

INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2022

(CONTAINS NOTICES 164 TO 172)

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

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

2. The new edition Indian 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>
IN42068G	2068	GULF OF KACHCHH DEEP WATER ROUTE	06 SEP 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>
IN42068G	2068	GULF OF KACHCHH DEEP WATER ROUTE	10 MAR 2022

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

VI

Availability of ENC's

The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the worldwide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

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	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
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	



SECTION – I

The list of charts affected by the Notices 166 to 172 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	166, 167(T), 171(T), 172(T)
22 (INT 752)	3	167(T), 171(T)
31(INT 756)	5	169(T), 170(T), 171(T), 172(T)
32 (INT 754)	5	164, 169(T), 170(T), 171(T), 172(T)
33 (INT 755)	5	169(T), 170(T), 171(T), 172(T)
41 (INT 757)	6	169(T)
205	2	171(T)
206	2	171(T)
208	2	166
209	3	166
211	3	171(T)
212	3	171(T)
213	3	171(T)
215	3	171(T)
216	4	171(T)
219	4	171(T)
221	4	171(T)
224	5	171(T)
225	5	164
252 (INT 7325)	2	171(T)
253 (INT 7328)	2	171(T)
254 (INT 7331)	3	166
255 (INT 7334)	3	171(T)
256 (INT 7340)	3	171(T)
257 (INT 7343)	4	171(T)
258 (INT 7348)	4	171(T)
259 (INT 7356)	4	171(T)
260 (INT 7362)	4	171(T)
262 (INT 7365)	5	171(T)
263 (INT 7383)	5	164
264	5	164
268 (INT 7353)	4	167(T), 171(T)
272	4	171(T)
273	4	167(T), 171(T)
291	2	172(T)
292 (INT 7021)	2	166, 171(T)
293 (INT 7022)	3	167(T), 171(T)
305	5	171(T)
308 (INT 7409)	5	170(T)
313	5	169(T)
315	5	172(T)
316	5	172(T)
352 (INT 7416)	5	170(T), 171(T)
353 (INT 7413)	5	171(T)
354 (INT 7408)	5	168(T), 170(T)

355 (INT 7405)	5	168(T), 170(T)
356 (INT 7400)	5	169(T), 170(T), 171(T)
357 (INT 7397)	5	169(T), 170(T), 171(T)
358 (INT 7394)	5	172(T)
391	5	168(T), 169(T), 170(T), 171(T)
404 (INT 7439)	6	169(T)
405 (INT 7440)	6	169(T)
472 (INT 7032)	6	169(T)
473 (INT 7031)	6	169(T)
2008	3	171(T)
2023	4	171(T)
2028	3	171(T)
2032	4	171(T)
2037	5	171(T)
2044	2	166
2047	4	167(T)
2053	4	171(T)
2101 (INT 7347)	2	166
2109	3	166
2121	2	171(T)
2123	3	165
2353	3	171(T)
3001 (INT 7402)	5	169(T)
3004 (INT 7403)	5	169(T)
3034	5	171(T)
3042	5	168(T)
3043	5	171(T)
3044	5	171(T)
4115	6	169(T)
7071 (INT 71)	1	169(T), 172(T)
7073 (INT 73)	1	169(T), 172(T)
7702 (INT 702)	1	172(T)
7703 (INT 703)	1	172(T)
7706 (INT 706)	1	169(T), 172(T)
7707 (INT 707)	1	172(T)

SECTION – II

PERMANENT NOTICE

***164 (18/22) SRI LANKA – INDIA – WEST COAST – Colombo to Galle –Wreck.**

Source: BA Notice 2913/22.

Chart 32 (INT 754) [previous update 143/22]

Insert



06° 57′·20N., 079° 48′·90E.

06° 57′·18N., 079° 48′·86E.

Chart 263 (INT 7383) [previous update 151/22]

Insert



06° 57′·20N., 079° 48′·90E.

06° 57′·18N., 079° 48′·86E.

Chart 264 [previous update 180/21]

Insert



06° 57′·18N., 079° 48′·79E.

06° 57′·16N., 079° 48′·75E.

Chart 225 [previous update 180/21]

Insert



06° 57′·18N., 079° 48′·78E.

06° 57′·16N., 079° 48′·74E.

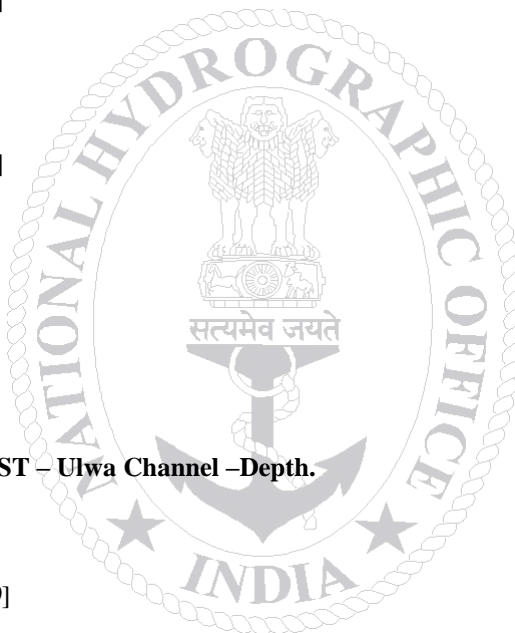
***165 (18/22) INDIA WEST COAST – Ulwa Channel –Depth.**

Source: JNPT, Mumbai.

Chart 2123 [previous update 156/20]

Substitute '14.4' for '14.7' , centered on;

18° 58′·57N., 072° 57′·15E.



***166 (18/22) INDIA – WEST COAST – TAPI RIVER– Light.**

Source: Hazira Shipping & Offshore Division.

Chart 21 [previous update 162/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

Chart 292 (INT 7021) [previous update 162/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

Chart 254 (INT 7331) [previous update 142/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

Chart 2044 [previous update 068/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

Chart 208 [previous update NE 31 Dec 2021]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

Chart 209 [previous update 142/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

Chart 2101 (INT 7347) [previous update 068/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

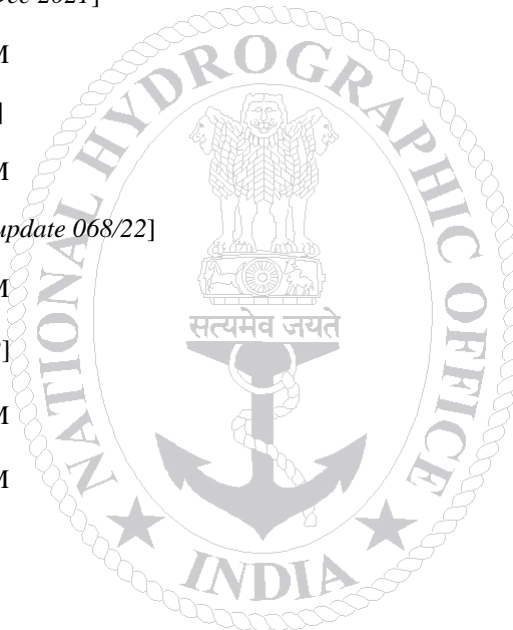
Chart 2109 [previous update 068/22]

Insert  Fl.Y. 20m1M

21° 09′.50N., 072° 40′.48E.

 Fl.Y. 18m1M

21° 09′.50N., 072° 40′.49E.



Section – III

TEMPORARY AND PRELIMINARY NOTICE

167 (T) (18/22)	INDIA – WEST COAST – Arabian Sea – Data Buoys and Tsunami Buoys.	
Source: NIOT, Chennai.		
1. Following yellow color data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:-		
Buoy No./Name	Position	Chart Affected
AD07/OB	14° 56′.03N., 068° 59′.18E	293 (INT 7022)
AD09/OB	08° 10′.00N., 073° 15′.00E	22 (INT 752), 273
AD10/OB	10° 19′.13N., 072° 35′.52E	22 (INT 752), 273, 268 (INT 7353)
CBO2/CB	10° 52′.43N., 072° 12′.60E	22 (INT 752), 273, 268 (INT 7353), 2047
STBO2/TB	20° 48′.00N., 065° 20′.45E	21
2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.		
3. All positions are in WGS 84 datum.		
Former INTM 130 (T)/22 is cancelled.		

*168 (T) (18/22)	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° 31′.69N., 82° 35′.92E.	
DS Fortune	19° 37′.84N., 71° 17′.77E.	
Platinum Explorer	16° 19′.60N., 82° 21′.04E.	
Olinda Star	16° 19′.19N., 82° 16′.36E.	
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 163 (T)/22 is cancelled.		

***169 (T) (18/22) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys and Tsunami Buoys.**

Source: NIOT, Chennai.

1. Following yellow color data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:-

Buoy No./Name	Position	Chart Affected
BD08/OB	17° 49′.25N., 89° 12′.50E	31(INT 756)
BD09/OB	17° 30′.13N., 89° 08′.28E	31(INT 756)
BD10/OB	16° 18′.32N., 87° 59′.20E	31(INT 756)
BD12/OB	10° 27′.35N., 94° 07′.97E	41 (INT 757), 472 (INT 7032)
CB01/CB	11° 35′.33N., 92° 35′.77E	33 (INT 755), 41 (INT 757), 473 (INT 7031), 404 (INT 7439), 405 (INT 7440), 4115
CB06/CB	13° 06′.05N., 80° 18′.95E	32 (INT 754), 33 (INT 755), 356 (INT 7400), 357 (INT 7397), 391, 313, 3001 (INT 7402), 3004 (INT 7403)
TB09/TB	17° 07′.25N., 90° 00′.00E	31(INT 756)
Arctic Buoy/OB	12° 00′.88N., 78° 56′.78E	31(INT 756), 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)

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.

