



INDIAN NOTICES TO MARINERS



EDITION NO. 01 DATED 01 JAN 2019

(CONTAINS NOTICES 031 TO 038)

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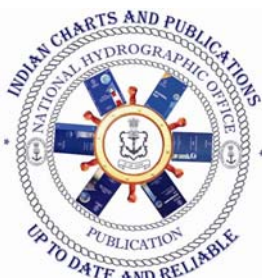
www.hydrobharat.gov.in

CONTENTS

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

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

FEEDBACK: msis-incho@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. Sl 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 a 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 Chart that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Remarks</i>
5010	15-12-2018	INDIAN MARITIME SAFETY AND SECURITY CHART LIMIT 31° 00'.00S; 33° 00'.00E. 30° 57'.00N; 105° 00'.00E.	1,25,00,000	PDF available on www.hydrobharat.gov.in

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
215	BETUL TO BELEKERI	1,50,000	New Chart
260 (INT 7362)	KOCHI (COCHIN) TO CAPE COMORIN	3,00,000	New Chart
261	EIGHT DEGREE CHANNEL TO CAPE COMORIN	3,00,000	New Chart
2020	MORMUGAO AND PANAJI	25,000	New Edition
2022 (INT 7345)	APPROACHES TO MORMUGAO	60,000	New Edition
2078 (INT 7346)	PORT OF MORMUGAO	12,500	New Edition
2529	GABRIEL AND ROUND ISLAND	50,000	New Chart
4102	WEST ISLAND	25,000	New Chart
7073 (INT 73)	INDIAN OCEAN EASTERN PART	1,00,00,000	New Chart
7703 (INT 703)	GULF OF ADEN TO THE MALDIVES AND THE SEYCHELLES GROUP	35,00,000	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 world wide 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	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.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	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

VI

TEMPORARY AND PRELIMINARY NOTICES

In Force 01 Jan 2019

(Former In Force List dated 01 Oct 2018 is cancelled)

Cancelled Notices	
Area	Notice No.
1	<i>Nil</i>
2	<i>182/12, 042/15, 087/15, 098/15, 109/15, 157/15, 158/15, 163/15, 047/16, 099/16, 152/16, 153/16, 077/18, 091/18, 098/18</i>
3	<i>237/10, 183/12, 195/13, 068/15, 185/15, 036/16, 078/16, 100/16, 113/16, 036/17, 036/18, 054/18, 083/18, 092/18, 135/18, 141/18, 153/18</i>
4	<i>Nil</i>

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

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
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NIL

2. INDIA WEST COAST – INDIAN OCEAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
066/15	271 – 251 (INT 7318) – 203 (INT 7319) – 2031 (INT 7326) – 2068 – 2013 (INT 7324).	INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Buoys.
121/15	21 – 22 – 292 – 293 – 255 – 211 – 2016.	INDIA – WEST COAST – Inner Approaches to Mumbai – Foul.
127/15	2040.	INDIA – WEST COAST – Porbandar Port – Jetty.
035/16	22 – 272 – 258 (INT 7348) – 218.	INDIA – WEST COAST – Azhikkal Anchorage – Racon.
046/16	202 – 203 (INT 7319) – 2031 (INT 7326) – 2068.	INDIA – WEST COAST – Gulf of Kachchh Deep Water Route – Buoy.
075/16	2016 (INT 7336) – 2015 (INT 7337). 21 – 22 (INT 752) – 23 – 292 (INT 7021) – 293 (INT 7022) – 273 – 268 (INT 7353) – 257 (INT 7343) – 214 – 2047 – 2022 (INT 7345) – 2020 – 7703 (INT 703) – 7705 (INT 705).	INDIA – WEST COAST – Port of Mumbai – Buoys. INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.
166/16		
045/17	2036 – 2103.	INDIA – WEST COAST – Dighi Port – Buoys.
064/17	253 (INT 7328) – 254 (INT 7331) – 207 – 2081 – 2100 (INT 7344).	INDIA – WEST COAST – Approaches to Port – Dredging Operation.
079/17	292 (INT 7021) – 254 (7331) – 207.	INDIA – WEST COAST – Diu Head to Gopnath Point – LIDAR.
105/17	260 (INT 7362) – 261 – 222 – 223 – 2012.	INDIA – WEST COAST – Vizhinjam Anchorage, Alleppey Anchorage – Buoys.
069/18	212 – 2011 – 2105.	INDIA – WEST COAST – Jaigarh and Angre Ports – Construction works.
085/18	21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2076 (INT 7338) – 2016 (INT 7336) – 2015 (INT 7337) – 2001.	INDIA – WEST COAST – Mumbai Docks – Construction Work.
116/18	21 – 203 (INT 7319) – 291 – 2080.	INDIA – WEST COAST – GULF of KACHCHH – Gulf of Kachchh Eastern Portion – Unlit Vessel.

VII

2. INDIA WEST COAST – INDIAN OCEAN. (Continued).

134/18 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338). INDIA – WEST COAST – Jawaharlal Nehru Port and Trombay– Construction work.

3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
094/12	33 – 41 (INT 757) – 402 – 403 – 404 (INT 7439) – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016.	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
212/12	3034.	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
159/13	31 – 41 (INT757) – 409 – 471 – 472 – 4039.	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.
101/16	31 – 352 (INT 7416) – 3041 – 3010 (INT 7418).	INDIA – EAST COAST – Paradip Port – RACON.
121/16	31 – 32 (INT 754) – 391 – 356 (INT 7400).	INDIA – EAST COAST – Chennai (Madras) to Ramayapatnam – Open Sea Cage.
168/16	31 – 32 (INT 754) – 33 – 356 (INT 7400) – 391 – 41 (INT 757) – 404 (INT 7439) – 405 – 472 (INT 7032) – 7706 (INT 706).	INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.
179/16	32 (INT 754) – 357 (INT 7397) – 3003.	INDIA – EAST COAST – Pudduherry Harbour – Data Buoy.
063/18	31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411).	INDIA – EAST COAST – Vishakhapatnam Harbour – Dredging.
090/18	31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411).	INDIA – EAST COAST – Vishakhapatnam Harbour – Construction Work.
118/18	31(INT 756) – 32 (INT 754) – 33 (INT 755) – 391 – 356(INT 7400) – 3034.	INDIA – EAST COAST – Approaches to Krishnapatnam – Buoy.
145/18	31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 352 – 355 (INT 7405) – 356 (INT 7400) – 357 (INT 7397) – 391 – 308.	INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.

4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

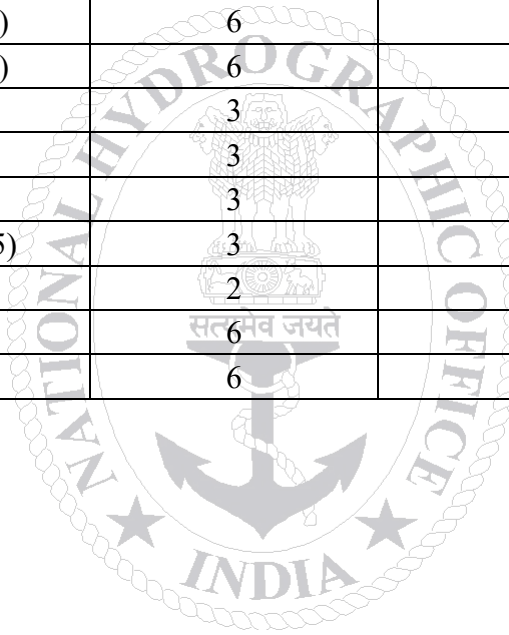
<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
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NIL

SECTION – I


The list of charts affected by the Notices 031 to 038 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	031, 033, 035
22 (INT 752)	3	037 (T)
203 (INT 7319)	2	031
209	3	035
210	3	034, 035
214	3	037 (T)
254 (INT 7331)	3	032
257 (INT 7343)	4	037 (T)
292 (INT 7021)	2	033
293 (INT 7022)	3	037 (T)
409 (INT 7448)	6	036 (T)
472 (INT 7032)	6	036 (T)
2008	3	038 (T)
2010	3	038 (T)
2020	3	037 (T)
2022 (INT 7345)	3	037 (T)
2080	2	031
4039	6	036 (T)
4182	6	036 (T)



SECTION – II**PERMANENT NOTICES*****031 (01/19) INDIA – WEST COAST – GULF OF KACHCHH – Gulf of Kachchh Eastern Portion – Wreck.**

Source: IH-102, INS Sarvekshak.

Chart 21 [previous update 166/18]Delete  22° 47'·95N., 69° 56'·97E.**Chart 203 (INT 7319)** [previous update 166/18]Delete  22° 47'·91N., 69° 56'·98E.**Chart 2080** [previous update 178/18]Delete  22° 47'·95N., 69° 56'·97E.***032 (01/19) INDIA – WEST COAST – Approaches to Gulf of Khambhat – Legend.**

Source: NHO, Dehradun.

Chart 254 (INT 7331) [previous update 159/18]Insert *Legend “Racon (C)”, centered on:* 21° 23'·75N., 72° 10'·00E.***033 (01/19) INDIA – WEST COAST – Dwarka to Mumbai – Submarine Pipeline, Legend.**

Source: NHO, Dehradun.

Chart 21 [previous update 031/19]Insert Submarine pipe line, , joining 20° 36'·00N., 72° 02'·20E.

20° 11'·50N., 72° 25'·50E.

20° 10'·75N., 72° 26'·80E.

20° 10'·40N., 72° 29'·60E.

Legend “Oil and Gas (see Note)”, centered on: 20° 24'·00N., 72° 16'·00E.**Chart 292 (INT 7021)** [previous update 160/18]Insert Submarine pipe line, , joining 20° 36'·00N., 72° 02'·20E.

