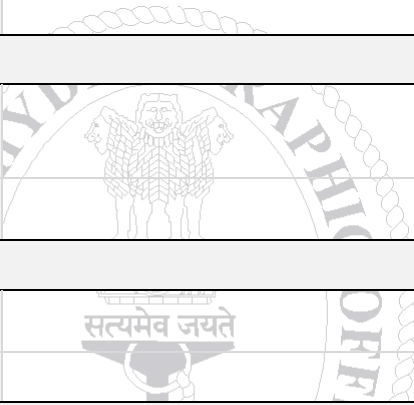

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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

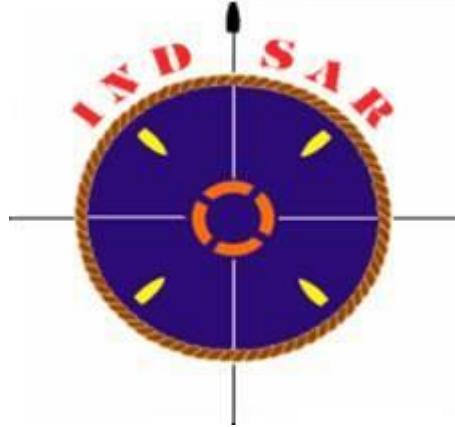


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object of Changes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

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