Former INTM 117 (T)/22 is cancelled.

*170 (T) (18/22) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.				
Source: NIO, Goa.				
1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-				
ADCP Mooring	Positions		Depth (in metres)	Charts affected
BOPS13	12° 00′.60N	80° 07′.97E	182	32 (INT 754), 33 (INT 755), 357 (INT 7397)
BOPD13	12° 00′.72N	80° 13′.03E	213, 417, 770	32 (INT 754), 33 (INT 755), 357 (INT 7397)
BOND5	14° 29′.91N	80° 24′.91E	163, 367	31 (INT 756), 32, 356 (INT 7400), 391
BOKD13	16° 01′.88N	82° 03′.59E	160, 367, 747	31 (INT 756), 32, 308 (INT 7409), 391, 355 (INT 7405)
BOKS13	16° 10′.68N	81° 58′.88E	164	31 (INT 756), 32, 308 (INT 7409), 391, 355 (INT 7405)
BOVD12	17° 45′.34N	84° 03′.04E	146, 356	31 (INT 756), 32, 308 (INT 7409), 391, 354 (INT 7408)
BOVS13	17° 48′.24N	83° 59′.09E	98, 170	31 (INT 756), 32, 308 (INT 7409), 391, 354 (INT 7408)
BOGS14	19° 25′.89N	85° 42′.24E	167	31 (INT 756), 352 (INT 7416)
BOGD14	19° 24′.02N	85° 47′.36E	177, 381, 684	31 (INT 756), 352 (INT 7416)
BODD5	19° 58′.53N	88° 19′.60E	88, 272	31 (INT 756)
2. All positions referred to WGS 84 datum.				
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.				
Former INM 127 (T)/22 is cancelled.				

*171 (T) (18/22)		INDIAN OCEAN – Northern Part – Wave Rider Buoys.	
Source: INCOIS.			
1. Moored yellow coloured Wave Rider Buoys (WRB) are deployed by INCOIS in following positions:-			
WRB Buoy	Positions		Charts affected
WRB Gopalpur	19° 15'.27N	84° 56'.13E	3043 – 305 – 31 (INT 756) – 352 (INT 7416) – 353 (INT 7413)
WRB Krishnapatnam	14° 16'.33N	80° 11'.25E	3034 – 391 – 31 (INT 756) – 32 (INT 754) – 356 (INT 7400) – 33 (INT 755)
WRB Pondicherry	11° 55'.67N	79° 50'.88E	3044 – 32 (INT 754) – 357 (INT 7397)
WRB Tuticorin	08° 52'.93N	78° 17'.72E	2037– 224 – 262 (INT 7365) – 32 (INT 754)
WRB Kollam	08° 52'.13N	76° 32'.80E	2032 – 221 – 22 (INT 752) – 259 (INT 7356) – 260 (INT 7362) – 32 (INT 754)
WRB Kozhikode	11° 17'.90N	75° 39'.80E	2053 – 219 – 22 (INT 752) – 258 (INT 7348) – 259 (INT 7356) – 272
WRB Karwar	14° 48'.88N	74° 03'.12E	2008 – 215 – 216 – 2353 – 22 (INT 752) – 257 (INT 7343) – 293 (INT 7022)
WRB Ratnagiri	16° 58'.60N	73° 15'.20E	2028 – 212 – 213 – 22 (INT 752) – 256 (INT 7340) – 293 (INT 7022)
WRB Versova	19° 07'.92N	72° 44'.22E	21 – 211– 22 (INT 752) – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022)
WRB Veraval	20° 53'.23N	70° 23'.58E	205 – 206 – 21 – 2121 – 253 (INT 7328) – 252 (INT 7325) – 292 (INT 7021)
WRB Kavaratti	10° 32'.23N	72° 36'.63E	2023 – 22 (INT 752) – 268 (INT 7353) – 273
2. All positions referred to WGS 84 datum.			
3. Vessels operating in vicinity are to maintain a safe distance from buoys and exercise caution.			
4. Former INTM 132 (T)/22 is cancelled.			

***172 (T) (18/22) INDIAN OCEAN - NORTHERN PART - RAMA Buoys.**

Source: NOAA.

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

Buoy No./Name	Position
RA185A	15° 01'.70N., 089° 02'.50E
RA184A	00° 00'.00N., 089° 57'.60E
RA176A	00° 59'.00S., 100° 22'.90E
RA175A	01° 32'.90S., 080° 34'.00E
RA183A	07° 56'.00N., 067° 06'.10E
RA182A	04° 13'.60N., 066° 41'.20E
RA181A	08° 07'.70S., 110° 32'.90E
RA180A	00° 24'.80N., 067° 01'.60E
RA179A	01° 36'.30S., 066° 49'.50E
RA177A	04° 06'.50S., 057° 10'.00E
RA178A	09° 24'.80S., 051° 07'.10E
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° 05'.20S., 067° 00'.30E
RT035	12° 11'.50S., 067° 13'.90E
RT032	25° 06'.80N., 062° 20'.00E

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

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 158(T)/22 is cancelled.**

SECTION – IV

MARINE INFORMATION

1. **NAVTEX TRANSMISSION**

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

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

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

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

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

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

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

6. **USAGE OF THURAYA/ IRIDIUM AND SATELLITE PHONE**

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

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

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

7. **CAUTIONARY NOTE**

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

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

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

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

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

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

List of Indian Chart Agents

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

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

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

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

2021 Series - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833 833
2022 Series - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 476 489 497 513 518 519 536 546 569 571 583 584 597 601 606 613 615 617 623 630 640 645 646 651 656 657 659 660 661 664 666 669 670 672 674 675 677 679 680 681 682

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

643. Indian Ocean - off Reunion Island. Charts IN 7702 BA 712 INT 702. Gunnery exercise scheduled on 02 Sep 22 from 1000 to 1400 UTC in danger area bounded by 21-26S 055-02.5E, 21-12S 054-57E, 21-19.5S 054-25.9E, 21-39S 054-33.5E. Wide berth from area advised. 2. Cancel this MSG 021600 UTC Sep 22.
644. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 03, 05 Sep 22 from 1330 to 1530 UTC in danger area bounded by (a) 20-57N 086-54E (b) 21-13N 087-23E (c) 21-31N 087-42E (d) 21-41N 087-45E. Danger area extending upto coastline joining point A and D. Wide berth from area advised. 2. Cancel this MSG 051630 UTC Sep 22.
645. India East Coast – off Gopalpur. Charts IN 31 305 352 353 391 INT 7413. Army air defense firing scheduled from 05 to 10 Sep, 12 to 15 Sep, 21 to 30 Sep 22 from 0130 to 0830 UTC and 0930 to 1430 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point B and C. Wide berth from area advised. 2. Cancel this MSG 301530 UTC Sep 22.
646. India West Coast - Alappuzha. Charts IN 22 221 260 INT 7362. Thottapalli LT (09-19.18N 076-22.80E) unlit.
647. India West Coast - off Mormugao. Charts IN 22 214 293 INT 7022. Subsurface firing scheduled on 05, 06 Sep 22 from 0330 to 1230 UTC Sep 22 in danger area bounded within 15-15N to 15-30N and 072-36E to 072-51E. Wide berth from area advised. 2. Cancel this MSG 061330 UTC Sep 22.
648. India West Coast - off Porbandar. Charts IN 21 204 252 271 292 INT 7325. IAF firing from Kathiawar range scheduled from 06 to 10 Sep and 12 to 15 Sep 22 from 0330 to 0530 and 0730 to 0930 UTC in danger area bounded by 22-12N 068-36.33E, 21-15.5N 069-04E, 21-09N 069-40E, 21-15.5N 069-42.5E, 22-05.75N 068-49E. Wide berth from area advised. 2. Cancel this MSG 151030 UTC Sep 22.
649. India West Coast - off Mumbai. Charts IN 21 211 255 292 INT 7334. Albatross 5 will carry out cable route survey in area bounded by (a) 18-59.84N 072-27.54E, 18-59.03N 072-28.45E, 18-54.09N 072-28.14E, 18-52.98N 072-26.57E, 18-53.70N 072-25.53E, 18-54.68N 072-26.99E from 04 to 06 Sep 22 (b) 18-50.09N 072-08.14E, 18-46.47N 072-03.34E, 18-40.27N 071-52.04E, 18-38.45N 071-47.47E, 18-39.86N 071-47.02E, 18-46.69N 072-01.60E, 18-48.31N 072-03.47E, 18-51.05N 072-07.43E from 07 to 10 Sep 22 . Length of tow 250 meters from stern. Wide berth requested. 2. Cancel this MSG 101830 UTC Sep 22.
650. NAVAREA VIII - Warnings in force as on 02 Sep 2022 2021 Series - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833 2022 Series - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 476 489 497 513 536 546 569 571 583 584 593 597 601 603 606 613 615 617 623 630 638 640 641 642 644 645 646 647 648 649 (A) NAVAREA VIII warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII warning in force including those which no longer broadcast available in www.hydrobharat.gov.in

650. Continued
2. Cancel this MSG 091000 UTC Sep 22.
651. India West Coast - Gulf of Kachchh. Charts IN 21 203 2068 INT 7319. Salaya channel buoy kachchh drifted to 22-36.48N 069-17.59E.
652. Southern Indian Ocean. Charts IN 7070 7072 7073 INT 73. Space debris predicted in area bounded by 53-18S 152-00E, 49-42S 150-18E, 26-12S 065-30E, 29-30S 061-06E from 05 to 10 Sep 22 between 0031 and 0445 UTC.
2. Cancel this MSG 100545 UTC Sep 22.
653. Cancel NAVAREA VIII MSG 635/22 and this MSG.
654. India East Coast - off Balasore. Charts IN 31 351 INT 7419. Experimental flight trial scheduled on 07, 08 Sep 22 from 1330 to 1530 UTC in danger area bounded by (a) 20-57N 086-54E (b) 21-13N 087-23E (c) 21-31N 087-42E (d) 21-41N 087-45E. Danger area extending up to coastline joining point A and D. Wide berth from area advised.
2. Cancel this MSG 081630 UTC Sep 22.
655. India East Coast – off Visakhapatnam. Charts IN 31 354 391 INT 7408. Subsurface firing scheduled on 07 Sep 22 from 1500 TO 1900 UTC in danger area bounded within 17-02.20N to 17-11.80N and 084-05.50E to 084-15.50E. Wide berth from area advised.
2. Cancel this MSG 072000 UTC Sep 22.
656. Arabian Sea. Charts IN 7071 7072 7703 INT 703. SLFV Sunshine-4 reported sunk in approximate position 07-55N 068-39E AT 040630 UTC Sep 22. Crew rescued.
657. Andaman Sea - Campbell Bay. Charts 41 471 4039 INT 757. DGPS (07-00.5N 093-56.2E) transmission switched off at 0530 UTC on 05 Sep 22 for maintenance.
658. India East and West Coast. National data center of NAIS will be switched off from 070330 to 071530 UTC Sep 22 for maintenance.
2. Cancel This MSG 071630 UTC Sep 22.
659. India East Coast. Charts IN 31 355 391 INT 7405. Rig move. DDKG 1 (16-31.69N 082-35.92E). Refer to 163(T) of INTM 17/22. Wide Berth Requested.
660. India West Coast - off Mumbai. Charts IN 21 211 255 292 INT 7334. SV Fugro mapper progressing survey in vicinity of 19-40.40N 071-19.38E, 19-14.45N 070-58.88E, 18-43.09N 072-19.12E, 19-14.75N 072-06.45E, 19-10.61N 070-57.65E, 19-34.76N 071-20.54E, 19-07.39N 072-06.43E, 19-37.31N 071-19.97E, 18-34.53N 072-16.75E, 18-29.42N 072-14.73E, 18-44.55N 072-19.60E, 19-05.34N 072-06.88E(.) Length of tow 150 meters from stern. Wide berth requested.
2. Cancel this MSG 131830 UTC Oct 22.
661. India West Coast - off Mumbai. Charts IN 21 255 292 INT 7334. CS Asean restorer will carry out cable repair operations in area bounded by 18-41.87N 072-04.3E, 18-39.45N 071-59.45E, 18-34.99N 071-56.26E, 18-33.83N 071-58.18E, 18-37.54N 072-00.51E, 18-39.95N 072-05.35E FROM 08 SEP TO 22 SEP 22. Wide berth of 01NM requested.
2. Cancel this MSG 221830 UTC Sep 22.
662. India West Coast - off Kochi. Charts IN 22 220 259 260 INT 752. Surface and subsurface firing scheduled from 120330 to 131130 UTC Sep 22 in danger area bounded by 09-42N 075-50E, 09-42N 075-40E, 09-52.60N 075-19.50E, 09-52N 075-50E. Wide berth from area advised.
2. Cancel this MSG 131230 UTC Sep 22.
663. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG aircraft scheduled on 13, 14 Sep 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 141130 UTC Sep 22.
664. India West Coast - off Mumbai. Charts IN 21 211 255 292 INT 7334. Albatross 5 will carry out cable route survey along with (a) 18-27.61N 071-21.8E, 18-27.27N 071-21.93E, 18-13.7N 070-54.72E, 18-14.16N 070-54.17E, 18-20.86N 071-07.15E FROM 11 TO 14 SEP 22 (b) 18-14.16N 070-54.17E, 18-13.77N 070-54.62E, 18-10.09N 070-53.80E, 18-02.51N 070-49.18E, 17-40.05N 070-26.61E, 17-41.5N 070-24.72E, 17-46.79N 070-29.28E, 17-51.74N 070-36.69E, 18-03.04N 070-48.77E, 18-10.03N 070-52.95E, 18-13.26N 070-53.2 FROM 15 TO 20 SEP 22 . Length of tow 250 meters from stern. Wide berth requested.
2. Cancel this MSG 201830 UTC Sep 22.
665. India East Coast - Pamban I. Charts IN 317 358 3016 INT 7394. LT (09-17.28N 079-13.11E) switched off for maintenance.
666. NAVAREA VIII - Warnings in force as on 09 Sep 2022
2021 Series - 017 147 286 340 387 392 447 463 478 479 544 629 658 690 759 761 771 833
2022 Series - 049 093 117 118 134 162 180 194 237 253 259 270 286 313 391 423 436 437 445 446 461 476 489 497 513 518 519 536 546 569 571 583 584 597 601 606 613 615 617

<p>666. Continued 623 630 640 645 646 648 649 651 652 656 657 659 660 661 662 663 664 665 (A) NAVAREA VIII warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII warning in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 161000 UTC Sep 22.</p>
<p>667. Andaman Sea. Charts IN 41 7071 BA 830 INT 757. Capsized barge reported adrift 11-02.80N 094-55.77E at 081905 UTC Sep 22. 2. Cancel this MSG 111905 UTC Sep 22.</p>
<p>668. India East Coast - off Visakhapatnam. Charts IN 31 354 INT 7408. Subsurface firing scheduled from 151200 to 151800 UTC Sep 22 in danger area bounded by 17-44N 083-48E, 17-48N 083-42E, 17-58N 083-52E, 17-58N 084-19E, 17-44.20N 084-05E. Wide berth from area advised. 2. Cancel this MSG 151900 UTC Sep 22.</p>
<p>669. India East Coast - off Sagar I. Charts IN 31 301 351 INT 7419. Firing by CG aircraft scheduled on 15, 20, 22 Sep 22 from 0430 to 1030 UTC in danger area bounded within 20-37N to 20-52N and 088-30E to 089-00E. Wide berth from area advised. 2. Cancel this MSG 221130 UTC Sep 22.</p>
<p>670. India West Coast - off Mormugao. Charts IN 22 215 257 293 294 7705 INT 752. Firing scheduled on 15 Sep 22 from 0930 to 1230 UTC and 17, 19 Sep 22 from 0230 to 0530 UTC and 0930 to 1230 UTC in danger areas bounded by (a) 15-16N 072-24E, 13-30N 073-02E, 14-31N 071-24E, 15-36N 071-50E, 15-16N 072-24E (b) 17-23N 070-35E, 16-58N 071-25E, 16-24N 072-09E, 14-31N 071-24E, 16-15N 068-37E. Wide berth from area advice. 2. Cancel this MSG 191330 UTC Sep 22.</p>
<p>671. India East Coast - Visakhapatnam. Charts IN 31 308 354 391 3002 INT 7410. Firing scheduled on 14 Sep 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 140230 UTC Sep 22.</p>
<p>672. India West Coast - off Mormugao. Charts IN 22 214 257 293 7705 INT 705. Subsurface firing scheduled on 15, 16, 20 Sep 22 from 0230 TO 1430 UTC in danger area bounded by 15-16N 072-24E, 13-30N 073-02E, 14-31N 071-24E, 15-36N 071-50E, 15-16N 072-24E. Wide berth from area advised. 2. Cancel this MSG 201530 UTC Sep 22.</p>
<p>673. India East Coast - off Balasore. Charts IN 31 301 351 3011 INT 7419. IAF exercise scheduled 12 to 14 Sep 22 from 0330 to 1100 UTC in danger area bounded by (a) 20-57N 086-54E (b) 21-41N 087-54E (c) 21-31N 087-42E (d) 21-13N 087-23E. Danger area extending upto coastline joining point A and B. Wide berth from area advised. 2. Cancel this MSG 141200 UTC Sep 22.</p>
<p>674. India East Coast. Charts IN 31 355 INT 7405. Rig move. Olinda star (16-19.19N 082-16.36E). Refer to 163(T) of INTM 17/22. Wide berth requested.</p>
<p>675. India East Coast - off Chennai. Charts IN 32 313 356 391 INT 7400. Firing by CG aircraft scheduled on 16 Sep 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 161230 UTC Sep 22.</p>
<p>676. India East Coast - off Balasore. Charts IN 31 301 351 3011 INT 7419. IAF exercise scheduled on 15 Sep 22 from 0400 to 1100 UTC in danger area bounded by (a) 20-57N 086-54E (b) 21-41N 087-54E (c) 21-31N 087-42E (d) 21-13N 087-23E. Danger area extending upto coastline joining point A and B. Wide berth from area advised. 2. Cancel this MSG 151200 UTC Sep 22.</p>
<p>677. India West Coast - off Porbandar. Charts IN 21 204 252 271 292 INT 7325. IAF firing from kathiawar range scheduled 16 to 17 Sep 22 from 0330 to 1030 UTC in danger area bounded by 22-12N 068-36.33E, 21-15.5N 069-04E, 21-09N 069-40E, 21-15.5N 069-42.5E, 22-05.75N 068-49E. Wide berth from area advised. 2. Cancel this MSG 171130 UTC Sep 22.</p>
<p>678. Cancel NAVAREA VIII MSG 665/22 and this MSG.</p>
<p>679. Indian Ocean. Charts IN 7070 7707 INT 707. Vessel reported adrift in approximate position 07-08.20S 091-07.32E at 130534 UTC Sep 22. 2. Cancel this MSG 160534 UTC Sep 22.</p>
<p>680. India West Coast - Okha. Charts IN 22 268 293 2023 INT 7319. Samiyani I LT (22-29.50N 069-05.47E) unlit.</p>
<p>681. Lakshadweep Sea - off Kavaratti I. Charts IN 22 268 273 2023 INT 7319. Firing scheduled on 16 Sep 22 from 0130 to 1030 UTC in danger area bounded by 10-33.18N 072-38.05E, 10-32.36N 072-38.45E, 10-31.54N 072-37.54E, 10-32.36N 072-37.13E. Wide berth from area advised.</p>

681. Continued

2. Cancel this MSG161130 UTC Sep 22.

682. India West Coast - off Mumbai. Charts IN 21 204 254 255 292 INT 7021. Samudra sarvekshak progressing survey from 15 Sep to 25 Oct 22 in vicinity of 19-21.17N 070-51.07E, 19-14.48N 071-55.50E, 19-25.06N 071-45.76E, 20-11.59N 072-17.33E, 20-25.80N 071-53.78E, 20-21.16N 071-52.83E, 20-20.87N 072-13.94E, 19-10.62N 070-53.02E, 19-23.15N 071-51.37E, 21-39.46N 068-49.27E, 19-02.27N 071-28.55E, 18-46.85N 072-17.12E, 18-17.31N 072-20.91E. Wide berth requested.

2. Cancel this MSG 251830 UTC Oct 22.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter - 2 (Page 98)

CHEMPLAST SANMAR MARINE TERMINAL
(KARAIKAL)

Article 2.18, para 5,

Pilotage: delete and replace by

5 **Pilotage.** Pilotage is compulsory. Pilots board in the following positions:

Port (10°50'.63N 79°57'.14E);

Sanmar Marine Terminal (10°50'.90N 79°54'.00E)

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteri stics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7350.18	UMM AL QAYWAYN -No 7	25 35.53 N 55 34.95 E *	Q G	Green Δ on green beacon 5	..
F0563.5	Kelshi (Anjarle)	17 51.74 N 73 04.93 E	FI W 15s	57	23	Octagonal RCC Tower with black and white alternative Horizontal bands(05 bands with black band on top) 30	..
	*			*	*	*	*

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

PAGE 175, SINGAPORE, Vessel Traffic Information Service, PRE-ARRIVAL NOTIFICATION (PAN) REPORT section.

Delete and replace by:

ELECTRONIC PRE-ARRIVAL NOTIFICATION (EPAN) REPORT:

See FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS.

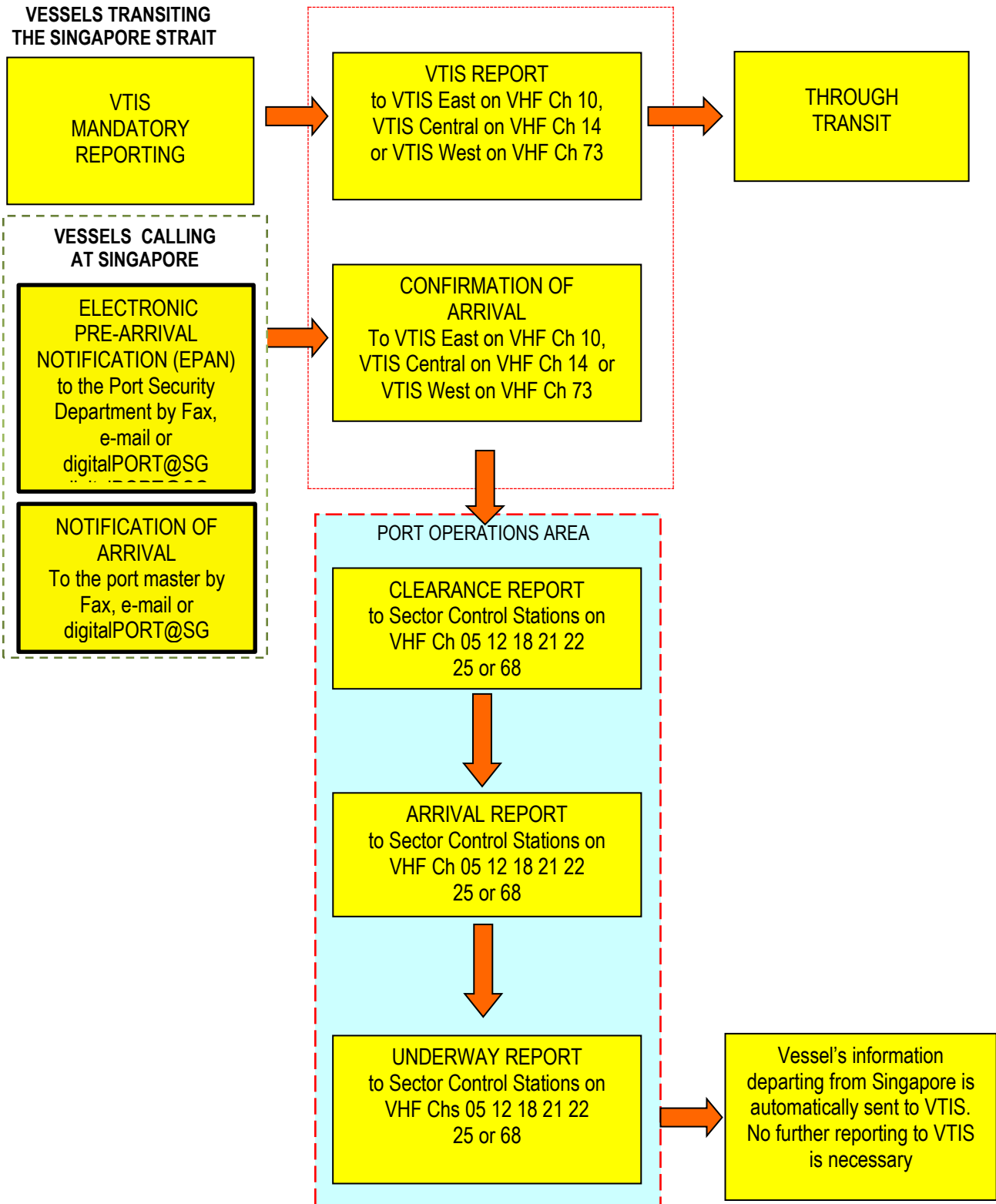
(1) **Participation is mandatory** for the following:

- (a) Passenger vessels, including high speed passenger craft
 - (b) Cargo vessels, including high speed craft of 500 gt and over
 - (c) Mobile off shore units, including mobile off shore drilling units
- (2) The owner, agent or Master must submit the PAN Report to the Port Security Department via fax or e-mail at least 24h prior to the arrival of the vessel at Singapore.
- (3) The vessel's agent based in Singapore may submit the PAN through MPA's online system: digitalPORT@SG (<https://digitalport.mpa.gov.sg>).
- (4) Vessels which are not required to submit a PAN, will submit the revised declaration in the Notification of Arrival.
- (5) The owners and agents are encouraged to forward soft copies of the revised ePAN to their shipmasters.
- (6) The revised version of ePAN is available for download at the following web address: <https://www.mpa.gov.sg>.

NOTIFICATION OF ARRIVAL REPORT:

- (1) The owner, agent or Master of any passenger vessel or vessel of 300 gt or more shall notify the Port Master at least 12h prior to arrival. A vessel coming from a nearby port, with less than 12h steaming time shall immediately, on departure from such port notify the Port Master.
- (2) The Notification of Arrival report shall be addressed to the Port Master and should contain the following information:
- (a) Vessel's name
 - (b) Call sign
 - (c) MMSI number
 - (d) IMO number
 - (e) Draught
 - (f) Height
 - (g) Agent
 - (h) ETA
 - (i) Direction from which the vessel is approaching Singapore. Note: Only one direction is to be indicated
 - (j) Intended location
 - (k) Purpose of port call
 - (l) Last port
 - (m) Is the vessel carrying any arms and/or explosives
 - (n) Remarks. The following information is to be declared as appropriate:
 - (i) Conditions affecting the navigation of the vessel such as defective propulsion machinery, steering equipment, thrusters, list and/or awkward tows
 - (ii) Fire hazards on board. These include hazards involving dangerous goods
 - (iii) Nature of damage in the case of damaged vessels
 - (iv) Nature of immediate assistance required on arrival (if any) such as medical or fire-fighting
- (3) The report can be transmitted via e-mail to noa@mpa.gov.sg, fax, telex or through MPA's online system: digitalPORT@SG (<https://digitalport.mpa.gov.sg>).
- (4) Owners, agents, or Masters of vessels carrying hazardous and noxious substances in bulk are reminded of the requirement to provide 24h advance notification on the details of such cargoes they are carrying.

**FLOW DIAGRAM OF
VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS**



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, inoh@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.

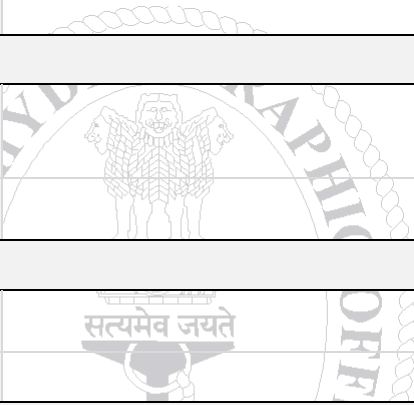

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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