20° 11'·50N., 72° 25'·50E.

20° 10'·75N., 72° 26'·80E.

20° 10'·40N., 72° 29'·60E.

Legend “Oil and Gas Pipelines (see Note)”, centered on: 20° 22'·70N., 72° 15'·80E.

***034 (01/19) INDIA – WEST COAST – Umargam to Satpati – Anchorage.**

Source: NHO, Dehradun.

Chart 210 [previous update 121/18]

Insert



20° 24'·00N., 72° 45'·10E.

***035 (01/19) INDIA – WEST COAST – Hazira to Umargam – Legend.**

Source: NHO, Dehradun.

Chart 21 [previous update 033/19]

Insert Legend “Racon (M)”, centered on:

20° 10'·00N., 72° 51'·00E.

Chart 210 [previous update 034/19]

Insert Legend “Racon (M)”, centered on:

20° 11'·50N., 72° 44'·25E.

Chart 209 [previous update 159/18]

Insert Legend “Racon (M)”, centered on:

20° 11'·50N., 72° 44'·35E.



SECTION – III**TEMPORARY AND PRELIMINARY NOTICES*****036 (T) (01/19) INDIA – Andaman Sea – Lights.**

Source: NHO.

- Following lights are temporarily unlit.

SI No	Position	Light Characteristics	Charts Affected
01	06° 59'·19N., 93° 55'·60E.	FL(2).10s45m6M	472, 409, 4182, 4039
02	06° 59'·45N., 93° 56'·28E.	Fl.5s	4182, 4039
03	07° 00'·42N., 93° 55'·09E.	Fl.5s22m5M	4182, 4039
04	07° 00'·44N., 93° 55'·08E.	Q.10m5M	4182, 4039

- Mariners are advised to navigate with caution in the area and contact local port authorities for more details. .
- Former INM 185(T)/15 is cancelled.**

***037 (T) (01/19) INDIA– WEST COAST– RACON.**

Source: DLL Mumbai.

- Following lighthouse RACON are reported inoperative.

SI No.	Name	Position	RACON Code	Charts Affected
(a)	Aguada Light	15° 29'·52N., 73° 46'·36E.	'O'	22 – 293 (INT 7022) – 257 (INT 7343) – 214 – 2022 (INT 7345) – 2020.

- Mariners are advised to contact local port authorities for more information.
- Former INM 099(T)/16 is cancelled.**

***038(T) (01/19) INDIA – WEST COAST – Karwar Naval Harbour – Buoy.**

Source: HQKNA.

- Following buoy is not in place:-

<u>Buoy No.</u>	<u>Position</u>	<u>Characteristic</u>	<u>Status</u>
No.7	14°45'·82N., 074°07'·67E	Fl.G.5s	Removed for maintenance

- Mariners are advised to navigate with caution in the area and contact local port authorities for more information.
- Former INM 152(T)/16 is cancelled.**

Charts affected – 2008 – 2010.

SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

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

Mauritius (Cassis) - Operational

Seychelles (Mahe)-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					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula 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 crew 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: - indsar@vsnl.net, or icgmrc_mumbai@mtnl.net. 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 for the above have been published in the fortnightly Indian Notices to Mariners Edition No 07 of 2018(01stApril 2018).

(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 off Mumbai harbour is mandatory for all Indian and foreign flag ships and vessels entering and leaving Mumbai harbour and Jawaharlal Nehru Port Trust (JNPT)/ Nhava-Shevaharbour irrespective of size.

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/ IRRIDUM AND SATELLITE PHONE**

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.

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).

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 Insrtuments 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, Biry 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@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.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 sanjeev.sharma@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>	

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 – 2016.

2. NAVAREA VIII Warnings in force as on 31 Dec 18:

2017 SERIES – 305 345 394 493 685 762 814 829 866
2018 SERIES – 047 222 312 341 343 348 375 418 428 471 481 542 562 567 604 625 661 722 746 758 767 773 815 818 824 826 829 845 855 856 857 860 861 870 879 884 886 888 890 891 892 893 894 896

3. NAVAREA VIII Warnings issued during the period from 16 Dec 18 to 31 Dec 18 (both dates inclusive) are as tabulated below:–

862. India East Coast – off Kakinada. Charts IN 31 354 355 391 INT 71. Firing by Naval Ships scheduled from 191700 to 211700 UTC Dec 18 in danger area bounded by 16-21.2N 085-15.4E, 16-54.5N 084-17.9E, 15-11.8N 082-12.7E, 13-33.4N 083-44.9E, 15-26.6N 085-46.6E. 2. Cancel this MSG 211800 UTC Dec 18.
863. India East Coast – off Kakinada. Charts IN 31 354 391 INT 71. Firing by Naval Ships scheduled on 20 and 21 Dec 18 from 0130 to 0630 and 1330 to 1630 UTC in danger area bounded by 15-05.5N 083-12.8E, 16-54.5N 084-17.9E, 16-21.2N 085-15.4E 15-26.6N 084-46.6E, 14-24.8N 083-54.6E. 2. Cancel this MSG 211730 UTC Dec 18.
864. Cancel NAVAREA VIII MSG 550/18 799 and this MSG. INTM 183/18 184 refers.
865. Cancel NAVAREA VIII MSG 843/18 and this MSG.
866. Bay of Bengal – off Trincomalee. Charts IN 32 INT 71. Abandoned submerged Fishing Trawler reported adrift 09-18N 081-44E at 161100 UTC Dec 18. 2. Cancel this MSG 191100 UTC Dec 18.
867. Central Bay of Bengal and Andaman Sea. Charts IN 33 41 471 INT 71. GSLV launch scheduled on 19 Dec 18 from 1030 to 1430 UTC from 13-43.2N 080-13.8E. 2. Danger zone as follows:- Zone -1: Circle of 10 NM around launcher Zone-2: 12-05N 084-50E, 12-50N 085-00E, 12-20N 086-20E, 11-35N 086-10E Zone-3: 10-55N 088-35E, 11-40N 088-45E, 11-05N 090-30E, 10-25N 090-20E Zone-4: 08-10N 095-10E, 09-50N 095-10E, 09-50N 096-05E, 08-10N 096-05E 3. Cancel NAVAREA VIII MSG 853/18 and this MSG 191530 UTC Dec 18.
868. India East Coast - Sagar I. Charts IN 3011 INT 71. DGPS (21-39N 088-03E) off.
869. NE Indian Ocean and Bay of Bengal. Charts IN 31 351 352 353 INT 71. Experimental Flight Trial scheduled from ITR on 23 and 24 Dec 18 from 0200 to 0600 UTC in danger zone bounded by 20-48.36N 087-02.58E, 18-12.36N 086-07.11E, 02-44.41N 085-32.76E, 03-14.68N 091-40.44E, 18-24.16N 088-30.44E, 20-48.76N 087-07.4E. 2. Cancel this MSG 240700 UTC Dec 18.
870. Lakshadweep Sea – off Colombo. Charts IN 264 BA 1587 INT 71. INS Jamuna progressing hydrographic survey in area bounded within 06-52.32N to 07-02.03N and 079-42.98E to 079-47.21E. Wide berth from Ship and Survey Boats requested. 2. Cancel this MSG 041830 UTC Jan 19.
871. India West Coast – Gulf of Khambhat. Charts IN 207 INT 71. Narmada Channel Buoys 6, 8 unlit, 7 unlit and shifted to 20-56N 072-09.4E, 9 drifted to 21-04.06N 072-10.53E. 2. Cancel NAVAREA VIII 372/18.
872. Cancel NAVAREA VIII MSG 868/18 and this MSG.
873. India West Coast – off Ratnagiri. Charts IN 22 256 293 INT 71. Firing by Naval Ships scheduled from 241430 to 271430 UTC Dec 18 in danger area bounded by 17-58N 069-23E, 16-15N 068-36E, 16-56N 071-34E, 14-58N 070-46E. 2. Cancel this MSG 271530 UTC Dec 18.
874. India East Coast – Bay of Bengal. Charts IN 31 351 352 INT 71. Experimental Flight Trial scheduled from ITR on 26 and 27 Dec 18 from 0430 to 0830 UTC in danger area bounded by 20-47.59N 087-01.83E, 20-33.58N 086-58.09E, 17-08.51N 087-05.29E, 17-58.23N 089-30.88E, 20-40.68N 087-18.82E, 20-49.15N 087-06.38E. 2. Cancel this MSG 270930 UTC Dec 18.
875. India West Coast – Gulf of Khambhat. Charts IN 207 INT 71. Narmada channel buoys 5, 6, 8 unlit, 7 unlit and shifted to 20-56N 072-09.4E, 9 drifted to 21-04.06N 072-10.53E. 2. Cancel NAVAREA VIII 871/18.

876.	Cancel NAVAREA VIII MSG 851/18 and this MSG.																												
877.	<p>NAVAREA VIII warnings in force as on 21 Dec 18:- 2017 SERIES- 305 345 394 493 685 762 814 829 866 2018 SERIES - 047 222 312 341 343 348 375 418 428 471 481 542 562 567 604 625 661 722 746 758 767 773 801 815 816 818 824 826 829 830 835 844 845 846 848 849 852 854 855 856 857 860 861 869 870 873 874 875 876 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in</p> <p>2. Cancel this MSG 281830 UTC Dec 18.</p>																												
878.	<p>India West Coast - off Ratnagiri. Charts IN 22 256 293 INT 71. Firing by Naval Ships scheduled from 260030 to 260730 UTC Dec 18 IN danger area bounded by 17-58N 069-23E, 16-15N 068-36E, 16-56N 071-34E, 14-58N 070-46E.</p> <p>2. Cancel NAVAREA VIII MSG 873/18 and this MSG 260830 UTC Dec 18.</p>																												
879.	<p>India West Coast - off Bhavnagar. Charts IN 208 2039 INT 71. Tug Varun reported sunk 21-42.65N 072-25.30E. Wide berth advised.</p>																												
880.	<p>Central Arabian Sea. Chart INT 71. SLFV Chethiya Putha reported adrift 09-06N 069-16E at 220330 UTC Dec 18.</p> <p>2. Cancel this MSG 250330 UTC Dec 18.</p>																												
881.	Cancel NAVAREA VIII MSG 869/18 and this MSG.																												
882.	<p>India West Coast – Okha. Charts IN 203 2068 INT 71. Firing by Naval Coast Battery scheduled on 28 Dec 18 from 0530 to 0730 UTC in danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.75N 069-04.05E.</p> <p>2. Cancel this MSG 280830 UTC Dec 18.</p>																												
883.	<p>India East Coast - Chennai. Charts IN 313 3001 INT 71. Firing by Naval Coast Battery scheduled on 28 Dec 18 from 0530 to 0730 UTC in danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E.</p> <p>2. Cancel this MSG 280830 UTC Dec 18.</p>																												
884.	<p>India East Coast. Charts IN 31 355 356 357 INT 71. Rig list:-</p> <table border="0"> <tr><td>ABAN II</td><td>16-39.01N 082-22.73E</td></tr> <tr><td>DEEP DRILLER8</td><td>16-40.09N 082-25.43E</td></tr> <tr><td>DDKG1</td><td>16-10.37N 082-39.09E New</td></tr> <tr><td>ESSAR WILDCAT</td><td>16-15.79N 082-09.07E</td></tr> <tr><td>JACK BATES</td><td>16-25.70N 082-23.43E</td></tr> <tr><td>SSV LOUISIANA</td><td>16-19.30N 082-21.70E</td></tr> <tr><td>OLINDA STAR</td><td>16-16.59N 082-16.36E</td></tr> <tr><td>DSR PLATINUM EXPLORER</td><td>16-18.79N 082-17.81E</td></tr> <tr><td>SAGAR RATNA</td><td>15-21.91N 080-31.91E</td></tr> <tr><td>SAGAR VIJAY</td><td>16-28.32N 082-22.34E</td></tr> <tr><td>WEST TELESTO</td><td>17-01.00N 082-25.00E</td></tr> </table> <p>2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 846.</p>	ABAN II	16-39.01N 082-22.73E	DEEP DRILLER8	16-40.09N 082-25.43E	DDKG1	16-10.37N 082-39.09E New	ESSAR WILDCAT	16-15.79N 082-09.07E	JACK BATES	16-25.70N 082-23.43E	SSV LOUISIANA	16-19.30N 082-21.70E	OLINDA STAR	16-16.59N 082-16.36E	DSR PLATINUM EXPLORER	16-18.79N 082-17.81E	SAGAR RATNA	15-21.91N 080-31.91E	SAGAR VIJAY	16-28.32N 082-22.34E	WEST TELESTO	17-01.00N 082-25.00E						
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885.	Cancel NAVAREA VIII MSG 848 874 and this MSG.																												
886.	<p>India West Coast – Gulf of Khambhat. Charts IN 207 INT 71. Narmada Channel Buoys 7, 9 lit and shifted to 20-56N 072-09.4E, 21-03.48N 072-11.15E and 8 unlit.</p> <p>2. Cancel NAVAREA VIII MSG 875/18.</p>																												
887.	<p>India West Coast – off Mumbai. Charts IN 211 INT 71. Uttan DGPS (19-17N 072-47E) off from 270330 UTC Dec 18.</p> <p>2. Cancel this MSG 281230 UTC Dec 18.</p>																												
888.	<p>India West Coast – off Diu Head. Charts IN 253 INT 71. Fishing boat Rangeela reported sunk in vicinity of 20-06N 070-46E. Wide berth advised.</p>																												
889.	<p>India West Coast. CHARTS IN 254 255 292 INT 71. Rig list:-</p> <table border="0"> <tr><td>ACTINIA</td><td>19-27.04N 071-01.19E</td></tr> <tr><td>CE THORNTON</td><td>18-35.38N 072-17.46E</td></tr> <tr><td>DEEP SEA MATDRILL</td><td>19-39.98N 071-35.75E</td></tr> <tr><td>FG MCCLINTOCK</td><td>19-24.01N 071-15.55E</td></tr> <tr><td>GREAT DRILL CHAAYA</td><td>18-37.24N 072-14.94E</td></tr> <tr><td>GREAT DRILL CHAARU</td><td>19-13.97N 072-12.32E New</td></tr> <tr><td>GREAT DRILL CHETNA</td><td>21-37.96N 068-26.41E</td></tr> <tr><td>GREAT DRILL CHITRA</td><td>19-22.58N 071-00.85E</td></tr> <tr><td>HARVEY H WARD</td><td>19-10.80N 070-59.01E</td></tr> <tr><td>JINDAL STAR</td><td>20-14.88N 071-57.76E</td></tr> <tr><td>JINDAL SUPREME</td><td>19-14.58N 072-14.66E</td></tr> <tr><td>JT ANGEL</td><td>19-35.30N 071-38.70E</td></tr> <tr><td>PARAMESWARA</td><td>22-55.80N 068-21.48E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-35.93N 070-57.18E</td></tr> </table>	ACTINIA	19-27.04N 071-01.19E	CE THORNTON	18-35.38N 072-17.46E	DEEP SEA MATDRILL	19-39.98N 071-35.75E	FG MCCLINTOCK	19-24.01N 071-15.55E	GREAT DRILL CHAAYA	18-37.24N 072-14.94E	GREAT DRILL CHAARU	19-13.97N 072-12.32E New	GREAT DRILL CHETNA	21-37.96N 068-26.41E	GREAT DRILL CHITRA	19-22.58N 071-00.85E	HARVEY H WARD	19-10.80N 070-59.01E	JINDAL STAR	20-14.88N 071-57.76E	JINDAL SUPREME	19-14.58N 072-14.66E	JT ANGEL	19-35.30N 071-38.70E	PARAMESWARA	22-55.80N 068-21.48E	SAGAR GAURAV	19-35.93N 070-57.18E
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<p>889.</p> <p>2.</p> <p>3.</p>	<p>Continued.</p> <p>SAGAR KIRAN 19-58.41N 072-24.11E</p> <p>SAGAR SHAKTI 19-15.95N 070-56.47E</p> <p>SAGAR UDAY 19-08.42N 070-53.87E</p> <p>TRIDENT II 19-19.47N 071-12.06E</p> <p>TRIDENT XII 18-44.96N 072-20.01E</p> <p>VALIANT DRILLER 19-33.05N 071-40.12E</p> <p>VICTORY DRILLER 19-28.70N 071-46.66E</p> <p>VIRTUE-I 19-15.20N 072-02.17E</p> <p>VIVEKANANDA1 18-36.12N 071-01.59E</p> <p>VIVEKANANDA2 19-11.05N 072-11.20E</p> <p>Wide berth requested.</p> <p>Cancel NAVAREA VIII MSG 854.</p>												
<p>2.</p>	<p>890. Bay of Bengal and NE Indian Ocean. Charts IN 31 308 354 INT 71. Experimental Flight Trial scheduled from ITR on 04,05,06 Jan 19 from 0730 to 1130 UTC in danger zones bounded by (A) 17-44.53N 083-29.87E, 15-01.92N 082-55.01E, 03-26.95N 086-23.63E, 04-55.56N 090-36.42E, 16-05.59N 085-55.93E, 17-48.20N 083-40.29E (B) 06-42.27S 088-43.91E, 10-41.44S 089-33.12E, 08-08.42S 096-53.65E, 04-30.43S 095-03.75E.</p> <p>Cancel this MSG 061230 UTC Jan 19.</p>												
<p>2.</p>	<p>891. India East Coast – Vishakhapatnam. Charts IN 308 354 3002 INT 71. Firing by Navy scheduled on 02 Jan 19 from 0001 to 0200 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E.</p> <p>Cancel this MSG 020300 UTC Jan 19.</p>												
<p>2.</p> <p>3.</p>	<p>892. India West Coast – Kochi. Charts IN 220 2029 INT 71. Firing by Navy scheduled on:-</p> <table border="1" data-bbox="284 862 957 1041"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>01 Jan 19</td> <td>0900-1200</td> </tr> <tr> <td>04 Jan</td> <td>0900-1200 and 1230-1430</td> </tr> <tr> <td>08 Jan</td> <td>0900-1200</td> </tr> <tr> <td>11 Jan</td> <td>0900-1200 and 1230-1430</td> </tr> <tr> <td>15 Jan</td> <td>0900-1200</td> </tr> </tbody> </table> <p>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.</p> <p>Cancel this MSG 151300 UTC Jan 19.</p>	Date	Time (UTC)	01 Jan 19	0900-1200	04 Jan	0900-1200 and 1230-1430	08 Jan	0900-1200	11 Jan	0900-1200 and 1230-1430	15 Jan	0900-1200
Date	Time (UTC)												
01 Jan 19	0900-1200												
04 Jan	0900-1200 and 1230-1430												
08 Jan	0900-1200												
11 Jan	0900-1200 and 1230-1430												
15 Jan	0900-1200												
<p>2.</p> <p>3.</p>	<p>893. India West Coast. Charts IN 254 255 292 INT 71. Rig list:-</p> <p>ACTINIA 19-27.04N 071-01.19E</p> <p>CE THORNTON 18-35.38N 072-17.46E</p> <p>DEEP SEA MATDRILL 19-39.98N 071-35.75E</p> <p>FG MCCLINTOCK 19-24.01N 071-15.55E</p> <p>GREAT DRILL CHAAYA 18-37.24N 072-14.94E</p> <p>GREAT DRILL CHAARU 19-13.97N 072-12.32E</p> <p>GREAT DRILL CHETNA 21-37.96N 068-26.41E</p> <p>GREAT DRILL CHITRA 19-22.58N 071-00.85E</p> <p>HARVEY H WARD 18-52.41N 072-19.64E New</p> <p>JINDAL STAR 20-14.88N 071-57.76E</p> <p>JINDAL SUPREME 19-14.58N 072-14.66E</p> <p>JT ANGEL 19-35.30N 071-38.70E</p> <p>PARAMESWARA 22-55.80N 068-21.48E</p> <p>SAGAR GAURAV 19-35.93N 070-57.18E</p> <p>SAGAR KIRAN 19-58.41N 072-24.11E</p> <p>SAGAR SHAKTI 19-15.95N 070-56.47E</p> <p>SAGAR UDAY 19-08.42N 070-53.87E</p> <p>TRIDENT II 19-19.47N 071-12.06E</p> <p>TRIDENT XII 18-44.96N 072-20.01E</p> <p>VALIANT DRILLER 19-33.05N 071-40.12E</p> <p>VICTORY DRILLER 19-28.70N 071-46.66E</p> <p>VIRTUE-I 19-15.20N 072-02.17E</p> <p>VIVEKANANDA1 18-36.12N 071-01.59E</p> <p>VIVEKANANDA2 19-11.05N 072-11.20E</p> <p>Wide berth requested.</p> <p>Cancel NAVAREA VIII MSG 889.</p>												
<p>894.</p>	<p>NAVAREA VIII warnings in force as on 28 Dec 18:-</p> <p>2017 Series– 305 345 394 493 685 762 814 829 866</p> <p>2018 Series - 047 222 312 341 343 348 375 418 428 471 481 542 562 567 604 625 661 722 746 758 767 773 801 815 816 818 824 826 829 835 844 845 855 856 857 860 861 870 879 884 886 888 890 891 892 893</p> <p>(A) NAVAREA VIII warnings less than 42 days promulgated via Safetynet.</p> <p>(B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in</p>												

894. Continued.
2. Cancel this MSG 041830 UTC Jan 19.
895. Bay of Bengal – off Kankasanturai. Charts IN 358 INT 71. SLFV Parami Duwa reported adrift 10-26N 081-27E at 290430 UTC Dec 18.
2. Cancel this MSG 011830 UTC Jan 19.
896. India West Coast – off Mumbai to Gulf of Khambhat. Charts IN 292 INT 71. SV Fugro Mapper progressing survey in position 21-03.69N 072-25.30E, 19-59.32N 071-18.54E, 19-33.13N 071-16.35E, 20-26.98N 072-15.06E, 18-38.20N 071-00.92E, 19-18.20N 071-30.63E, 18-56.92N 072-15.93E, 20-11.52N 071-52.25E, 19-15.95N 072-06.05E, 19-10.61N 070-57.71E, 18-32.28N 072-15.44E, 19-34.16N 071-25.12E, 18-16.38N 072-22.82E, 18-58.43N 071-37.44E. Wide berth requested.
2. Cancel NAVAREA VIII MSG 816/18 and this MSG 311830 UTC Jan 19.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6383	CAPE AGULHAS TO CAPE ST FRANCIS - Knysna. Ldg Lts 006°. Front. Fountain Point	34 04.60 S 23 03.60 E	FI W 3s	..	..	..	Unreliable (T) 2018 *
D6383.1	- Knysna. Ldg Lts 006°. Rear. 910m from front. Leisure Island	34 04.10 S 23 03.60 E	Q R	19	5	▽ on red mast, white bands	Unreliable (T) 2018 *
D6528	Ponta Zavora. On sand dune	24 31.39 S 35 11.83 E	FI W 10s	67	19	White masonry tower and dwellings 16	TE 2018 ILRS Vol 2 Station 74210 *
	--	..	Racon	..	..	..	ILRS Vol 2 Station 74210 *
D6532	Ponta da Barra. S side of Rio Inhambane	23 47.64 S 35 32.25 E	FI(3)W 10s	25	29	White round tower 13	TE 2018 *
D6570	Vilhena	18 05.78 S 36 55.33 E	FI(2)W 12s	31	14	Red metal framework tower, white stripes 27	<i>fl 0.8, ec 4.5, fl 0.8, ec 5.9.</i> TE 2018 *
D7299.54	- Ldg Lts. Front. JRD Tanker Terminal	21 26.36 N 39 09.29 E	Iso G 3s	..	..	Green Δ	*
*	*	*	*	*	*	*	*
D7299.541	- Ldg Lts. Rear. JRD Tanker Terminal	21 26.37 N 39 09.62 E	Iso G 3s	..	..		*
*	*	*	*	*	*	*	*
D7299.542	- Approaches. JRD Tanker Terminal. N. BL1	21 26.43 N 39 09.00 E	VQ R				*
*	*	*	*	*	*	*	*
D7299.543	- Approaches. JRD Tanker Terminal. S. BL2	21 26.26 N 39 08.97 E	VQ G				*
*	*	*	*	*	*	*	*
F0382.5	--- Ldg Lts 129.9°. Front	22 29.51 N 69 50.90 E	F R	..	4		*
	*						
F0382.51	---- Rear	22 29.33 N 69 51.13 E	F R	..	4		*
	*						
F0489	- Umargam	20 11.80 N 72 44.94 E	FI W 15s	35	19	White concrete tower, red bands 30	<i>fl 1.3.</i> Storm Signals ILRS Vol 2 Station 78985 MMSI No. 004192224 *
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78985 MMSI No. 004192224 *
	--	..	AIS	..	..	..	ILRS Vol 2 Station 78985 MMSI No. 004192224 *
F0756	Cheriyakara Island	10 02.35 N 72 17.08 E	FI(2)W 20s	38	19	White metal column, red bands 30	W207°-199° (352°). ILRS Vol 2 Station 79070 TD 2018 *
	-	..	Racon	..	..	..	ILRS Vol 2 Station 79070 TD 2018 *
F0835.1	Mirissa, Weligama Bay	05 57.01 N 80 27.04 E	FI G 4s	..	2	White post 4	*
*	*	*	*	*	*	*	*
F0835.2	Mirissa, Weligama Bay	05 56.93 N 80 27.08 E	FI R 4s	..	2	White post 4	*
*	*	*	*	*	*	*	*
F0980	Santhapalli	18 03.95 N 83 38.25 E	FI(2)W 10s	43	23	White round masonry tower, black bands 22	<i>Fl 0.2, ec 2.3, fl 0.2, ec 7.3</i> MMSI No 004194438 *
	-	..	AIS	..	..	..	MMSI No 004194438 *
F0988.2	- Ldg Lts 262°. Rear	19 17.27 N 84 56.66 E	FI W 4s	21	20		*

F1047.5	Bhasan Char	22 21.70 N 91 22.28 E	FI(2)W 10s	25	14		
*	*	*	*	*	*	*	*
F1486	PAULA PINANG - Muka Head. Summit	05 28.34 N 100 10.83 E	FI W 10s	242	25	White granite tower 14	<i>fl 0.3.</i> Range 15M (T) 2018 *
F1578	- Kuala Selangor	03 20.50 N 101 14.70 E	FI(2)W 15s	73	18	White round metal tower on masonry base 27	<i>fl 0.4, ec 3.4, fl 0.4, ec 10.8.</i> Range 15M (T) 2018 *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 15 dated 01 Aug2018)

PAGE 20, RADAR BEACONS

Nagapattinam Lt

Delete entry and replaced by

Nagapattinam Lt	10°30'.95 N 79°51'.01 E			20 nm		G		79120
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INP 31(2), 2014

(Last correction: Edition No. 21 dated 01 Nov 2018)

NIL

NP 31(5), 2017

(Last correction: Edition No. 23 dated 1 Dec2018)

NIL

INP 31(6), 2012

(Last correction: Edition No. 19 dated 16 Dec 2018)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours 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: - inho@navy.gov.in, msis-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.

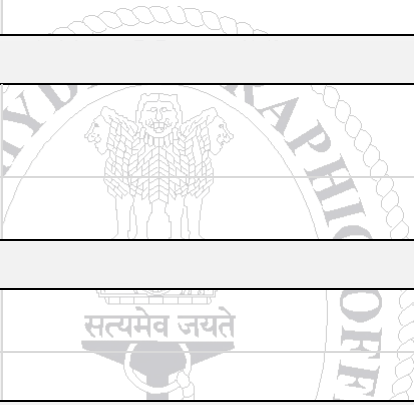
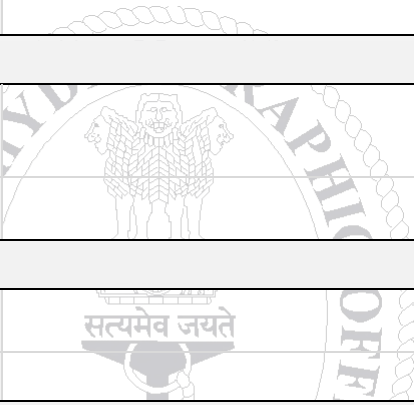
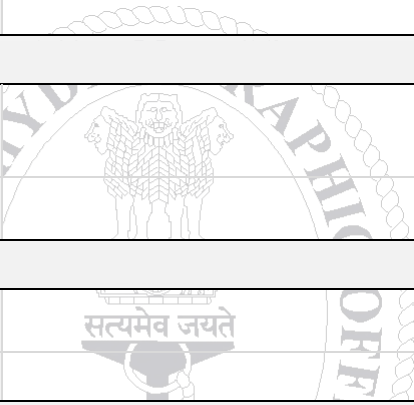
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC