

INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUNE 2024

(CONTAINS NOTICES 080 TO 086)

REACH US 24 x 7



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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

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

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

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

3. The Indian Charts that are permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
<i>Nil</i>				

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<i>Nil</i>			

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN32527M	2527	MAURITIUS	11-06-2024

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN32527M	2527	MAURITIUS	12-10-2023

7. The forthcoming Indian Charts are as follows:-

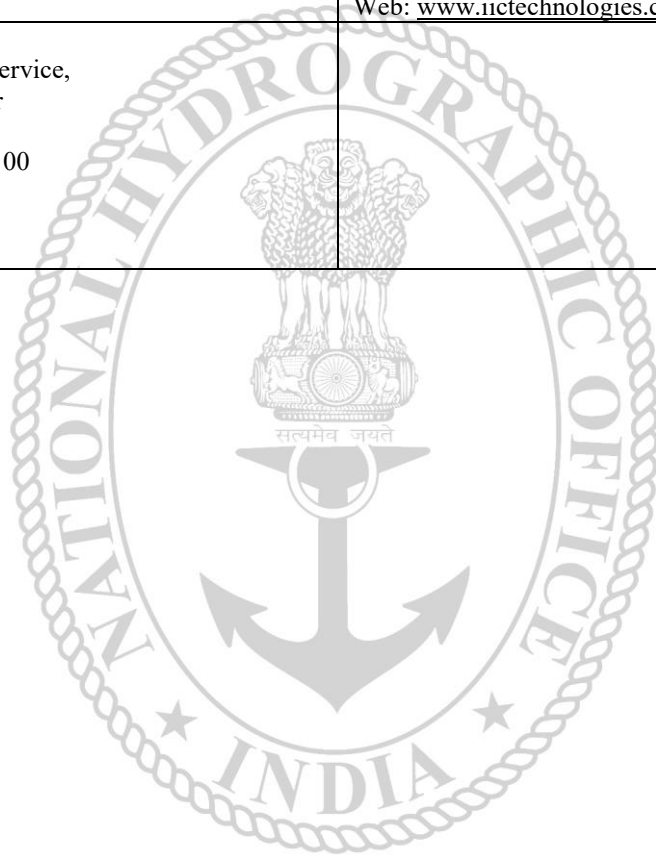
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
228	NORTH THILADHUNMATHEE TO SOUTH THILADHUNMATHEE	150000	NEW CHART
2594	IHAVANDHIPOLHU ATOLL	50000	NEW CHART
2595	THILADHUNMATHEE UTHURUBURI ATOLL	50000	NEW CHART
2599 (INT 7379)	MALE' ATOLL	25000	NEW EDITION
357 (INT 7397)	POINT CALIMERE TO CHENNAI	300000	NEW EDITION
358 (INT 7394)	APPROACHES TO PALK BAY	300000	NEW EDITION

404 (INT 7439)	ELPHINSTONE HARBOUR TO PORT BLAIR	15000	NEW EDITION
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Availability of ENC's

The complete folios of Official Indian ENC's are distributed worldwide through M/s IIC Technologies Limited, UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the worldwide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

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



SECTION – I

The list of charts affected by the Notices 080 to 086 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	082 (T), 085 (T), 086 (T)
22 (INT 752)	3	082 (T), 086 (T)
31 (INT 756)	5	085 (T), 086 (T)
32 (INT 754)	5	084 (T), 085 (T), 086 (T)
33 (INT 755)	5	084 (T), 085 (T), 086 (T)
41 (INT 757)	6	085 (T)
204	2	082 (T)
205	2	086 (T)
206	2	086 (T)
207	2	082 (T)
210	3	081, 082 (T)
211	3	082 (T), 086 (T)
212	3	086 (T)
213	3	086 (T)
219	4	086 (T)
221	4	086 (T)
222	4	086 (T)
223	4	086 (T)
224	5	086 (T)
252 (INT 7325)	2	082 (T), 086 (T)
253 (INT 7328)	2	082 (T), 086 (T)
254 (INT 7331)	3	082 (T)
255 (INT 7334)	3	081, 082 (T), 086 (T)
256 (INT 7340)	3	082 (T), 086 (T)
258 (INT 7348)	4	086 (T)
259 (INT 7356)	4	086 (T)
260 (INT 7362)	4	086 (T)
261	4	086 (T)
262 (INT 7365)	5	086 (T)
263 (INT 7383)	5	086 (T)
271	2	082 (T)
272	4	086 (T)
291	2	082 (T), 085 (T)
292 (INT 7021)	2	081, 082 (T), 086 (T)
293 (INT 7022)	3	082 (T), 086 (T)
294 (INT 7023)	4	086 (T)
302	5	086 (T)
305	5	086 (T)
308 (INT 7409)	5	086 (T)
315	5	085 (T)
316	5	085 (T)
351 (INT 7419)	5	086 (T)
352 (INT 7416)	5	086 (T)
353 (INT 7413)	5	086 (T)
354 (INT 7408)	5	086 (T)

356 (INT 7400)	5	086 (T)
357 (INT 7397)	5	084 (T), 086 (T)
358 (INT 7394)	5	085 (T)
391	5	086 (T)
2012	4	086 (T)
2028	3	086 (T)
2032	4	086 (T)
2037	5	086 (T)
2048	4	086 (T)
2065	3	083 (T)
2104	4	086 (T)
2120	3	086 (T)
2121	2	086 (T)
2514 (INT 7739)	1	080
2527 (INT 77397)	1	080
3002 (INT 7410)	5	086 (T)
3034	5	086 (T)
3035	5	086 (T)
3043	5	086 (T)
7070 (INT 70)	1	085 (T)
7071 (INT 71)	1	082 (T), 084 (T), 085 (T), 086 (T)
7072 (INT 72)	1	082 (T), 085 (T), 086 (T)
7073 (INT 73)	1	082 (T), 084 (T), 085 (T), 086 (T)
7508 (INT 508)	1	085 (T)
7701 (INT 701)	1	085 (T)
7702 (INT 702)	1	085 (T)
7703 (INT 703)	1	085 (T), 086 (T)
7705 (INT 705)	1	082 (T), 086 (T)
7706 (INT 706)	1	082 (T), 084 (T), 085 (T), 086 (T)
7707 (INT 707)	1	085 (T), 086 (T)
7708 (INT 708)	1	085 (T)

SECTION – II**PERMANENT NOTICES*****080 (12/24) INDIAN – OCEAN – MAURITIUS – Approaches to Port Louis – Foul ground, Legend.**

Source: Mauritius Ports Authority.

Chart 2527 (INT 77397) [previous update NE 15 AUG 23]Insert  20° 08'·86S., 057° 27'·02E.**Chart 2514 (INT 7739) [previous update 064/24]**

Insert Foul ground with radius of 300 mtr, centered on; 20° 08'·86S., 057° 27'·02E.

legend, “Foul Ground” centered on; 20° 08'·86S., 057° 27'·02E.

***081 (12/24) INDIA – WEST COAST – Umargam to Satpati – Wrecks.**

Source: IH – 102, INS Makar.

Chart 292 (INT 7021) [previous update 078/24]Move  from 19°37'·87N., 072°06'·21E.

to 19°38'·39N., 072°06'·37E.

 from 19° 38'·88N., 072° 02'·90E.

to 19° 39'·20N., 072° 03'·19E.

Chart 255 (INT 7334) [previous update 078/24]Move  from 19°37'·87N., 072°06'·21E.

to 19°38'·39N., 072°06'·37E.

 from 19° 38'·88N., 072° 02'·90E.

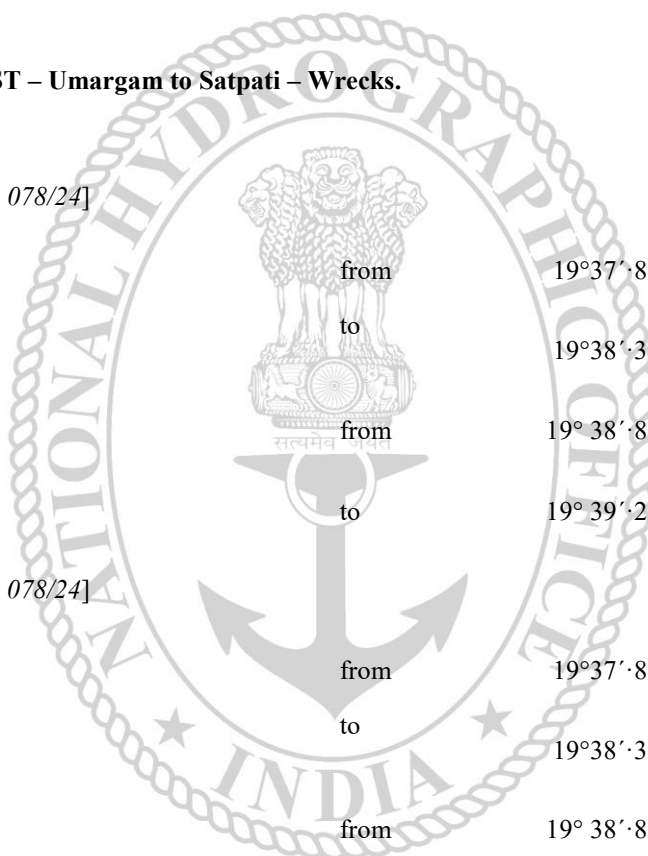
to 19° 39'·20N., 072° 03'·19E.

Chart 210 [previous update 130/23]Move  from 19°37'·87N., 072°06'·21E.

to 19°38'·39N., 072°06'·37E.

 from 19° 38'·88N., 072° 02'·90E.

to 19° 39'·20N., 072° 03'·19E.



Section – III

TEMPORARY AND PRELIMINARY NOTICES

1. It is brought to the information to the users that same or all information contained in this Temporary Notices to mariner may have been included in the relevant ENC's.
2. New TPNMs are now part of ENC updates from 01 Oct 22 onwards.
3. All in force Temporary and Preliminary Notices are available for visualisation along with details of affected Charts and ENCs for mariners on **INDIAN WARNINGS INFORMATION AND NAVIGATION SERVICES (INDIA – WINS)** on www.hydrobharat.gov.in.

*082 (T) (12/24)	INDIA – WEST COAST – Arabian Sea – Oil Rigs.
Source: NCD, Mumbai.	
1. List of Oil Rigs is as follows: -	
Rig Name	Position
Aban III	18° 44'.08N., 071°18'.47E.
Aban IV	19° 31'.78N., 071°17'.39E.
Aban VIII	19° 42'.20N., 071° 40'.94E.
Admarine 9	19° 17'.60N., 071° 16'.87E.
Admarine 11	18° 38'.27N., 072° 14'.04E.
CE Thornton	19° 19'.47N., 071° 12'.06E.
Compact Driller	19° 32'.24N., 071° 42'.36E.
Discovery 1	20° 21'.56N., 072° 01'.43E.
Divine Driller	20° 20'.04N., 072° 07'.55E.
FG MC Clinttok	18° 29'.42N., 072° 14'.73E.
Great Drill Chaar	19° 11'.05N., 072° 11'.21E.
Great Drill Chetna	20° 35'.64N., 072° 08'.03E.
Great Drill Chaaya	20° 05'.46N., 071° 53'.12E.
Great Drill Chitra	19° 21'.46N., 071° 50'.13E.
Jindal Star	18° 58'.43N., 071° 37'.44E.
JT Angel	19° 33'.54N., 071° 23'.22E.
Jindal Explorer	19° 31'.84N., 071° 24'.92E.
Key Singapore	17° 52'.76N., 072° 26'.36E.
Parameswara	19° 26'.11N., 071° 24'.16E.
Ron Tappmeyer	18° 08'.50N., 072° 22'.10E.
Sagar Bhushan	19° 01'.52N., 071° 10'.87E.
Sagar Vijay	19° 36'.12N., 070°20'.26E.
Sagar Jyoti	20° 15'.40N., 072° 12'.58E.
Sagar Kiran	19° 27'.80N., 071° 48'.45E.
Sagar Ratna	20° 10'.85N., 072° 18'.85E.
Sagar Uday	19° 22'.87N., 071° 27'.70E.
Sagar Samrat	18° 58'.43N., 071° 37'.44E.
Sagar Gaurav	20° 20'.14N., 072° 05'.31E.
Trident 2	19° 38'.92N., 071° 20'.92E.
Trident 12	18° 45'.23N., 072° 18'.00E.
Vivekananda 1	19° 15'.95N., 072° 06'.05E.
Vivekananda 2	19° 18'.32N., 071° 22'.80E.
Virtue 1	19° 27'.54N., 071° 22'.82E.
Victory Driller	19° 23'.34N., 071° 12'.32E.
Armada Sterling I	18° 35'.24N., 071° 02'.08E.
Armada Sterling II	19° 10'.50N., 070° 56'.70E.
Admarine 10	19° 36'.19N., 071° 21'.10E.

DS Fossil	19° 23'.19N., 071° 17'.41E.
DS Fortune	19° 29'.91N., 071° 24'.65E.
2. All Highlighted Oil Rigs reflects changes in position of respective Oil Rigs from previous Notice.	
3. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.	
4. All positions referred to WGS 84 datum	
Charts Affected – 21 – 22 (INT 752) – 204 – 207 – 210 – 211 – 252 (INT 7325) – 253 (INT 7328) – 254 (INT 7331) – 255 (INT 7334) – 256 (INT 7340) – 271 – 291 – 292 (INT 7021) – 293 (INT 7022) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7705 (INT 705) – 7706 (INT 706).	
Former INTM 073 (T)/24 is cancelled.	

*083 (T) (12/24)	INDIA – WEST COAST – Port Dabhol – Buoys.		
Source: Konkan LNG Limited.			
1. Following Navigational buoys are withdrawn temporarily and shall be reinstalled in Sep 24:-			
Sl No.	Nomenclature	Position	Characteristics
(i)	Green Buoy (Stbd) No 5	17° 32'.43N., 073° 07'.18E.	Fl(2)G.15s
(ii)	Red Buoy (Port) No 6	17° 32'.54N., 073° 07'.30E.	Fl(2)R.15s
(iii)	Green Buoy (Stbd) No 7	17° 32'.02N., 073° 07'.71E.	Fl(3)G.10s
(iv)	Red Buoy (Port) No 8	17° 32'.11N., 073° 07'.90E.	Fl(3)R.10s
Charts Affected – 2065.			

