



INDIAN NOTICES TO MARINERS



EDITION NO. 13 DATED 01 JUL 2018

(CONTAINS NOTICES 119 TO 127)

REACH US 24 x 7



in的角度@navy.gov.in
msis-inho@navy.gov.in



+91-135-2748373



National Hydrographic Office
107-A, Rajpur Road
Dehradun – 248001
INDIA



Joint Director of Hydrography
Maritime Safety Information Services
+91- 135 - 2746290-117

www.hydrobharat.gov.in

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

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of hydrographic objects shown on some of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist 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 forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
217	KUNDAPURA (COONDAPOOR) TO KASARAGOD	1,50,000	New Chart
220	TANUR NAGARAM TO MANAKKODAM	1,50,000	New Chart
221	ALLEPPEY TO QUILON	1,50,000	New Chart

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 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:

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

VI

TEMPORARY AND PRELIMINARY NOTICES

In Force 01 Jul 2018

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

Cancelled Notices	
Area	Notice No.
1	<i>Nil</i>
2	<i>Nil</i>
3	<i>078(T)/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>
182/12	21 – 22 (INT 752) – 292 (INT 7021) – 2093	INDIA – ARABIAN SEA – Argo Floats.
042/15	22 (INT 752) – 214– 293 (INT 7022) – 2022 (INT 7345)	INDIA – WEST COAST – Approaches to Mormugao – Unlit Vessel.
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.
087/15	273	INDIAN OCEAN – Kadmat Island to Ihavandiffulu Atoll –Buoy.
098/15	21– 208 – 209 – 254 (INT 7331) – 292 (INT 7021) – 2039– 2102	INDIA – WEST COAST– Bhavnagar Port – Anchorage.
109/15	2043 – 2042 – 2046	INDIA – WEST COAST – Vengurla Anchorage – Buoy.
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.
157/15	259 (INT 7356) – 260 (INT 7362) – 220 – 2029 (INT 7358) – 2004 (INT 7359).	INDIA – WEST COAST – Kochi Harbour – Buoy.
158/15	260 (INT 7362) – 261 – 222 – 223 – 2012	INDIA – WEST COAST – Vizhinjam Anchorage – Sea Cage Farm.
163/15	21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2015 (INT 7337) – 2016 (INT 7336) – 2076 (INT 7338)	INDIA – WEST COAST – Mumbai Port – Buoys. Wreck.
035/16	22 – 272 – 258 (INT 7348) – 218 – 2025	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.
047/16	214 – 2022 (INT 7345) – 2078 (INT 7346)	INDIA – WEST COAST – Port of Mormugao – Dredging.
075/16	2016 (INT 7336) – 2015 (INT 7337)	INDIA – WEST COAST – Port of Mumbai – Buoys.

VII

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

099/16	21 – 22 – 292 (INT 7021) – 293 (INT 7022) – 254 (INT 7331) – 257 (INT) – 210 – 209 7343) – 214 – 2022 (INT 7345) – 2020.	INDIA – WEST COAST – RACON.
152/16	2008 (INT 7369) – 2010	INDIA – WEST COAST – Karwar Naval Harbour – Buoy.
153/16	2061 – 2099	INDIAN OCEAN – MALDIVES – Male’ Atoll – Sea Bridge.
166/16	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 – Arabian Sea – Data Buoys. Tsunami Buoy.
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.
077/18	21 – 22(INT752) – 23 – 32(INT 754) – 292 (INT7021) – 263 (INT 7383) – 293 (INT7022) – 272 – 257(INT7343) – 259(INT7356) – 214 – 221 – 261	INDIA – WEST COAST – Arabian Sea – ADCP Moorings.
085/18	21 – 22(INT752) – 211 – 255(INT 7334) – 292 (INT7021) – 293 (INT 7022) – 2076(INT7338) – 2016(INT7336) – 2015(INT 7337) – 2001.	INDIA – WEST COAST – Mumbai Docks – Construction Work.
091/18	22(INT752) – 32(INT 754) – 259 (INT7356) – 220.	INDIA – WEST COAST – Tannur Nagaram to Manakkodam – Instruments.
098/18	254 (INT 7331) – 208 – 209 – 2044 – 2101(INT 7347)	INDIA – WEST COAST – Approaches to Hazira – Data Buoy.
116/18	21 – 203(INT 7319) – 291 – 2080.	INDIA – WEST COAST – GULF of KACHCHH – Gulf of Kachchh Eastern Portion – Unlit Vessel.
117/18	293(INT 7022) – 272 – 258(INT 7348) – 217 – 2359(INT 7350) – 2002(INT 7351).	INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Port Information.

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

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
237/10	406 – 4010	INDIA – ANDAMAN SEA – Little Andaman Islands – Hut Bay – Light.
094/12	33 – 41 (INT 757) – 402 – 403 – 404 (INT 7439) – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016 – 4035	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12	31 – 32 (INT 754) – 33 – 354 (INT 7408)	INDIA – BAY OF BENGAL – Argo Floats.
212/12	3034	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
159/13	31 – 41 (INT757) – 409 – 471 – 472 – 4035 – 4039	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.

VIII

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

195/13	352(INT7416) – 3005	INDIA – EAST COAST – Gopalpur Port – Breakwater. Wrecks. Onshore Installation.
068/15	31 – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411)	INDIA – EAST COAST – Visakhapatnam Harbour – Buoy.
185/15	408 – 409 – 472 – 4039 – 4182 – 4205	INDIA – Andaman Sea – Lights.
036/16	308 – 3002 (INT 7410) – 3012 (INT 7411)	INDIA – EAST COAST – Visakhapatnam Harbour – Buoy.
078/16	31 – 32 (INT 754) – 33 – 391 – 356 (INT 7400) – 3034	INDIA – EAST COAST – Krishnapatnam Port – RACON.
100/16	31 – 391 – 354 (INT 7408) – 308	INDIA – EAST COAST – Outer Approaches to Vishakhapatnam – Light.
101/16	31 – 352 (INT 7416) – 3041 – 3010 (INT 7418)	INDIA – EAST COAST – Paradip Port – RACON.
113/16	31 – 32 (INT 754) – 354 (INT 7408) – 391 – 3009(INT 7407)	INDIA – EAST COAST – Bay of Bengal – Kakinada – Deep Water Port.
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.
036/17	409 – 4039	INDIA – ANDAMAN SEA – Light.
036/18	41 (INT 757)	BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Survey Operation.
054/18	41 (INT 757) – 473 (INT 7031) – 404 (INT 7439) – 405 (INT 7440) – 4016 – 4006 (INT 7449) – 4012	ANDAMAN SEA – INDIA – ANDAMAN ISLAND – Port Blair – Inner Harbour – Mooring Operation.
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.
083/18	31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408).	INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.
084/18	41 (INT 757)	BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Drilling Operation.
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.
092/18	32 (INT 754) – 33 (INT 755) – 391 – 356 (INT 7400) – 357 (INT 7397) – 313.	INDIA – EAST COAST – Mamallapuram to Point Pudi – Instruments.
105/18	31(INT 756) – 32 (INT 754) – 33 (INT 755) – 308 – 352 (INT 7416) – 354 (INT 7408) – 355 (INT 7405) – 356(INT 7400) – 357 (INT 7397) – 391.	INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.
106/18	41 (INT 757)	BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Drilling Operation.
118/18	31(INT 756) – 32 (INT 754) – 33 (INT 755) – 391 – 356(INT 7400) – 3034.	INDIA – EAST COAST – Approaches to Krishnapatnam – Buoy.

IX

4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

Notice

Charts Affected

Description

NIL

SECTION – I

The list of charts affected by the Notices 119 to 127 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	125
32 (INT 754)	5	125
203 (INT 7319)	2	119
209	3	121
210	3	121
217	4	122
220	4	125
223	4	126
254 (INT 7331)	3	121
259 (INT 7356)	4	125
260 (INT 7362)	4	125, 126
261	4	126
262 (INT 7365)	5	126
263 (INT 7383)	5	126
292 (INT 7021)	2	121
351 (INT 7419)	5	127
352 (INT 7416)	5	127
2002 (INT 7351)	4	123
2004 (INT 7359)	4	125
2014	4	122
2029 (INT 7358)	4	125
2055	2	120
2060	2	119
2068	2	119
2079 (INT 7329)	2	119
2106	2	119
2357	4	122
2358	4	122
2359 (INT 7350)	4	123, 124
3041	5	127


SECTION – II**PERMANENT NOTICES**

***119 (13/18) INDIA – WEST COAST – GULF OF KACHCHH – Mundra Port – Anchorage area, Buoys , Legend.**

Source: Adani Port & SEZ Ltd.

Chart 203(INT 7319) [previous update 108/18]

Insert

Limit of anchorage area, , joining

- (a) 22° 39′.88N., 69° 32′.43E.
22° 39′.00N., 69° 32′.43E.
22° 38′.25N., 69° 35′.01E.
22° 39′.88N., 69° 35′.01E.

(a) above

and

- (b) 22° 39′.88N., 69° 35′.01E.
22° 38′.25N., 69° 35′.01E.
22° 37′.93N., 69° 36′.07E.
22° 39′.88N., 69° 36′.07E.

(b) above

22° 39′.20N., 69° 33′.80E.

22° 39′.20N., 69° 35′.40E.

22° 44′.08N., 69° 42′.10E.

Legend “General B” centered on

Legend “LNG” centered on



No. 7
Oc(2)G8s

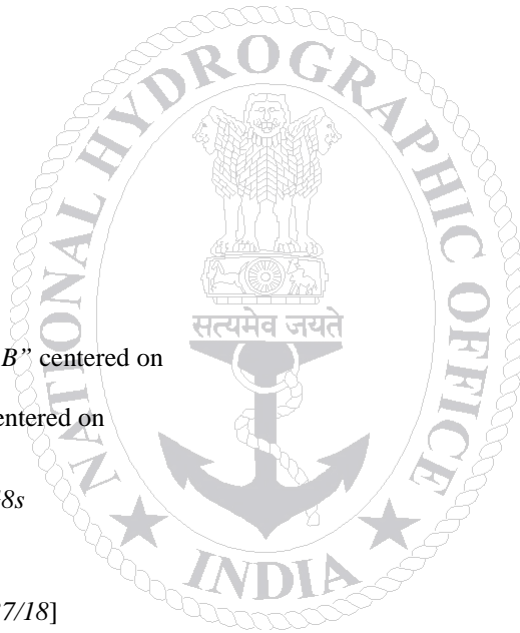



Chart 2068 [previous update 037/18]

Insert

Limit of anchorage area, , joining

- (a) 22° 39′.88N., 69° 32′.43E.
22° 39′.00N., 69° 32′.43E.
22° 38′.25N., 69° 35′.01E.
22° 39′.88N., 69° 35′.01E.

(a) above

- (b) 22° 39′.88N., 69° 35′.01E.
22° 38′.25N., 69° 35′.01E.
22° 37′.93N., 69° 36′.07E.
22° 39′.88N., 69° 36′.07E.

(b) above

22° 44′.08N., 69° 42′.10E.



No. 7
Oc(2)G8s

***119 (13/18) INDIA – WEST COAST – GULF OF KACHCHH – Mundra Port – Anchorage area, Buoys , Legend. Continued.**


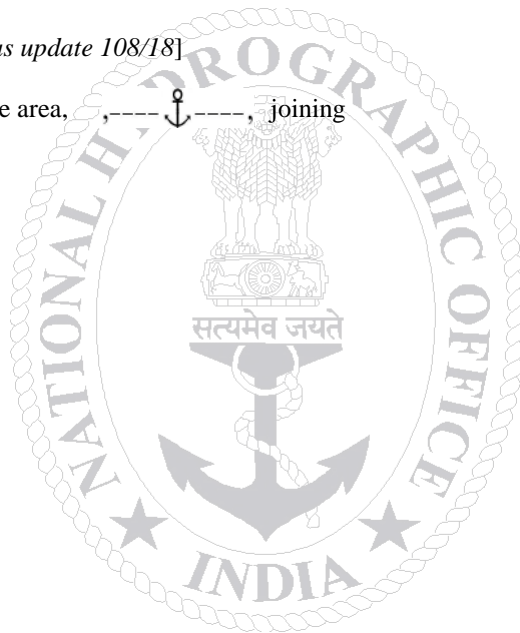
Insert	Legend “LNG” centered on	22° 39′.30N., 69° 35′.50E.
Substitute	Legend “SPM/STS” for legend “SPM” centered on	22° 38′.15N., 69° 37′.05E.
Delete	Limit of anchorage area,  , joining	(c) 22° 39′.88N., 69° 32′.43E. 22° 39′.00N., 69° 32′.43E. 22° 37′.93N., 69° 36′.07E. 22° 39′.88N., 69° 36′.07E. (c) above

Chart 2079(INT 7329) [previous update 108/18]

Insert	Limit of anchorage area,  , joining	(a) 22° 39′.92N., 69° 32′.42E. 22° 39′.04N., 69° 32′.42E. 22° 38′.29N., 69° 35′.00E. 22° 39′.92N., 69° 35′.00E. (a) above and (b) 22° 39′.92N., 69° 35′.00E. 22° 38′.29N., 69° 35′.00E. 22° 37′.97N., 69° 36′.06E. 22° 39′.92N., 69° 36′.06E. (b) above 22° 44′.12N., 69° 42′.09E.
	 No. 7 Oc(2)G8s	
	Legend “LNG” centered on	22° 39′.20N., 69° 35′.50E.
	Legend “(West Basin)” centered on	22° 41′.00N., 69° 33′.40E.
	Legend “AICTPL” centered on	22° 44′.35N., 69° 41′.10E.
	Legend “ACMTPL” centered on	22° 44′.35N., 69° 42′.00E.
Substitute	Legend “SPM/STS” for legend “SPM” centered on	22° 38′.13N., 69° 36′.98E.
Delete	Legend “  SPM” centered on	22° 38′.10N., 69° 40′.42E.



***119 (13/18) INDIA – WEST COAST – GULF OF KACHCHH – Mundra Port – Anchorage area, Buoys , Legend. Continued.**




Delete	Limit of anchorage area, ,----  ----, joining	(c) 22° 39′.92N., 69° 32′.42E.
		22° 39′.04N., 69° 32′.42E.
		22° 37′.97N., 69° 36′.06E.
		22° 39′.92N., 69° 36′.06E.
		(c) above

Chart 2060 [previous update 037/18]

Insert	Limit of anchorage area, ,----  ----, joining	22° 39′.00N., 69° 32′.42E. (N Border)
		22° 38′.29N., 69° 35′.00E.
		22° 39′.00N., 69° 35′.00E. (N Border)
		and
		22° 39′.00N., 69° 35′.00E. (N Border)
		22° 38′.29N., 69° 35′.00E.
		22° 37′.97N., 69° 36′.06E.
		22° 39′.00N., 69° 36′.06E. (N Border)
	Legend “General B” centered on	22° 38′.70N., 69° 34′.00E.
	Legend “LNG” centered on	22° 38′.70N., 69° 35′.50E.
Substitute	Legend “SPM/STS” for legend “SPM” centered on	22° 38′.20N., 69° 37′.02E.
Delete	Legend “General B” centered on	22° 38′.70N., 69° 35′.00E.
	Limit of anchorage area ,----  ----, , joining	22° 39′.00N., 69° 32′.57E. (N Border)
		22° 37′.97N., 69° 36′.06E.
		22° 39′.00N., 69° 36′.06E. (N Border)

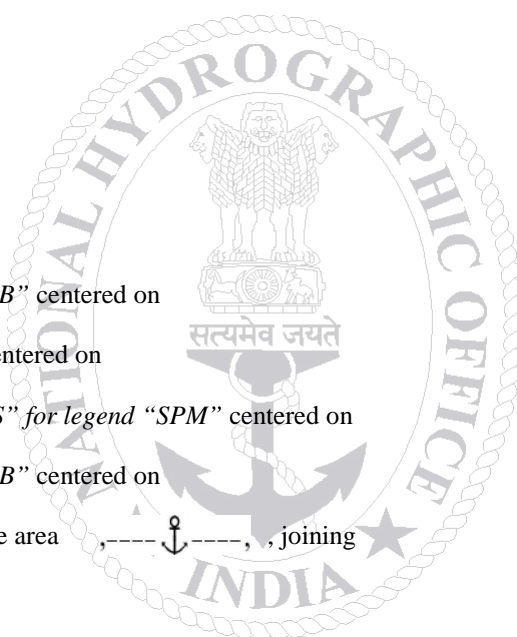


Chart 2106 [previous update 079/18]

Insert	 No. 7 Oc(2)G8s	22° 44′.12N., 69° 42′.09E.
		Legend “AICTPL” centered on	22° 44′.35N., 69° 41′.10E.
	Legend “ACMTPL” centered on	22° 44′.35N., 69° 42′.00E.

***120 (13/18) INDIA – WEST COAST – Muldwarka Port – Dumping ground, Legend.**

Source: Muldwarka Port, Ambuja Cement Ltd.

Chart 2055 [previous update 170/16]

Insert	Limit of dumping ground ,TTTTTTT, ; joining	(a) 20° 43′.90N., 70° 40′.35E.
--------	---	--------------------------------

***120 (13/18) INDIA – WEST COAST – Muldwarka Port – Dumping ground, Legend. Continued.**

20° 43′.90N., 70° 40′.50E.

20° 43′.75N., 70° 40′.50E.

20° 43′.75N., 70° 40′.35E.

(a) above

Legend “*Spoil Ground*” centered on

20° 43′.83N., 70° 40′.43E.

***121 (13/18) INDIA – WEST COAST – Hazira to Umargam – Wreck.**

Source: INS Jamuna.

Chart 292 (INT 7021) [previous update NE 15 Apr 18]Delete  PA

20° 20′.80N., 72° 45′.20E.

Chart 254 (INT 7331) [previous update NE 15 Apr 18]Delete  PA

20° 20′.77N., 72° 45′.21E.

Chart 209 [previous update 154/15]Delete  PA


20° 20′.77N., 72° 45′.21E.

Chart 210 [previous update NE 15 Apr 18]Delete  PA

20° 20′.80N., 72° 45′.20E.

***122 (13/18) INDIA – WEST COAST – Approaches to Kundapura – Anchorage area.**

Source: NHO, Dehradun.

Chart 217 [previous update 094/18]Insert Limit of anchorage area, , joining

(a) 13° 26′.24N., 74° 36′.35E.

13° 26′.24N., 74° 38′.69E.

13° 28′.28N., 74° 38′.69E.

13° 28′.28N., 74° 36′.35E.

(a) above

And


(b) 13° 19′.73N., 74° 36′.79E.

13° 19′.73N., 74° 39′.18E.

13° 21′.79N., 74° 39′.18E.

13° 21′.79N., 74° 36′.79E.

(b) above

Chart 2357 [previous update NC 31 Jul 17]Insert Limit of anchorage area, , joining

(a) 13° 27′.50N., 74° 36′.30E.

13° 27′.50N., 74° 38′.64E.

***122 (13/18) INDIA – WEST COAST – Approaches to Kundapura – Anchorage area. Continued.**





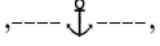
		13° 28′.35N., 74° 38′.64E.
		13° 28′.35N., 74° 38′.30E.
		(a) above
Delete	Limit of anchorage area, ,----  ----, joining	(b) 13° 27′.50N., 74° 37′.43E.
		13° 27′.50N., 74° 39′.76E.
		13° 28′.35N., 74° 39′.76E.
		13° 28′.35N., 74° 37′.43E.
		(b) above

Chart 2358 [previous update NC 31 Jul 17]

Insert	Limit of anchorage area, ,----  ----, joining	(a) 13° 26′.31N., 74° 36′.30E.
		13° 26′.31N., 74° 38′.64E.
		13° 28′.35N., 74° 38′.64E.
		13° 28′.35N., 74° 36′.30E.
		(a) above
		and
		(b) 13° 19′.80N., 74° 36′.74E.
		13° 19′.80N., 74° 39′.13E.
		13° 21′.86N., 74° 39′.13E.
		13° 21′.86N., 74° 36′.74E.
		(b) above
Delete	Limit of anchorage area, ,----  ----, joining	(c) 13° 26′.31N., 74° 37′.43E.
		13° 26′.31N., 74° 39′.76E.
		13° 28′.35N., 74° 39′.76E.
		13° 28′.35N., 74° 37′.43E.
		(c) above
		and
		(d) 13° 19′.80N., 74° 38′.23E.
		13° 19′.80N., 74° 40′.27E.
		13° 21′.86N., 74° 40′.27E.
		13° 21′.86N., 74° 38′.23E.
		(d) above



122 (13/18) INDIA – WEST COAST – Approaches to Kundapura – Anchorage area. Continued.*Chart 2014** [previous update NC 31 Jul 14]

Insert	Limit of anchorage area,  , joining	13° 19′.80N., 74° 38′.10E. (W Border) 13° 19′.80N., 74° 39′.13E. 13° 21′.86N., 74° 39′.13E. 13° 21′.86N., 74° 38′.10E. (W Border)
Delete	Limit of anchorage area,  , joining	(a) 13° 19′.80N., 74° 38′.23E. 13° 19′.80N., 74° 40′.27E. 13° 21′.86N., 74° 40′.27E. 13° 21′.86N., 74° 38′.23E. (a) above

***123 (13/18) INDIA – WEST COAST – Ports of New Manglore and Mangalore – Wreck.**

Source: NHO, Dehradun.

Chart 2359 (INT 7350) [previous update 094/18]

Substitute	 Wk for  Wk	12° 54′.86N., 74° 46′.08E.
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Chart 2002 (INT 7351) [previous update 156/17]

Substitute	 Wk for  Wk	12° 54′.86N., 74° 46′.08E.
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***124 (13/18) INDIA – WEST COAST – Approaches to Port of New Manglore – V-AIS.**

Source: NHO, Dehradun.

Chart 2359 (INT 7350) [previous update 123/18]

Insert	 V - AIS	12° 48′.80N., 74° 44′.69E.
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***125 (13/18) INDIA – WEST COAST – Kochi Harbour – Wreck, Depth.**

Source: NHO, Dehradun.


Chart 22 (INT 752) [previous update NE 15 Apr 18]

Substitute	39 for 	09° 47′.63N., 76° 01′.54E.
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Chart 32 (INT 754) [previous update 096/18]

Substitute	39 for 	09° 47′.63N., 76° 01′.54E.
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Chart 260 (INT 7362) [previous update 081/18]


Substitute	 Wk for Mast 	09° 58′.29N., 76° 10′.88E.
	 Wk for 	09° 57′.98N., 76° 11′.19E.
	39 for 	09° 47′.54N., 76° 01′.59E.

***125 (13/18) INDIA – WEST COAST – Kochi Harbour – Wreck, Depth. Continued.**

Delete  09° 58′.68N., 76° 04′.65E.

Chart 259 (INT 7356) [previous update 117/17]

Substitute  Wk for Mast  09° 58′.38N., 76° 10′.83E.

 Wk for  09° 58′.07N., 76° 11′.14E.

39 for  09° 47′.63N., 76° 01′.54E.


Delete  09° 58′.77N., 76° 04′.60E.

Chart 220 [previous update 162/17]

Substitute  Wk for Mast  09° 58′.28N., 76° 10′.89E.

 Wk for  09° 57′.97N., 76° 11′.20E.

39 for  09° 47′.53N., 76° 01′.60E.

Delete  09° 58′.67N., 76° 04′.66E.

Chart 2029 (INT 7358) [previous update 070/18]


Substitute  Wk for  09° 58′.38N., 76° 10′.83E.

 Wk for  09° 58′.07N., 76° 11′.14E.

39 for  09° 47′.63N., 76° 01′.54E.

Delete  09° 58′.77N., 76° 04′.60E.

Chart 2004 (INT 7359) [previous update 070/18]

Substitute  Wk for  09° 58′.38N., 76° 10′.83E.

 Wk for  09° 58′.07N., 76° 11′.14E.

***126 (13/18) INDIA – SOUTH COAST – Kolachel to Manappad–Obstruction.**

Source: IH 102 ; INS Sulej.

Chart 260 (INT 7362) [previous update 125/18]

Insert  obstn 08° 02′.30N., 77° 33′.66E.

Delete  08° 02′.60N., 77° 33′.66E.

Chart 261 [previous update 034/15]

Insert  obstn 08° 02′.39N., 77° 33′.61E.

***126 (13/18) INDIA – SOUTH COAST – Kolachel to Manappad–Obstruction. Continued.**


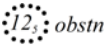

Delete		08° 02′.69N., 77° 33′.61E.
Chart 262 (INT 7365) (Plan)	[previous update 095/18]	
Insert	 : <i>obstn</i>	08° 02′.39N., 77° 33′.61E.
Delete		08° 02′.69N., 77° 33′.61E.

Chart 263 (INT 7383) [previous update 076/17]

Insert	 : <i>obstn</i>	08° 02′.29N., 77° 33′.68E.
Delete		08° 02′.59N., 77° 33′.68E.

Chart 223 [previous update 081/18]

Insert	 : <i>obstn</i>	08° 02′.30N., 77° 33′.66E.
Delete		08° 02′.60N., 77° 33′.66E.

***127 (13/18) INDIA – EAST COAST – Approaches to Paradeep – Wreck.**

Source: INS Sandhayak.

Chart 351 (INT 7419) [previous update 097/17]

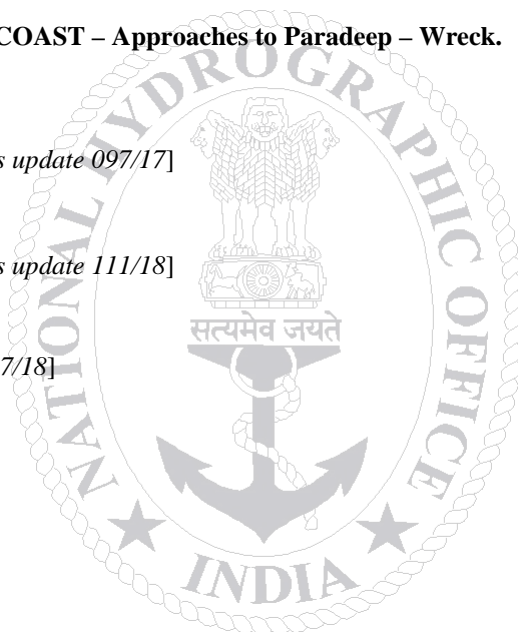
Delete		20° 17′.89N., 86° 43′.61E.
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Chart 352 (INT 7416) [previous update 111/18]

Delete		20° 17′.89N., 86° 43′.61E.
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Chart 3041 [previous update 097/18]

Delete		20° 17′.89N., 86° 43′.61E.
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SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

NIL



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)	Balasure	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(01st April 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-Sheva harbour 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/ IRRIDIUM 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.

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>E.W.Liner Charts & Publication (India) 2/524, Sandeep Road, ChinnaNeelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com Web: www.ewliner.com</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 Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in</p>
<p>M/s SVR Chart Agencies Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : mahalakshmitravels99@gmail.com mahalakshmitravels@hotmail.com</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 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>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@gmiiindia.in Web: www.gmiiindia.in</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>L. R. Marine Services 301, 3rd Floor, Biryas 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 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>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>

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 – 2012.

2. NAVAREA VIII Warnings in force as on 30 Jun 18:

2017 SERIES – 305 345 394 493685 723 762 814 829 866 872 876
2018 SERIES – 028 047 049 145 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 416 418 424 426 428 434 440 445 450 452 454 458 461 466 471 472 475 476 477 478

3. NAVAREA VIII Warnings issued during the period from 16 Jun 18 to 30 Jun 18 (both dates inclusive) are as tabulated below:–

461. Bay of Bengal - off Sagar I. Charts 31 351 INT 71. Abandoned MV SSL Kolkata reported aground 21-26N 088-46E. 2. Cancel NAVAREA VIII MSG 453/18.
462. Cancel NAVAREA VIII MSG 448/18 and this MSG.
463. India East Coast- Vishakhapatnam. Charts 31 308 354 3002 INT 71. Firing by naval coast battery scheduled on 20 Jun 18 from 0001 - 0130 UTC in danger sector extending upto 17 nm between bearing 070 and 130 from 17-42N 083-18E. 2. Cancel this MSG 200230 UTC Jun 18.
464. Cancel NAVAREA VIII 425/18 451 and this MSG (.) INTM 116(T) SECTION VII refers.
465. India East Coast- off Chennai. Charts 32 33 INT 71. FV Palani Murugan reported abandoned due flooding and adrift 13-56N 081-57E at 190815 UTC Jun 18. 2. Cancel this MSG 221000 UTC Jun 18.
466. Andaman Sea - off Irrawaddy. Charts 31 41 INT 71. Yadana wellhead 4 platform reported 15-09.62N 094-43.04E.
467. India East Coast – off Chennai. Charts 32 313 356 357 INT 71. Firing by CG aircraft scheduled daily from 25 - 29 Jun 18 from 0130 - 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. 2. Cancel this MSG 291230 UTC Jun 18.
468. South Arabian Sea. Chart INT 71. SLFV Heliya Putha reported adrift 02-54N 068-43E at 210302 UTC Jun 18. 2. Cancel this MSG 240302 UTC Jun 18.
469. India West Coast – off Mormugao. Charts 22 214 215 216 257 293 2078 INT 71. Firing by naval coast battery scheduled on 27 Jun 18 from 0330 - 0730 UTC. 2. Danger sector extending upto 10 nm seaward between bearing 220 and 260 from 15-24.61N 073-47.6E. 3. Cancel this MSG 270830 UTC Jun 18.
470. NAVAREA VIII – Warnings in force as on 22 Jun 2018 2017 SERIES – 305 345 394 493 685 723 762 814 829 866 872 876 2018 SERIES - 028 047 049 145 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 416 418 424 426 428 434 440 442 445 450 452 454 455 458 461 466 467 468 469 (A) NAVAREA VIII Warnings less than 42 days promulgated via Safety net. (B) Text of NAVAREA VIII Warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 291830 UTC Jun 18.
471. India West Coast- off Kochi. Charts 22 220 259 2029 INT 71. Unlit MV Nu Shi Nalini carrying naphtha reported anchored 09-49.8N 076-03.1E. Wide berth advised.
472. India East Coast – off Vishakhapatnam. Charts 31 308 354 INT 71. Firing by naval aircraft scheduled daily from 26-30 Jun 18 from 0300-1145 UTC in danger area bounded by 17-23.12N 083-28.16E, 17-37.92N 083-13.55E, 16-57.03N 083-43.8E, 16-51.1N 083-08.64E. 2. Cancel this MSG 301245 UTC Jun 18.
473. North Indian Ocean. Chart INT 71 707. SLFV Nimsara reported adrift 03-25N 077-27E at 230650 UTC Jun 18. 2. Cancel this MSG 260650 UTC Jun 18.
474. India East Coast- Chennai. Charts 32 313 3001 3004 3028 INT 71. Firing by naval coast battery scheduled on 29 Jun 18 from 0530 - 0730 UTC. 2. Danger sector extending upto 11 nm between bearing 045 and 075 from 13-07.02N 080-18.01E. 3. Cancel this MSG 290830 UTC Jun 18.
475. India West Coast – Kochi. Charts 22 220 260 2029 INT 71. Firing by navy scheduled on: DATE TIME (UTC) 03 JUL 18 0900-1200

475.	Continued.	06 JUL 18 10 JUL 18 13 JUL 18	0900-1200 AND 1230-1430 0900-1200 0900-1200 AND 1230-1430
2.	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.		
3.	Cancel this MSG 131530 UTC Jul 18.		
476.	India East Coast- Vishakhapatnam. Charts 31 308 354 3002 3012 INT 71. Firing by naval coast battery scheduled on 04 Jul 18 from 0001 - 0130 UTC in danger sector extending upto 17 nm between bearing 070 and 130 from 17-42N 083-18E		
2.	Cancel this MSG 040230 UTC Jul 18.		
477.	NAVAREA VIII – Warnings in force as on 29 Jun 2018		
2017 SERIES – 305 345 394 493 685 723 762 814 829 866 872 876			
2018 SERIES - 028 047 049 145 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 416 418 424 426 428 434 440 445 450 452 454 458 461 466 471 472 475 476			
(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			
2.	Cancel this MSG 061830 UTC Jul 18.		
478.	Bay Of Bengal - off Chittagong. Charts 31 360 INT 71. Firing by naval ships scheduled daily from 30 Jun - 30 Jul 18 from 2200 UTC for 19 hours in danger areas bounded by (A) 21-20.83N 090-34E, 21-41N 091-14E, 21-20.83N 091-28E, 21-00N 090-47.83E (B) 20-46N 090-00E, 20-58N 090-17E, 20-40N 090-38E, 20-28N 090-22E (D) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (D1) 20-22N 091-06E, 20-46.5N 091-31E, 20-24N 091-59E, 20-00N 091-36E (E) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (F) 20-58N 089-34E, 20-58N 089-54E, 20-34N 089-54E, 20-34N 089-34E.		
2.	Cancel this MSG 311800 UTC Jul 18.		

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)

Chapter - 4 (Page 165)

Source: ROS G (N)-231, INS Sutlej)

Article 4.24, Para 1, delete line 8,9,10 and 11 and replace by

Pamban. Vessels desirous to cross the bridge are to submit details five days in advance to Pamban Port Conservator and follow the procedure system adopted at Pamban port; however, in an emergency it can be opened immediately.

Article 4.24, Para 2, line 2 insert after 'Pamban Pass.'

Two licensed pilots are available with Port.

Page 186, Article 4.158, Para 2, delete line 3, 4

Page 190, Article 4.195, delete Para 1 and replace by

1 **Lagoon.** Depths within the lagoon vary from -0.1 to 10.4m. It is encumbered with coral reefs, drying and awash, especially towards S end. In addition to opening in the reef at the southern end, there exists a passage from eastern side of the jetty between coordinates 11° 35'.08N, 072° 11'.51E and 11° 35'.10N, 072° 10'.60E. This passage leads clear of the reef inside the lagoon and has minimum depth of 2.4m.

Chapter -9 (Page 360)

(Source: Adani ports and SEZ Ltd.)

Article 9.99, Para 2, Delete coordinates of General anchorage Area 'B' and replace by

22°39'.92N, 069°32'.42E

22°39'.04N, 069°32'.42E

22°39'.80N, 069°35'.00E

22°38'.29N, 069°35'.00E

Anchorage Area "LNG"

22°39'.92N, 069°35'.00E

22°38'.29N, 069°35'.00E

22°39'.92N, 069°36'.06E

22°37'.97N, 069°36'.06E

Bay of Bengal Pilot (INP-2)

Chapter - 2 (Page 100)

(Source: ChemplastSanmar limited)

Article 2.19a, delete Para 10 and replace by

10 **Port Authority.** The terminal is under the Conservancy of Port Department, Government of Puducherry, Puducherry.

Chapter -3 (Page 141)

(Source: ROSJ (N)-228, INS Sandhayak.)

Article 3.22, Para 1, insert after line 5

Current of order of 1½ Kt in direction 220 exists throughout the year off 500m contour to 1000m contour.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7650.1	- No 18	29 57.22 N 49 05.55 E	Fl R5s	..	12	Red beacon	
	--	..	AIS	..	..	..	MMSI No 994221563
*	*	*	*	*	*	*	*
D7650.2	- No 11	29 57.33 N 49 05.69 E	Fl(3)G 10s	..	7	Green beacon	
	--	..	AIS	..	..	..	MMSI No 994221565
*	*	*	*	*	*	*	*
D7651.2	- No 22	29 59.35 N 49 03.47 E	Fl(3)R 12s	..	12	Red beacon	
	--	..	AIS	..	..	..	MMSI No 994221562
*	*	*	*	*	*	*	*
D7651.5	- No 24	30 00.07 N 49 02.60 E	Fl R 3s	..	12	Red beacon	
	--	..	AIS	..	..	..	MMSI No 994221561
*	*	*	*	*	*	*	*
D7651.8	- No 28	30 01.98 N 49 01.22 E	Fl R 3s	..	12	Red beacon	
	--	..	AIS	..	..	..	MMSI No 994221560
*	*	*	*	*	*	*	*
D7652	- No 30	30 03.28 N 49 00.58 E	Fl(3)R 9s	..	12	Red beacon	
	--	..	AIS	..	..	..	MMSI No 994221555
*	*	*	*	*	*	*	*
D7652.1	- No 23	30 03.32 N 49 00.79 E	Fl(3)G 12s	..	7	Green beacon	
	--	..	AIS	..	..	..	MMSI No 994221556
*	*	*	*	*	*	*	*
D7655.5	- No 29	30 20.81 N 48 53.64 E	Fl(3)G 9s	..	12	Green beacon	
	--	..	AIS	..	..	..	MMSI No 994221564
*	*	*	*	*	*	*	*
F1202.66	Strait Island	12 11.88 N 92 55.99 E	Fl(3)W 20s	27	8	White framework tower 14	(fl 0.5, ec 1) x 2, fl 0.5, ec 16.5
							*
	SINGAPORE PORT. JOHOR STRAIT. JOHOR						
F1737.4	- Sungai Johor. Batuan Neville	01 26.67 N 10402.73 E	Fl(2)R 5s	15	10	Red square on white column	Destroyed (T) 2018
		*					*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 12 dated 16Jun2018)

NIL

INP 31(2), 2014

(Last correction: Edition No. 12 dated 16 Jun 2018)

Page 4, RADAR BEACON, DJIBOUTI

Abou Maya Lt

Delete entry and replace by

Goubet Entrance South Lt Bn	11°33'.23N 42°40'.92E					G		74268
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(Source: BA 26/18) (13/18)

Page 24, RADAR BEACON, MALAYSIA (East Coast)

Insert entry below **PulauMungging Lt'**

Kuantan Port Lt Bn No 1	03°56'.36N 103°31'.74E					K		80400
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Page34, AUTOMATIC IDENTIFICATION SYSTEM (AIS)

Insert entry above **INDIA (419)'**

DJIBOUTI (621)								
Goubet Entrance North East 1	11°33'.74N 42°41'.50E	996216001					Virtual	
Goubet Entrance North East 2	11°34'.35N 42°42'.09E	996216000					Virtual	
Goubet Entrance North Lt Bn	11°33'.32N 42°40'.84E	996211000					Real	
Goubet Entrance North West 1	11°33'.03N 42°40'.19E	996216002					Virtual	
Goubet Entrance North West 2	11°32'.70N 42°39'.49E	996216003					Virtual	
Goubet Entrance South East 1	11°33'.56N 42°41'.58E	996216005					Virtual	
Goubet Entrance South East 2	11°33'.89N 42°42'.31E	996216004					Virtual	
Goubet Entrance South Lt Bn	11°33'.23N 42°40'.92E	996211001					Real	
Goubet Entrance South West1	11°32'.74N 42°40'.33E	996216006					Virtual	
Goubet Entrance South West 2	11°32'.27N 42°39'.74E	996216007					Virtual	
Goubet Front Leading Lt	11°31'.60N 42°31'.34E	996211002					Real	
Goubet Leading Line 1	11°31'.60N 42°32'.84E	996216008					Virtual	
Goubet Leading Line 2	11°31'.60N 42°34'.34E	996216009					Virtual	
Goubet Leading Line 3	11°31'.60N 42°35'.84E	996216010					Virtual	
Goubet Leading Line 4	11°31'.60N 42°36'.34E	996216011					Virtual	

Page 78, LEGAL TIME, Sudan*Delete entry and replaced by*

Sudan	-2	*		
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*(Source: BA 25/18) (13/18)***INP 31(5), 2017***(Last correction: Edition No. 11 dated 01 Jun 2018)***NIL****INP 31(6), 2012***(Last correction: Edition No. 04 dated 16 Feb 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.

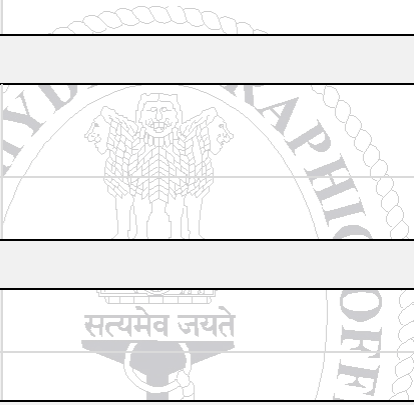

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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

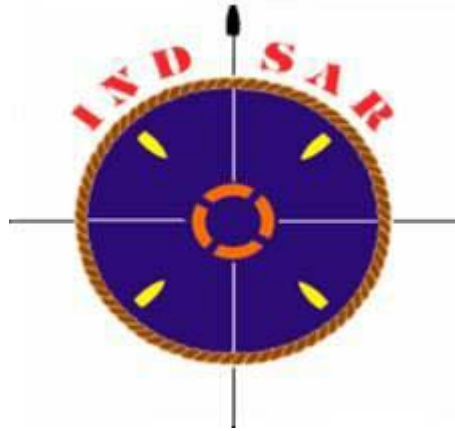


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object of Changes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