*084 (T) (12/24)	INDIA – EAST COAST – Bay of Bengal – Oil Rigs.		
Source: NCD, Mumbai.			
1. List of Oil Rigs is as follows: -			
Rig Name	Position		
DDKG 1	11° 35'.60N., 086° 19'.90E.		
2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.			
3. All positions referred to WGS 84 datum.			
Charts Affected –32 (INT 754) –33 (INT 755) – 357 (INT 7397) – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).			
Former INTM 061 (T)/24 is cancelled.			

***085 (T) (12/24) INDIAN OCEAN - NORTHERN PART - RAMA Buoys.**

Source: NOAA.

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

Buoy No./Name	Position
RA185A	15° 01'.70N., 089° 02'.50E
RA184A	00° 00'.00N., 089° 57'.60E
RA175A	01° 32'.90S., 080° 34'.00E
RA183A	09° 24'.40N., 097° 50'.30E
RA182A	02° 16'.20N., 072° 56'.50E
RA181A	08° 07'.70S., 110° 32'.90E
RA180A	00° 40'.10S., 073° 07'.30E
RA179A	04° 57'.80S., 039° 40'.80E
RA177A	05°48'.90S., 055° 22'.20E
RA178A	09° 24'.80S., 051° 07'.20E
RT033	09° 46'.60N., 080° 16'.60E
RT030	00° 47'.80S., 083° 06'.70E
RT029	12° 34'.90S., 068° 50'.60E
RT028	11° 50'.50S., 080° 18'.80E
RT032	25° 06'.80N., 062° 20'.00E
RT040	03° 56'.00S., 064° 59'.50E
RT039	08° 06'.40S., 065° 03'.80E
RT038	12° 01'.20S., 064° 57'.70E

2. **All Highlighted Buoys reflects changes in position of respective buoys from previous Notice.**
3. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.
4. All positions are in WGS 84 datum.

Charts Affected - 21 - 31 (INT 756) - 32 (INT 754) - 33 (INT 755) - 41 (INT 757) - 291 - 315 - 316- 358 (INT 7394) - 7070 (INT 70) - 7071 (INT 71) - 7072 (INT 72) - 7073 (INT 73) - 7508 (INT 508) - 7701 (INT 701) - 7702 (INT 702) - 7703 (INT 703) - 7706 (INT 706) - 7707 (INT 707) - 7708 (INT 708).

Former INTM 075 (T)/24 is cancelled.

*086 (T) (12/24)	INDIAN OCEAN – Northern Part – Wave Rider Buoys.	
Source: INCOIS.		
1. Moored yellow coloured Wave Rider Buoys (WRB) are deployed by INCOIS in following positions:-		
WRB Buoy	Positions	
WRB Gopalpur	19° 15'.04N	084° 56'.16E
WRB Kanyakumari	08° 06'.35N	077° 17'.55E
WRB Kollam	08° 52'.06N	076° 32'.48E
WRB Kozhikkode	11° 18'.01N	075° 39'.41E
WRB Krishnapatnam	14° 16'.40N	080° 11'.35E
WRB Ratnagiri	16° 58'.36N	073° 15'.12E
WRB Tuticorin	08° 52'.59N	078° 17'.45E
WRB Veraval	20° 53'.01N	070° 23'.19E
WRB Versova	19° 08'.06N	072° 44'.24E
WRB Visakhapatnam	17° 38'.14N	083° 15'.58E
WRB Vizhinjam	08° 21'.35N	076° 59'.53E
2. All positions referred to WGS 84 datum.		
3. Vessels operating in vicinity are to maintain a safe distance from buoys and exercise caution.		
Charts Affected – 21 – 22 (INT 752) – 31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 205 – 206 – 211 – 212 – 213 – 219 – 221 – 222 – 223 – 224 – 252 (INT 7325) – 253 (INT 7328) – 255 (INT 7334) – 256 (INT 7340) – 258 (INT 7348) – 259 (INT 7356) – 260 (INT 7362) – 261 (INT 7363) – 262 (INT 7365) – 263 (INT 7383) – 272 – 292 (INT 7021) – 293 (INT 7022) – 294 (INT 7023) – 302 – 305 – 308 (INT 7409) – 351 (INT 7419) – 352 (INT 7416) – 353 (INT 7413) – 354 (INT 7408) – 356 (INT 7400) – 357 (INT 7397) – 391 – 2012 – 2028 – 2032 – 2037 – 2048 – 2104 – 2120 – 2121 – 3002 (INT 7410) – 3034 – 3035 – 3043 – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7703 (INT 703) – 7705 (INT 705) – 7706 (INT 706) – 7707 (INT 707).		
<i>Former INTM 062 (T)/24 is cancelled.</i>		

SECTION – IV**MARINE INFORMATION****1. NAVTEX TRANSMISSION**

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

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

NAVTEX stations along the Indian coast:-

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

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

6. **Usage of Thuraya, Iridium and other such Satellite Communication in Indian Waters-Reg.**

- (a) The Directorate General of Shipping through DGS Order No. 02 of 2012 dated 17.05.2012 had banned the usage of Thuraya, Iridium and other such satellite in the Indian Waters.
- (b) Thuraya Satellite Equipment is not an integral part of Maritime Radio communication system under Global Maritime Distress and Safety Systems (GMDSS) and its usage is continued to be banned in Indian Waters.
- (c) Whereas, Regulation 4.1- GMDSS Satellite Providers, which emphasizes that, the Maritime Safety Committee shall determine the criteria, procedures and arrangements for the evaluation, recognition, review and oversight of the provision of recognized mobile satellite services in the GMDSS pursuant to the provisions of SOLAS Chapter-IV.
- (d) Whereas, Maritime Safety Committee vide Resolution MSC 451(99) dated 24 May 2018 had recognized Iridium Satellite LLC to provide Safety Voice, Short-Burst data and enhanced group calling services for use in the Global Maritime Distress and Safety System (GMDSS). The Iridium Satellite service is fully operational since December 2020 and being part of SOLAS Chapter - IV as one of the recognized mobile satellite service.
- (e) Under GMDSS, the usage of Iridium Mobile Satellite communication equipment in the Indian Waters are considered subject to the conditions as outlined under;
 - (i) Merchant ships may install and keep the Iridium equipment active in Indian Territorial waters, provided the equipment is registered and certified as per the prevailing rules of the Flag of the ship and is used only onboard ship and the portable Iridium sets may not be carried onto Indian Land Territory.
 - (ii) Iridium Satellite equipment shall be used in GMDSS exclusively for Maritime Radio communications relating to Distress and Safety, Search and Rescue and for receiving Maritime Safety Information (MSI) from ship's fixed installations only.
 - (iii) The ships transiting or visiting in Indian waters shall continue to declare IMEI number of the equipment in the Pre-Arrival Notification on Security (PANS).

- (f) The ship-owners, ship-masters and ship-agents shall mandatorily require to declare details of such satellite phones prior arrival into Indian Waters through the Pre-Arrival Notification on Security (PANS) systems.
- (g) The unauthorized usage of Thuraya, Iridium and other such Satellite equipment shall be prosecuted under Section-6 of Indian Wireless Act and Section-20 of Indian Telegraph Act.
- (h) The ship-Owners, Ship-Masters, Ship-Operators, Ship-Agents and other stake holders are intimated for strict compliance of this DGS Order.
- (j) This Directorate General of Shipping order No. 09 of 2023 supersedes previous DGS order No. 02 of 2012 dated 17.05.2012 and is entry into force with immediate effect.

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>M/s OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 011- 46557337 Mob: +91 9971093992 Email: rpani246@gmail.com</p>	<p>M/s Lift o Marine Allens Mansion, C6, Nungi Station Road, Batanagar, Kolkata – 700 140 Tel/Fax: +91 33 24924283, +91 9836972027 Email: sankar@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: +91-22-22626318, 22626380 Fax: +91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p>M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015, Odisha Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, +91 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.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 L. R. Marine Services 301, 3rd Floor, Biryra House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Mob: +91 8108926880/ +91 98214 60258 Email: lcharts@gmail.com, lrmarine@live.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 IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: +91 22 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</p>	<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani's Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com, nyvmane@yahoo.com Web: www.zenithsurvey.com</p>
<p>M/s VDO Marine Instruments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682003 Tel: +91 4842667157 Fax: +91 4842667121 Email: atmain@md4.bsnl.net.in Web: www.atmain.in</p>	<p>M/s CNC, Office No. S-12-92 Haware's Centurion Premises Coop, Soc. Ltd, Plot no 88-91, Sector 19, NERUL, Navi Mumbai – 400706 Tel: +91 22 22660525/ +91 22 22661937 Cell No: +91 7506097212 Email: sales@emarinet.net Web: www.emarinet.net</p>

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

1. All in force NAVAREA and NAVTEX messages are available for visualisation along with details of affected Charts and ENC's for mariners on **INDIAN WARNINGS INFORMATION AND NAVIGATION SERVICES (INDIA – WINS)** on www.hydrobharat.gov.in.
2. For details of NAVAREA limits and organisation/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2020.
3. NAVAREA VIII Warnings in force as on 16 Jun 24: -

2022 SERIES - 134 237 519
2023 SERIES - 116 161 178 386 455 456 484 574 604 655 675 703 733 741 748 750 929 1046 1057
2024 SERIES - 180 188 215 288 291 317 397 446 455 460 461 465 474 475 479 481 499 501 504 505 506 511 518 519 528 534 535 539 550 551 553 554 556 558 560 564 568 576 577 583 584 586 587 588 590 591 595 596 600 603 604 605 606 607 608 609 610 611 612 613

4. NAVAREA VIII Warnings issued during the period from 01 Jun 24 to 15 Jun 24 (both dates inclusive) are as tabulated below: –

571. Andaman Sea - off Rutland I. Charts IN 41 473 7706 INT 7031. Firing scheduled from 030130 to 030330 UTC Jun 24 in danger area bounded within 11-12N to 11-22N and 091-40E TO 091-50E. Wide berth from area advised. 2. Cancel this MSG 030430 UTC Jun 24.
572. India West Coast - off Kochi. Charts IN 22 259 7706 INT 7356. Subsurface firing scheduled from 040930 to 041430 UTC Jun 24 in danger area bounded by 10-35N 075-08E, 10-35N 075-12E, 10-06N 075-26E, 10-06N 075-12E. Wide berth from area advised. 2. Cancel this MSG 041530 UTC Jun 24.
573. India West Coast - off Mormugao. Charts IN 22 214 293 INT 7022. Subsurface firing scheduled from 061230 to 061730 UTC Jun 24 in danger area bounded by 15-21N 072-45E, 15-21N 072-55E, 15-05N 073-00E, 15-05N 072-47E. Wide berth from area advised. 2. Cancel this MSG 061830 UTC Jun 24.
574. Southern Indian Ocean. Charts IN 7070 7073 7707 INT 707. Rocket debris predicted from 060300 to 060900 UTC Jun 24 in danger area bounded by 09-47S 089-13E, 09-41S 088-41E, 07-02S 089-12E, 07-08S 089-44E. Wide berth from area advised. 2. Cancel this MSG 061000 UTC Jun 24.
575. Andaman Sea - off Cinque I. Charts IN 33 405 473 4030 INT 7440. Firing scheduled from 060730 to 061130 UTC, 070100 to 070500 UTC Jun 24 in danger area bounded by 11-15N 092-31E, 11-14N 092-46E, 11-10N 092-46E, 11-07N 092-32E. Wide berth from area advised. 2. Cancel this MSG 070600 UTC Jun 24.
576. India West Coast - off Hazira. Charts IN 21 209 254 INT 7331. Posh Natuna with Posh Arcturus and Posh Panglima progressing pipeline survey in vicinity of 21-03N 072-23E. Wide berth requested. 2. Cancel this MSG 151830 UTC Jun 24.
577. India West Coast - off Daman. Charts IN 21 254 292 INT 7331. Albatross 5 progressing pipeline survey in area bounded by 20-41.40N 071-56.80E, 20-41.08N 072-15.02E, 20-01.86N 072-14.20E, 20-02.46N 071-37.92E. Wide berth requested. 2. Cancel this MSG 301830 UTC Jun 24.
578. Andaman Sea - off Rutland I. Charts IN 33 405 473 INT 7440. Firing by aircraft scheduled 04 and 05 Jun 24 from 1000 to 1600 UTC in danger area bounded by 11-21.96N 092-40.5E, 11-11.33N 092-52.2E, 11-01.41N 092-40.43E, 11-11.7N 092-29.73E. Wide berth from area advised. 2. Cancel this MSG 051700 UTC Jun 24.
579. Andaman Sea - off Port Blair. Charts IN 41 404 473 INT 7031. Firing scheduled 06 and 07 Jun 24 from 1000 to 1200 UTC in danger area bounded by 11-39.56N 092-46.23E, 11-40.5N 092-47E, 11-38.58N 092-53.06E, 11-32.73N 092-48.25E. Wide berth from area advised. 2. Cancel this MSG 071300 UTC Jun 24.
580. India West Coast - off Porbandar. Charts IN 21 252 292 INT 7021. Firing by CG aircraft scheduled from 070330

<p>580. Continued to 070830 UTC Jun 24 in danger area bounded BY 21-32N 069-24E, 21-17N 069-24E, 21-17N 069-06E, 21-32N 068-56E. Wide berth from area advised. 2. Cancel this MSG 070930 UTC Jun 24.</p>
<p>581. India East Coast - Sagar I. Charts IN 31 301 3011 INT 7421. DGPS (21-39.51N 088-02.82E) transmission will be switched off from 050030 to 051230 UTC Jun 24 for maintenance. 2. Cancel this MSG 051230 UTC Jun 24.</p>
<p>582. Indian Ocean. Charts IN 7706 7707 INT 706. Abandoned Sri Lankan fishing boat reported adrift in approximate position 03-30N 087-14E AT 030436 UTC Jun 24. Mariners to exercise caution. 2. Cancel this MSG 060436 UTC Jun 24.</p>
<p>583. India East Coast - off Antarvedi. Charts IN 31 355 391 INT 7405. Sona II will carry out survey from 06 Jun to 06 Sep 24 in area bounded by 16-18.29N 081-42.03E, 16-15.97N 081-41.85E, 16-16.78N 081-51.65E, 16-19.10N 081-54.65E, 16-19.75N 082-08.38E, 16-23.91N 081-58.79E. Wide berth requested. 2. Cancel this MSG 061830 UTC Sep 24.</p>
<p>584. India West Coast - off Hazira. Charts IN 21 209 254 INT 7331. MV VSC Triton reported loss of anchor with 03 shackles in approximate position 20-44.92N 072-35.16E. Mariners to exercise caution.</p>
<p>585. India East Coast - off Visakhapatnam. Charts IN 31 354 391 INT 756. Firing scheduled from 101030 to 101430 UTC Jun 24 in danger area bounded within 16-06N to 17-05N and 083-18E TO 084-10E. Wide berth from area advised. 2. Cancel this MSG 101530 UTC Jun 24.</p>
<p>586. India West Coast. Charts IN 21 255 292 INT 7334. Rig move. Aban II (19-48.29N 071-41.20E) demobilized.</p>
<p>587. Andaman Sea - Invisible Bank. Charts IN 33 405 473 INT 7440. Rani Lakshmbai Shila LT (11-08.23N 093-30.81E) unlit.</p>
<p>588. India West Coast - off Daman. Charts IN 21 254 292 INT 7331. Vyacheslav Tikhonov will carry out seismic survey from 09 to 30 Jun 24 in area bounded by 19-58.07N 071-28.78E, 19-58.85N 072-32.52E, 20-23.14N 072-37.26E, 20-23.44N 071-33.09E. Wide berth of 06 Nm requested. 2. Cancel this MSG 301830 UTC Jun 24.</p>
<p>589. Lakshadweep Sea. Charts IN 32 7706 INT 706. Hydrographic survey being progressed in area bounded by 06-26.17N 078-09.50E, 04-47N 077-01.67E, 06-38N 075-35.17E, 06-38N 077-14.40E, 06-26N 077-14.40E. Wide berth requested. 2. Cancel this MSG 101830 UTC Jun 24.</p>
<p>590. India West Coast - Dabhol Port. Charts IN 21 256 2065 INT 7340. Buoys removed. No-5 (17-32.43N 073-07.18E), No-6 (17-32.54N 073-07.3E), No-7 (17-32.02N 073-07.71E), No-8 (17-32.11N 073-07.9E).</p>
<p>591. India West Coast - Kochi Harbour. Charts IN 220 2004 2045 INT 7360. Buoy No-16 (09-58.27N 076-14.32E) removed.</p>
<p>592. NAVAREA VIII - Warnings in force as on 07 Jun 2024 2022 Series - 134 237 519 2023 Series - 116 161 178 386 455 456 484 574 604 655 675 703 733 741 748 750 929 1046 1057 2024 Series - 180 188 215 288 291 317 397 444 446 455 460 461 465 474 475 476 479 481 486 499 501 504 505 506 511 518 519 528 534 535 539 550 551 553 554 556 558 560 561 562 564 568 576 577 583 584 585 586 587 588 589 590 591 (A) NAVAREA VIII Warnings less than 42 days promulgated via safety net. (B) Text of NAVAREA VIII Warning in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 141000 UTC Jun 24.</p>
<p>593. Andaman Sea - off Middle Andaman I. Charts IN 41 473 4186 INT 7031. Firing by aircraft scheduled from 120830 to 121030 UTC Jun 24 in danger area bounded within 12-50N to 13-00N and 093-40E to 094-10E. Wide berth from area advised. 2. Cancel this MSG 121130 UTC Jun 24.</p>
<p>594. India West Coast - off Daman. Charts IN 21 254 292 INT 7331. Firing by CG aircraft scheduled from 120230 to 121130 UTC Jun 24 in danger area bounded within 20-26N to 20-40N and 072-27E to 072-40E. Wide berth from area advised. 2. Cancel this MSG 121230 UTC Jun 24.</p>
<p>595. India East Coast - off Gopalpur. Charts IN 31 305 352 353 391 INT 7413. Army air defence firing scheduled 13 to 15 Jun 24 and 20 to 30 Jun 24 from 0130 to 0830 UTC and 0930 to 1430 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 Nm radius joining point B and C. Wide berth from area advised. 2. Cancel this MSG 301530 UTC Jun 24.</p>
<p>596. Bay of Bengal - off Balasore. Charts IN 31 351 7706 INT 756. Experimental flight trials scheduled 13 to 15 Jun 24 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by (a) 21-42.41N 087-45.6E (b) 21-03N 088-52.5E (c) 18-28.21N 089-20.56E (d) 18-20.16N 089-21.28E (e) 18-07.06N 089-01.3E (f) 20-20.03N 086-46.5E (g) 20-41.95N 087-08.08E (h) 21-14.53N 086-44.4E. Danger area extending up to coastline joining point A and H. Wide berth from area advised</p>

596. Continued.
2. Cancel this MSG 151130 UTC Jun 24.
597. India East Coast - off Gopalpur. Charts IN 31 353 INT 7413. Buoy reported adrift in approximate position 19-12.3N 085-09.1E
2. Cancel this MSG 131830 UTC Jun 24.
598. India East Coast - off Chennai. Charts IN 32 313 356 INT 7400. Firing by CG aircraft scheduled from 140130 to 141130 UTC JUN 24 in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised.
2. Cancel this MSG 141230 UTC Jun 24.
599. India West Coast - off Porbandar. Charts IN 21 252 292 INT 7021. Firing by CG aircraft scheduled from 140330 to 140830 UTC Jun 24 in danger area bounded by 21-32N 069-24E, 21-17N 069-24E, 21-17N 069-06E, 21-32N 068-56E. Wide berth from area advised.
2. Cancel this MSG 140930 UTC Jun 24.
600. India West Coast - Karwar Port. Charts IN 257 2008 2120 INT 7343. Buoy (14-48.77N 074-06.57E) reported missing.
601. Cancel NAVAREA VIII MSG 444/24 and this MSG.
602. India West Coast - off Kollam. Charts IN 22 222 260 INT 7362. Firing scheduled 13 and 14 Jun 24 from 0430 to 1130 UTC in danger area bounded by 08-30N 076-30E, 08-30N 076-20E, 08-35N 076-15E, 08-40N 076-20E, 08-35N 076-30E. Wide berth from area advised.
2. Cancel this MSG 141230 UTC Jun 24.
603. Andaman Sea - off Little Nicobar I. Charts IN 41 409 471 INT 7448. Firing by aircraft scheduled 13 to 14 Jun 24 and 17 to 21 Jun 24 from 0130 to 1730 UTC in danger area bounded within 07-22N to 07-31N and 093-31E to 093-48E. Wide berth from area advised.
2. Cancel this MSG 211830 UTC Jun 24.
604. India West Coast - Gulf of Khambhat. Charts IN 21 207 254 INT 7331. Narmada channel buoy number 7 (20-56N 072-09.40E) unlit.
605. India West Coast - off Ponnani. Charts IN 22 220 259 INT 7356. Firing by CG aircraft scheduled 18 to 21 Jun 24 from 0230 to 1130 UTC in danger area bounded within 10-20N to 10-50N and 075-00E to 075-35E. Wide berth from area advised.
2. Cancel this MSG 211230 UTC Jun 24.
606. India East Coast - off Balasore. Charts IN 31 351 7706 INT 7419. Experimental flight trial scheduled 18 to 21 Jun 24 and 24 Jun 24 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by (a) 20-57.25N 086-54.73E (b) 20-27.13N 087-33.55E (c) 20-52.62N 088-00.42E (d) 21-32.8N 087-22.52E. Danger area extending up to coastline joining point A and D. Wide berth from area advised.
2. Cancel this MSG 241130 UTC Jun 24.
607. India West Coast - off Bhatkal. Charts IN 216 257 294 INT 7343. Firing by aircraft scheduled 18 to 21 Jun 24 from 0300 to 1200 UTC in danger area bounded by 14-07N 074-11E, 14-05N 074-10E, 13-57N 074-23E, 14-00N 074-25E. Wide berth from area advised.
2. Cancel this MSG 211300 UTC Jun 24.
608. India West Coast - Mormugao. Charts IN 22 214 293 INT 7022. Firing scheduled from 180330 to 180730 UTC Jun 24 in danger area bounded within 15-15.83N to 15-25N and 073-37E to 073-47.55E. Wide berth from area advised.
2. Cancel this MSG 180830 UTC Jun 24.
609. India West Coast - off Daman. Charts IN 21 209 254 292 INT 7331. Firing by CG aircraft scheduled from 190230 to 191130 UTC Jun 24 in danger area bounded within 20-26N to 20-40N and 072-27E to 072-40E. Wide berth from area advised.
2. Cancel this MSG 191230 UTC Jun 24.
610. India East Coast - Visakhapatnam. Charts IN 31 354 391 3002 INT 7408. Firing scheduled from 190400 to 190500 UTC Jun 24 in danger AREA bounded by (a) 17-42N 083-18E (b) 17-48N 083-35E (c) 17-31N 083-32E and arc of 17 Nm radius joining point B and C. Wide berth from area advised.
2. Cancel this MSG 190600 UTC Jun 24.
611. Andaman Sea - off Middle Andaman I. Charts IN 41 473 7706 INT 7031 . Firing by aircraft scheduled from 190830 to 191030 UTC Jun 24 in danger area bounded within 12-50N to 13-00N and 093-40E to 094-10E. Wide berth from area advised.
2. Cancel this MSG 191130 UTC Jun 24.
612. NAVAREA VIII - Warnings in force as on 14 Jun 2024
2022 Series - 134 237 519
2023 Series - 116 161 178 386 455 456 484 574 604 655 675 703 733 741 748 750 929 1046 1057
2024 Series - 180 188 215 288 291 317 397 446 455 460 461 465 474 475 479 481 499 501 504 505 506 511 518 519 528 534 535 539 550 551 553 554 556 558 560 564 568 576 577 583 584 586 587 588 590 591 595 596 600 603 604 605 606 607 608 609 610 611
(A) NAVAREA VIII Warnings less than 42 days promulgated via safetyonet.

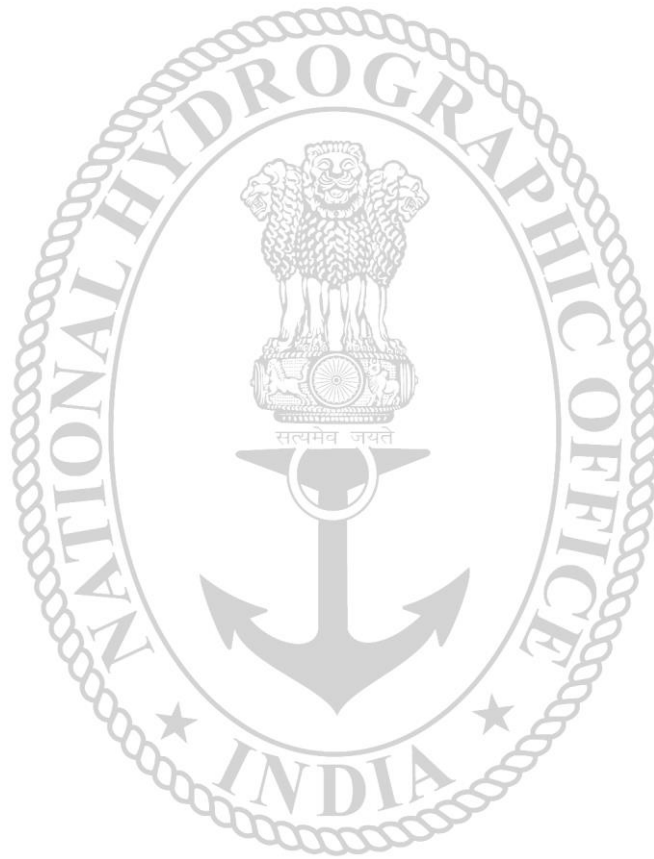
612 Continued.

(B) Text of NAVAREA VIII Warning inforce including those which no longer broadcast available in www.hydrobharat.gov.in.

2. Cancel this MSG 211000 UTC Jun 24.

613. India West Coast - off Mumbai. Charts IN 21 255 292 INT 7334. GS Rashi will carry out pipeline survey from 18 to 19 Jun 24 in areas bounded by (a) 18-53.22N 071-47.38E, 18-54.84N 071-48.76E, 18-50.17N 071-55.33E, 18-48.96N 071-54.30E (b) 18-41.06N 072-29.80E, 18-43.27N 072-35.47E, 18-41.36N 072-35.08E, 18-38.77N 072-29.35E. Wide berth requested

2. Cancel this MSG 191830 UTC Jun 24.



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)

Chapter - 9 (Page 359)

(Source: Adani Ports and SEZ Ltd.
APSEZ/MARINE/NHO/02)

Article 9.97, Para 1, delete line 5&6 and replace by

The Port is capable of accommodating fully laden VLCC Carriers up to 360,000 DWT, Cape size bulk vessel up to 270,000 DWT and container up to 231,600DWT.

Article 9.98, delete Para 1 and replace by

1 The port consists of 13 Multipurpose berths capable of handling break bulk, dry bulk, liquid and LPG cargo, 12 Container berths, 2 SPM and 1 LNG berth.

Page 360, Article 9.99, Insert after Para 8

VLCC STS OPs AREA. VLCC STS Operation area is 0.6 NM radius centered on 22° 40'.55N, 69° 35'.30E.

Page 361, Article 9.101, delete Para 4 and replace by

Second pair of transit light is installed on the western direction of South Basin terminal to indicate 225 meters lateral distance from South basin berths.

Page 361, Article 9.102, delete para 1 and replace by

1 Port facility has 13 multipurpose berths, 12 Container berths, 01 LNG berth and 02 SPMs. Monthly permissible draughts are declared basis hydrographic survey.

Page 361, Article 9.103, delete para 1

Page 361, Article 9.103, para 1 Insert new entry

1 **Storm Signal Location.** The storm signal upon received from government authorities is hoisted on top of Marine Control Tower located in position 22° 44'.28N 69° 42'.88E.

2 **Weather and Seasons**

Rain. There is little rainfall around 464mm/ 22.3 inch per year in Mundra.

Temperature. The average temperature varied from 26°c in summer to 17° c in winters.

Winds. April to September wind direction SWly, average wind speed 20- 25 Knots.

October to March wind direction NEly, average wind speed 15- 20 Knots.

West coast of India Pilot (INP-1)**Chapter - 7 (Page 260)**

(Source: IH-102A Finolex Terminal Port)

Page 260, Article 7.78, para 1 line no 1 delete and replace by

16° 53.58'N 073° 16.68'E

Para 2 delete and replace by

Function. Import

1. Liquid: Ethylene Di- Chloride,
2. Gas: Ethylene, Vinyl Chloride Monomer
3. Solid: Coal

Para 4 delete and replace by

Port Authority. Regional Port Officer, (MMB)

Mandavi Bandar, Ratnagiri-415612

Tel: 02352-232528

Email: portoffice123@yahoo.in

Page 260, Article 7.80, para 2 line no 2 delete and replace by

15.8 m

Page 260, Article 7.80, para 3 line no 2 delete and replace by

16° 52.50' N 073° 14.88' E 2 miles SW of Pawas point.

Page 261, Article 7.81, para 1, General Layout below
Insert new entry

Chemical Jetty: Min -110m & Max -170m length, breadth 50m with draft 9m and displacement 20,000MT.

Coal Jetty: 80m length, 25m breadth with draft 3.8m and displacement 3500MT.

Page 261, Article 7.82, below para 2, Insert new entry

3. **Navigational Aids:** Pawas point beacon on hill (Maintained by MMB), WNW of EDC Jetty

Buoys:

Navigational Buoys at 10 meters depth contour in Pawas bay in positions:

(a) 16° 53.21' N 073° 17.08' E

(b) 16° 53.05' N 073° 17.10' E

Cautionary buoys

(a) 16° 53.33' N 073° 17.04' E

(b) 16° 53.45' N 073° 16.62' E

Fairway Buoys

(a) 16° 52.42' N 073° 15.80' E

Conspicuous Navigational Marks:

Leading marks poles installed at position
 16° 53.52' N 073° 17.82' E and at position
 16° 53.91' N 073° 17.82' E.

Bay of Bengal Pilot (INP-2)**Chapter - 2 (Page 119)**

(Source: Lr.No RMPM/A4/09/2023 APMB)

Article 2.111, Para 1,2,3,4

Delete entry and replace by:

General Information:

1 The Government of Andhra Pradesh through Andhra Pradesh Maritime Board (APMB) is developing a Greenfield Port at Ramayapatnam in SPSR Nellore District of Andhra Pradesh to meet the ever-increasing cargo demand. It is planned to develop the port as an all-weather port with world-class terminal facilities to meet the present and future needs of the trades and suitable to develop as a Non Major port.

Ramayapatnam village, site for port development is a coastal village, located at the South-East corner of SPSR Nellore district in Gudluru Mandal, located 4.5 km East of Tettu on NH-5 and 93 km North of Krishnapatnam Port. It is 12.8 km away from main town Ulavapadu and 78.7 km distance from its district main city Ongole. It involves other villages called Ravuru of Gudlur mandal. The port will have an artificial deep harbour along an open straight seacoast and protected by breakwaters on the north and south.

2 Position

The co-ordinates of Ramayapatnam Port limits in the waterfront area are appended below. The port limits are.

NORTH : A line joining from a point of 15° 10' 44" N, 80° 04' 40" E at "A" towards North-East corner point of 15° 10' 44" N, 80° 17' 57" E at "B"

SOUTH : A line joining from a point of 14° 44' 34" N, 80° 06' 53" E at "D" towards South-East corner point of 14° 44' 34" N, 80° 18' 06" E at "C"

EAST : A line joining from a point of 15° 10' 44" N, 80° 17' 57" E at "B" towards South-East corner point of 14° 44' 34" N, 80° 18' 06" E at "C"

WEST : A shore line joining from a point of 15° 10' 44" N, 80° 04' 40" E at "A" towards South-West corner point of 14° 44' 34" N, 80° 06' 53" E at "D"

3 Function

The Ramayapatnam Port Handles Principle Export Cargoes are Agricultural products, Cement/Cement clinker, Granite Blocks, Iron ore/Barytes, Other Commodities, Containers.

Principle Import Cargoes are Fertilizers, Iron ore, Edible oils, Coal, Other Commodities, Containers.

4 **Development**

The port is also developing modern peripheral facilities.

5 **Arrival Information** Vessels should forward details of their ISS certificate, name and rank of Ship Security Officer, mobile contact number, working VHF/UHF channel, language, Inmarsat A, B and C numbers, vessels email and telex number and last ten ports of call to the port authority at least 24 hours prior to arrival. Contact Ramayapatnam Port Control on VHF Channel 16& 19 (Marine VHF Band)

6 **Port Radio**

Port control may be contacted on VHF channel 12, 16 & 19 (Marine VHF Band)

7 **Anchorage**

The co-ordinates of Vessel Anchorage

Anchorage 1- 15° 09' 52" N, 080° 14' 51.3" E

Anchorage 2- 15° 07' 02" N, 080° 14' 59.3" E

Anchorage 3- 15° 04' 07.2" N, 080° 15' 06.2" E

Anchorage 4- 15° 01' 34.2" N, 080° 13' 38.2" E

8 **Pilotage**

Pilotage within port limit is compulsory. No movements other than anchoring within designated anchorages are to be undertaken without a licensed pilot on board and without express instructions from port control office. Requests for pilot should be sent to Ramayapatnam Port Control on VHF channels 12, 16 & 19. The Coordinates of the Pilot Boarding Stations are as 15° 04' 45.7" N, 080° 10' 56" E.

9 **Tides**

Tides at Ramayapatnam are semi diurnal in nature. Mean Spring range is about 1.2 m and Mean Neap range is about 0.7m.

10 **Navigational Aids**

Ramayapatnam Light House (Latitude: 15° 2' 58.819" N, Longitude: 80° 2' 52.530" E) is exhibited from a white hexagonal concrete tower with white and red bands. 35.29m in height.

11 **Channel Buoys**

At present the Entrance channel is presently dredged to 12 m. The dredged channel is marked by 6 pairsof buoys with the corresponding lateral marks.

North Breakwater head light: - Not Installed due to break water construction in progress.

South Breakwater head light: - Not Installed due to break water construction in progress.

Tugs: - 2 Nos of 35 /40Tons (will be made available for berthing)

12 Berthing and Whares

Following berth are available: At present Berth no. 01 is ready for operation, depth available is 12m.

Berth no.	Length (m)	Depth (m)
1	350	12.0

13 Pollution Control

It is an offence to discharge or allow escape will fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Ramayapatnam Port limits. Replenishment of bunkers, whether from sea or shore, will be permitted only on special application monitored by ports Marine / Safet personnel and shall be carried out in day light hours only. Inter - tank transfers of oil or ballast water, de-ballasting or discharge overboard of wash water etc, should not be carried out without permission of Port Control. Emission of dense smoke is prohibited from vessel within Port limits. It is an offence to throw or dump galley refuse, garbage, rubbish, hold sweepings etc, into the water or on berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.

14 Repairs

Hull, machinery, and underwater repairs possible through workshops available at Nellore after obtaining permission from Port control. However, no ship/boat yards, docking or slipway facilities available.

15 Diving Assistance

The Port provides diving services, which is available on request through agents.

16 Supplies

Fresh Water, Dry/Fresh provisions and Fuel can be arranged by agents alongside berths/anchorage through lorries/barges with sufficient notice after obtaining permissions from Port control. Charts and publications can be arranged by agents through supplier at Chennai.

17 Services

Following services are available at the port: the port VTMS need to be installed. The port is equipped with fire – fighting facilities is ready for phase I operation present 02 number of fire tenders and portable fire pumps. The port is also having a good tie up with various multi-speciality hospitals for dealing with acute medical cases. Port First aiders situated in the near vicinity of Ramayapatnam Port. Garbage removal facility available on requisition on chargeable basis.

18 Tourism

Tirupati, Ramayapatnam Beach, Thumalapenta Beach, Pullicat Lake, Nallapattu Sanctuary, Ranganatha Temple, Jonnawada etc. Hotel and restaurant are available at

Nellore, Kavali and all types of food is being served in these hotels.

19 Nearest Towns

Kavali and Nellore are the Chief town of the district stands on 21 and 76 km respectively from port connected through NH – 16 and Ongole location 63 km connected through NH – 16 both the rising the towns are connected with the Indian railway system.

Bay of Bengal Pilot (INP-2)

Chapter - 3 (Page 148)

(Source:MD/SHS/TECH-26/2024)

Article 3.33, Para 1, below Iron Ore Berth Delete Draft of CB1 & CB 2 are replace by:

Coal Berth (CB 1)	16.00m	During daytime high-tide.
Coal Berth (CB 2)	16.00m	

7.1

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

NIL

8.1

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2019

(Last correction: Edition No. 11 dated 01 Jun 2024)

NIL

INP 31(2), 2019

(Last correction: Edition No. 11 dated 01 Jun 2024)

NIL

INP 31(5), 2021

(Last correction: Edition No. 03 dated 01 Feb 2024)

NIL

INP 31(6), 2023

(Last correction: Edition No. 10 dated 15 May 2024)

NIL

9.1

SECTION – IX
CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS

NIL

SECTION – X

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(Uttarakhand), India

e-mail : msis-inho@navy.gov.in, inho@navy.gov.in
Fax No. : +91-135- 2748373
Web : www.hydrobharat.gov.in

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

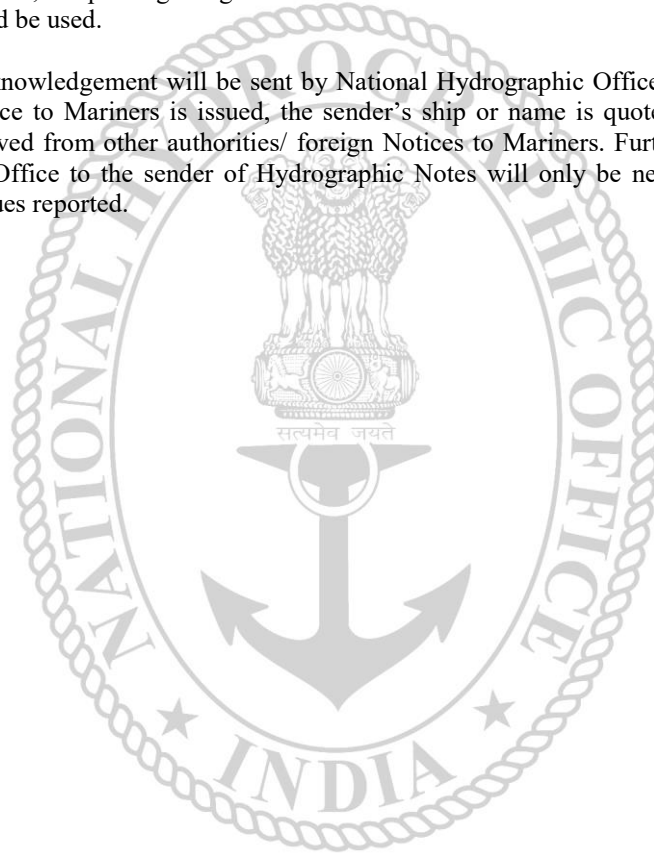
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

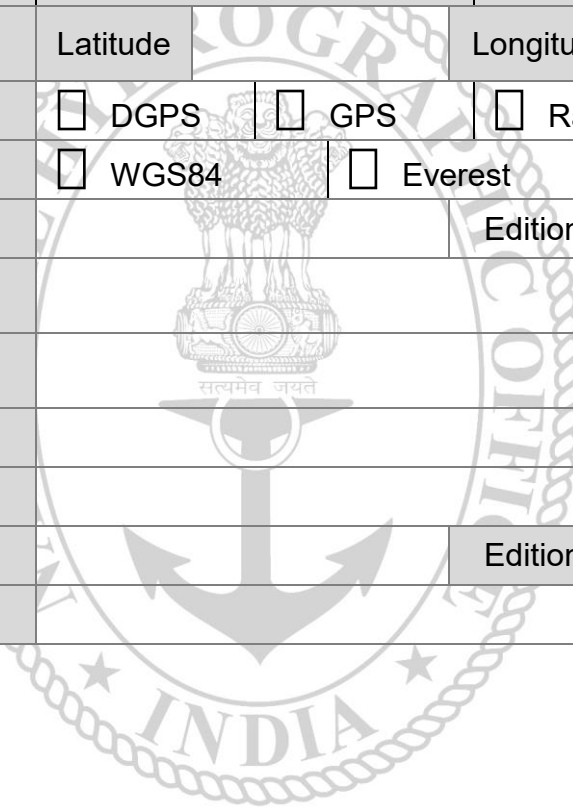
8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

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

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

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

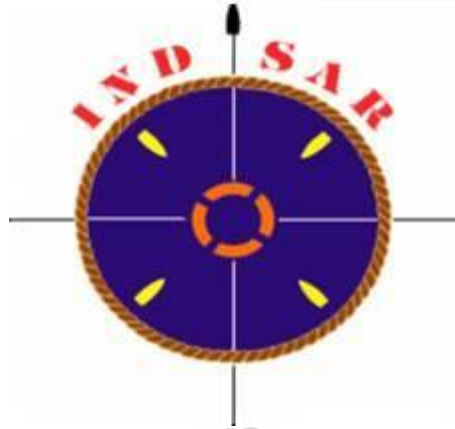


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC