



# INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2024

(CONTAINS NOTICES 099 TO 102)

REACH US 24 x 7



[msis-inho@navy.gov.in](mailto:msis-inho@navy.gov.in)  
[incho@navy.gov.in](mailto:incho@navy.gov.in)



+91-135-2748373



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



Lieutenant Commander (H)  
Maritime Safety Information Services  
+91- 135 - 2746290-117

WWW

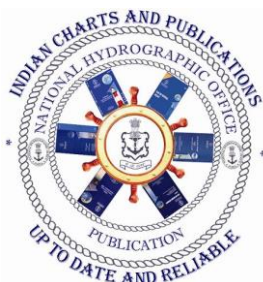
[www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

## CONTENTS

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

(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

**FEEDBACK:** [msis-inho@navy.gov.in](mailto:msis-inho@navy.gov.in)



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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

## 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<sub>s</sub> 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 &amp; 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 &amp; 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 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>
IN3305GO	305	APPROACHES TO GOPALPUR	18-JUL-2024
IN53043A	3043	GOPALPUR ANCHORAGE	18-JUL-2024

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3305GO	305	APPROACHES TO GOPALPUR	09-AUG-2019
IN53043A	3043	GOPALPUR ANCHORAGE	11-JUL-2019

7. The forthcoming Indian Charts are as follows:-

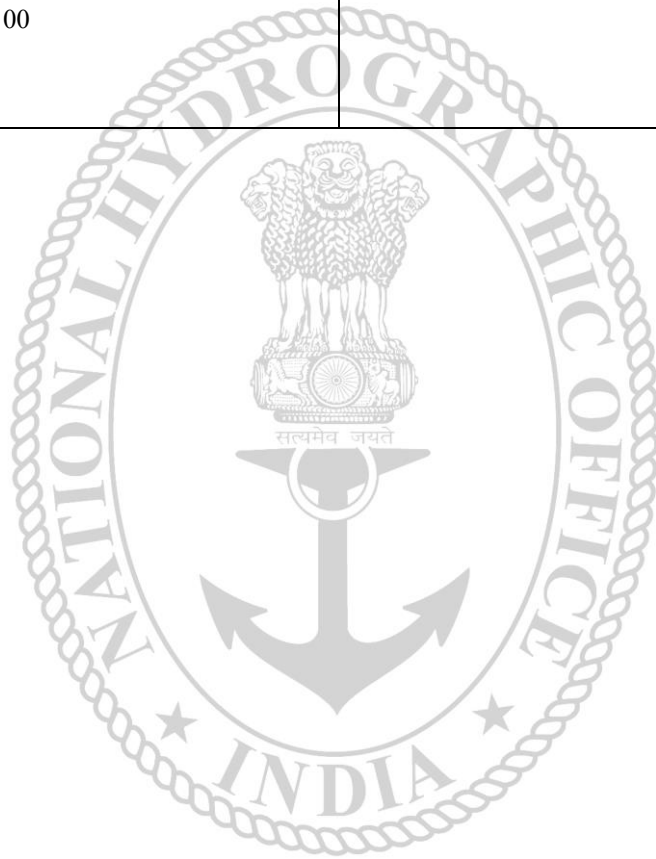
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
357 (INT 7397)	POINT CALIMERE TO CHENNAI	300000	NEW EDITION
358 (INT 7394)	APPROACHES TO PALK BAY	300000	NEW EDITION
404 (INT 7439)	ELPHINSTONE HARBOUR TO PORT BLAIR	150000	NEW EDITION

## VI

### 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:

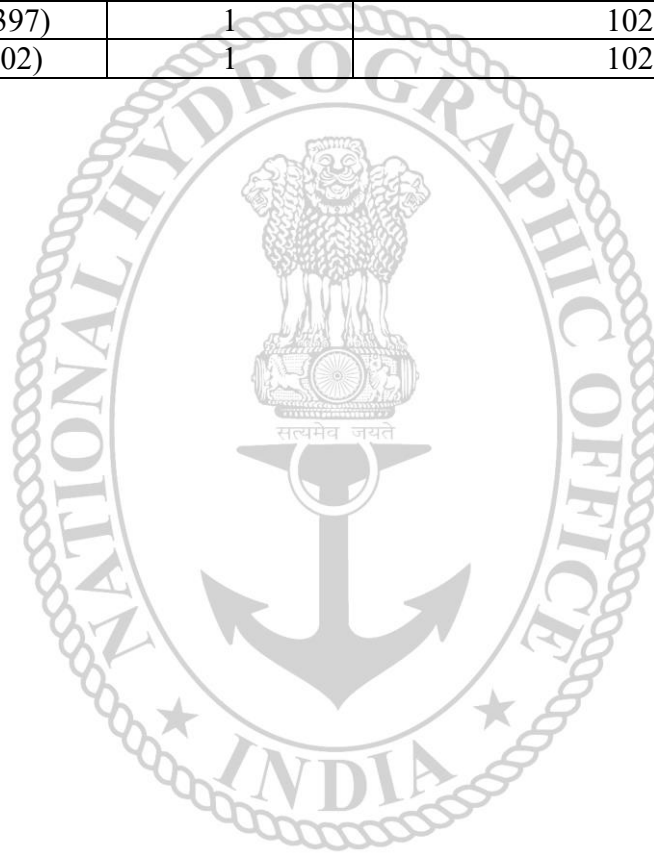
<b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel : +44 (0) 1823 337900 Fax : +44 (0) 1823 330561, 1823 284077 Web site : <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a>	<b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad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



**SECTION – I**

The list of charts affected by the Notices 099 to 102 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
268 (INT 7353)	4	101
273	4	101
308 (INT 7409)	5	100
354 (INT 7408)	5	100
391	5	100
2007	4	101
2029 (INT 7358)	4	099
2507 (INT 77395)	1	102
2527 (INT 77397)	1	102
2530 (INT 7602)	1	102



**SECTION – II****PERMANENT NOTICES****\*099 (15/24) INDIA – WEST COAST – Approaches to Kochi – Lights, Buoys.**

Source: IH – 102, INS Sutlej.

**Chart 2029 (INT 7358)** [previous update 173/23]

Insert		<i>Fl. G. 5s</i>	10° 10'·59N., 076° 09'·83E.
		<i>Fl. R. 5s</i>	10° 10'·66N., 076° 09'·74E.
		<i>Fl. G. 3s</i>	10° 11'·07N., 076° 10'·58E.
		<i>Fl. R. 3s</i>	10° 10'·79N., 076° 10'·67E.
		<i>Fl. G. 3s</i>	10° 10'·45N., 076° 10'·72E.
		<i>Fl. R. 3s</i>	10° 10'·22N., 076° 10'·96E.
		<i>Fl. R. 3s</i>	10° 10'·10N., 076° 11'·01E.

**\*100 (15/24) INDIA – EAST COAST – Outer Approaches to Vishakhapatnam – Buoy.**

Source: HQATVP.

**Chart 391** [previous update 097/24]

Insert			17° 45'·00N., 083° 48'·00E.
--------	---	--	-----------------------------

**Chart 354 (INT 7408)** [previous update 101/23]

Insert			17° 45'·00N., 083° 48'·00E.
--------	---	--	-----------------------------

**Chart 308 (INT 7409)** [previous update 101/23]

Insert			17° 45'·00N., 083° 48'·00E.
--------	---	--	-----------------------------



**\*101 (15/24) INDIA – LAKSHADWEEP – Androth Island; Androth Jetty – Buoy.**

Source: CGDHQ.

**Chart 273** [previous update 097/24]

Insert



10° 54'·58N., 073° 40'·74E.

10° 58'·31N., 073° 39'·31E.

**Chart 268 (INT 7353)** [previous update NE 30 Nov 21]

Insert



10° 54'·58N., 073° 40'·74E.

10° 58'·31N., 073° 39'·31E.

**Chart 2007** [previous update NE 15 Mar 20]

Insert



10° 54'·58N., 073° 40'·74E.

**\*102 (15/24) INDIAN OCEAN – MAURITIUS – Grand Port – Wreck.**

Source: INS Darshak.

**Chart 2527 (INT 77397)** [previous update 080/24]

Delete



20° 23'·38S., 057° 43'·81E.

**Chart 2530 (INT 7602)** [previous update NC 15 Aug 23]

Delete



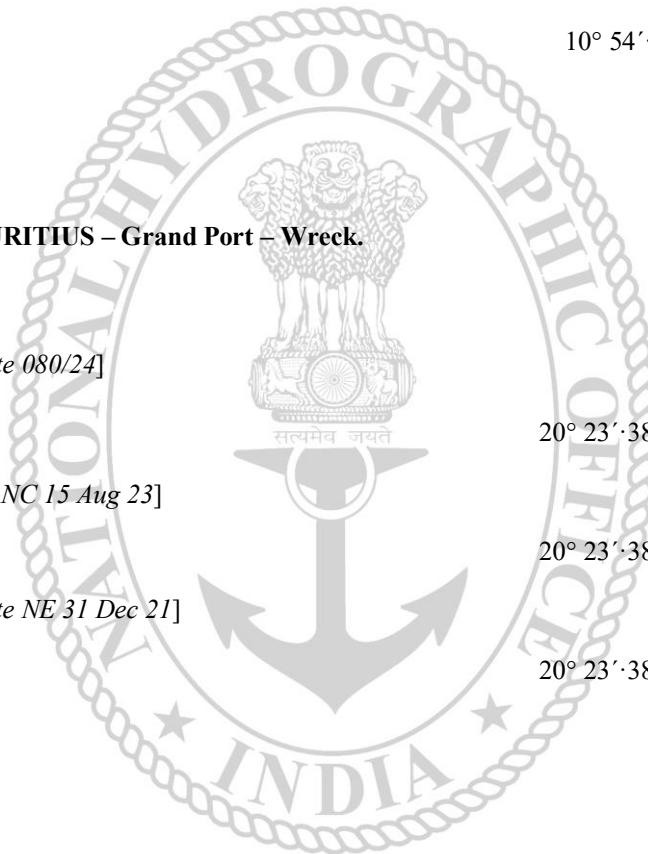
20° 23'·38S., 057° 43'·81E.

**Chart 2507 (INT 77395)** [previous update NE 31 Dec 21]

Delete



20° 23'·38S., 057° 43'·81E.

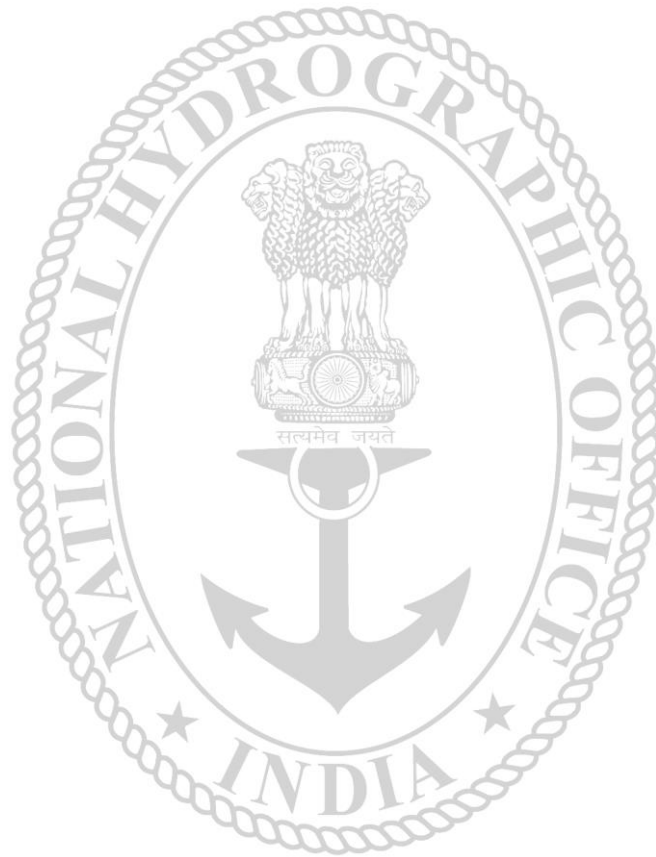


**Section – III**

**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](http://www.hydrobharat.gov.in).

**NIL**



**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:-

<b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b>								
<b>Sl.</b>	<b>Station Name</b>	<b>B1</b>	<b>Broad Cast Timings in UTC</b>					
			<b>0110</b>	<b>0510</b>	<b>0910</b>	<b>1310</b>	<b>1710</b>	<b>2110</b>
(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](http://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](http://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><b>M/s OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 011- 46557337 Mob: +91 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s Lift o Marine</b> Allens Mansion, C6, Nungi Station Road, Batanagar, Kolkata – 700 140 Tel/Fax: +91 33 24924283, +91 9836972027 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a>, <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 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: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> 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: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: +91-22- 22660017/0018/0525/1937 Ext: 32 Tel: +91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>M/s L. R. Marine Services</b> 301, 3rd Floor, Biry 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: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></p>
<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11 CBD, Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> , <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p>	<p><b>M/s IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s JM Maritime Services</b> 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 : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani's Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a>, <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p>
<p><b>M/s VDO Marine Instruments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682003 Tel: +91 4842667157 Fax: +91 4842667121 Email: <a href="mailto:atmain@md4.bsnl.net.in">atmain@md4.bsnl.net.in</a> Web: <a href="http://www.atmain.in">www.atmain.in</a></p>	<p><b>M/s CNC, Office No. S-12-92</b> 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: <a href="mailto:sales@emariner.net">sales@emariner.net</a> Web: <a href="http://www.emariner.net">www.emariner.net</a></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](http://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 01 Aug 24: -

<b>2022 SERIES</b> - 134 237 519
<b>2023 SERIES</b> - 161 178 386 455 456 484 574 604 655 703 733 741 748 750 929 1046 1057
<b>2024 SERIES</b> - 180 188 215 288 291 317 465 481 499 518 539 550 551 554 568 583 584 587 600 604 640 643 669 671 691 694 698 700 706 707 708 709 711 712 713 714 715 717

4. NAVAREA VIII Warnings issued during the period from 16 Jul 24 to 31 Jul 24 (both dates inclusive) are as tabulated below: -

<b>681. Lakshadweep Sea - off Androth I.</b> Charts IN 268 2007 INT 706. Firing scheduled from 190230 to 191030 UTC Jul 24 in danger area bounded within 10-48.40N to 10-49.40N and 073-38E to 073-39.60E. Wide berth from area advised. 2. Cancel this MSG 191130 UTC Jul 24.
<b>682. India West Coast - off Kollam.</b> Charts IN 22 7706 INT 752. Firing scheduled 19 and 20 Jul 24 from 0430 to 1130 UTC in danger area bounded within 08-30N to 08-45N and 075-15E to 075-30E. Wide berth from area advised. 2. Cancel this MSG 201230 UTC Jul 24.
<b>683. Cancel NAVAREA VIII MSG 675/24 and this MSG.</b>
<b>684. Bay of Bengal.</b> Charts IN 33 7706 INT 706. Firing scheduled in danger areas bounded within (a) 06-40N to 08-07N and 085-15E to 091-00E from 171330 to 190600 UTC Jul 24 (b) 09-44N 084-37E, 15-39N 090-14E, 14-21N 091-50E, 08-11N 085-11E from 200500 to 241300 UTC Jul 24. Wide berth from area advised. 2. Cancel this MSG 241400 UTC Jul 24.
<b>685. Bay of Bengal.</b> Charts IN 33 7706 INT 706. Firing scheduled from 190500 to 241300 UTC Jul 24 in danger area bounded by 07-56N 084-24.30E, 08-26.30N 090-59.80E, 06-43.10N 091-09.80E, 06-27.80N 084-32.36E. Wide berth from area advised. 2. Cancel this MSG 241400 UTC Jul 24.
<b>686. Andaman Sea - off N Sentinel I.</b> Charts IN 33 404 473 INT 7439. Firing by aircraft scheduled 23 to 26 Jul 24 from 0430 to 0700 UTC in danger area bounded by 11-52N 092-19E, 11-48N 092-29E, 11-40N 092-27E, 11-43N 092-16E. Wide berth from area advised. 2. Cancel this MSG 260800 UTC Jul 24.
<b>687. India West Coast - Porbandar.</b> Charts IN 21 252 292 INT 7325. DGPS (21-37.33N 069-37.19E) transmission will be switched off from 220130 to 241230 UTC Jul 24 for maintenance. 2. Cancel this MSG 241230 UTC Jul 24.
<b>688. India East Coast - Sriharikota.</b> Charts IN 33 391 7706 INT 755. Rocket launch from 13-41.8N 080-14E scheduled from 220100 to 220500 UTC Jul 24. 2. Danger zone as follows: Zone-1: Circle of 10 nm around launcher. Zone-2: Radii of 50 nm and 250 nm from launcher between azimuth 080 and 115. 3. Wide berth from area advised. 4. Cancel this MSG 220600 UTC Jul 24.
<b>689. NAVAREA VIII - warnings in force as on 19 Jul 2024.</b> <b>2022 Series</b> - 134 237 519 <b>2023 Series</b> - 161 178 386 455 456 484 574 604 655 675 703 733 741 748 750 929 1046 1057 <b>2024 Series</b> - 180 188 215 288 291 317 446 465 481 499 518 539 550 551 554 568 583 584 587 600 604 626 635 638 639 640 643 650 659 669 671 672 679 682 684 685 686 687 688 (a) NAVAREA VIII warnings less than 42 days promulgated via safetynet. (b) Text of NAVAREA VIII warning inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> .

<b>689.</b>	<b>continued.</b>
2.	Cancel this MSG 261000 UTC Jul 24.
<b>690.</b>	<b>Indian Ocean.</b> Charts IN 7070 7071 7707 INT 707. Semi-submerged vessel reported adrift in approximate position 08-57s 094-26.50e at 190718 UTC Jul 24.
2.	Cancel this MSG 220718 UTC Jul 24.
<b>691.</b>	<b>India West Coast - Mormugao Port.</b> Charts IN 22 214 2078 INT 7346. Buoy no 2 (15-24.95N 073-45.10E) recovered for repairs. Virtual buoy (X-ray band) established till buoy is relaid.
<b>692.</b>	<b>India West Coast - off Karwar.</b> Charts IN 22 257 294 INT 7023. MV Maersk Frankfurt reported fire onboard in approximate position 14-24.77N 073-41.89E. Fire fighting in progress by ICG ships. Vessels transiting to keep sharp lookout and well clear.
2.	Cancel this MSG 231830 UTC Jul 24.
<b>693.</b>	<b>Andaman Sea - off Middle Andaman I.</b> Charts IN 41 473 7706 INT 7031. Firing by aircraft scheduled from 240830 to 241030 UTC Jul 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 241130 UTC Jul 24.
<b>694.</b>	<b>India West Coast - Vengurla.</b> Charts IN 213 257 2046 INT 7343. Vengurla point NAVTEX transmitter (15-51.2N 073-37E) inoperative.
<b>695.</b>	<b>India East Coast - off Balasore.</b> Charts IN 31 351 INT 7419. Experimental flight trials scheduled 24 to 26 Jul 24 from 0400 to 0600 UTC and 0900 to 1100 UTC in danger area bounded by (a) 21-33.9N 087-24.91E (b) 21-36.06N 087-59.25E (c) 20-13.66N 088-51.48E (d) 19-18.71N 087-31.6E (e) 20-30.53N 086-46.58E. Danger area extending up to coastline joining point e to a. wide berth from area advised.
2.	Cancel this MSG 261200 UTC Jul 24.
<b>696.</b>	<b>India East Coast - off Chennai.</b> Charts IN 32 356 391 INT 7400. Firing by CG aircraft scheduled from 260130 to 261130 UTC Jul 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 261230 UTC Jul 24.
<b>697.</b>	<b>India East Coast - off Visakhapatnam.</b> Charts IN 31 308 354 INT 754. Firing scheduled 27 and 28 Jul 24 from 0330 to 0830 UTC in danger area of 05 nm radius around 17-37N 083-58E. Wide berth from area advised.
2.	Cancel this MSG 280930 UTC Jul 24.
<b>698.</b>	<b>India West Coast - Gulf of Kachchh.</b> Charts IN 21 203 2027 INT 7319. Pirotan I Lt (22-37.23N 069-58.28E) unlit.
<b>699.</b>	<b>India West Coast - off New Mangalore.</b> Charts IN 22 217 258 INT 7348. Firefighting by ICG ships in progress on MV Maersk Frankfurt in position 13-18N 074-28E. Vessels transiting to keep well clear and exercise caution.
2.	Cancel this MSG 271830 UTC Jul 24.
<b>700.</b>	<b>Bay Of Bengal - off Bangladesh.</b> Charts IN 31 7071 INT 756 BA 90. Firing by aircraft scheduled 28 Jul to 06 Aug 24 from 0200 to 1100 UTC in danger area bounded within 21-25N to 21-51N and 091-23E to 091-40E. Wide berth from area advised.
2.	Cancel this MSG 061200 UTC Aug 24.
<b>701.</b>	<b>Cancel NAVAREA VIII MSG 675/23, 446/24, 695/24 and this MSG.</b>
<b>702.</b>	<b>India East Coast - off Sagar I.</b> Charts IN 31 301 351 INT 7419. Firing by cg aircraft scheduled from 290430 to 291030 UTC Jul 24 in danger area bounded within 20-37N to 20-52N and 088-30E to 089-00E. Wide berth from area advised.
2.	Cancel this MSG 291130 UTC Jul 24.
<b>703.</b>	<b>India West Coast - Okha.</b> Charts IN 21 203 292 INT 7021. Firing scheduled from 300530 to 300730 UTC Jul 24 in danger area bounded by 22-39.40N 069-09.32E, 22-28.45N 069-17.00E, 22-28.45N 068-51.05E, 22-35.39N 068-53.25E. Wide berth from area advised.
2.	Cancel this MSG 300830 UTC Jul 24.
<b>704.</b>	<b>India West Coast - Hazira.</b> Charts IN 209 254 2108 INT 7331. DGPS (21-05.49N 072-38.60E) transmission switched off for maintenance.
<b>705.</b>	<b>India West Coast - Okha.</b> Charts IN 203 2013 2068 INT 7324. Humani point DGPS (22-28.61N 069-04.19E) transmission will be switched off from 290130 to 311230 UTC Jul 24 for maintenance.
2.	Cancel this MSG 311230 UTC Jul 24.
<b>706.</b>	<b>Bay of Bengal.</b> Charts IN 31 7706 INT 706. Subsurface firing scheduled from 270800 UTC Jul 24 to 101500 UTC Aug 24 in danger area bounded by 16-25N 084-50E, 13-25N 083-50E, 13-25N 089-20E, 16-25N 090-10E. Wide berth from area advised.
2.	Cancel this MSG 101600 UTC Aug 24.
<b>707.</b>	<b>India West Coast - off Alibag.</b> Charts IN 211 255 292 INT 7334. MV JSW Raigad reported aground in approximate position 18-38.5N 072-51.01E. Crew rescued.
<b>708.</b>	<b>NAVAREA VIII - Warnings in force as on 26 Jul 2024</b>
	<b>2022 Series</b> - 134 237 519
	<b>2023 Series</b> - 161 178 386 455 456 484 574 604 655 703 733 741 748 750 929 1046 1057



<p><b>708. continued.</b>  <b>2024 Series</b> - 180 188 215 288 291 317 465 481 499 518 539 550 551 554 568 583 584 587 600 604 638 639 640 643 650 659 669 671 672 679 691 694 697 698 699 700 702 703 704 705 706 707 708</p> <p>(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 <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a>.</p> <p>2. Cancel this MSG 021000 UTC Aug 24.</p>
<p><b>709. India West Coast - Mormugao Port.</b> Charts IN 22 214 2078 INT 7346. Buoy no 3 (15-24.96N 073-46.15E) reported missing. Virtual buoy (X-band) established till buoy is replaced.</p>
<p><b>710. Andaman Sea - off Middle Andaman I.</b> Charts IN 41 473 7706 INT 7031. Firing by aircraft scheduled from 310830 to 311030 UTC Jul 24 in danger area bounded within 12-50N TO 13-00N AND 093-40E TO 094-10E. Wide berth from area advised.</p> <p>2. Cancel this MSG 311130 UTC Jul 24.</p>
<p><b>711. India East Coast - Chennai.</b> Charts IN 33 313 356 3001 INT 7400. Firing scheduled from 300830 to 300930 UTC Jul 24 in danger sector extending upto 11nm between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised.</p> <p>2. Cancel this MSG 301030 UTC Jul 24.</p>
<p><b>712. Andaman Sea - off Port Blair.</b> Charts IN 41 405 473 INT 7440. Firing scheduled 01 and 02 Aug 24 from 1000 to 1200 UTC in danger area bounded by 11-39.57N 092-46.23E, 11-40.5N 092-47E, 11-38.58N 092-53.07E, 11-32.73N 092-48.25E. Wide berth from area advised.</p> <p>2. Cancel this MSG 021300 UTC Aug 24.</p>
<p><b>713. India West Coast - Kochi.</b> Charts IN 22 220 259 2004 INT 7356. Firing scheduled (a) 02, 09, 16, 23, 30 Aug 24 from 0900 to 1200 UTC and 1230 to 1430 UTC and (b) 05, 12, 19, 26 Aug 24 from 0900 to 1200 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E. Wide berth from area advised.</p> <p>2. Cancel this MSG 301530 UTC Aug 24.</p>
<p><b>714. Bay Of Bengal - off Bangladesh.</b> Charts IN 31 BA 90 817 INT 756. Firing by Bangladesh navy scheduled 01 to 31 Aug 24 (excluding Fridays and Saturdays) from 0001 to 1600 UTC 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) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (c) 20-22N 091-06E, 20-46.5N 091-31E, 20-24N 091-59E, 20-00N 091-36E (d) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (e) 20-58N 089-34E, 20-58N 089-54E, 20-34N 089-54E, 20-34N 089-34E. Wide berth from area advised.</p> <p>2. Cancel this MSG 311700 UTC Aug 24.</p>
<p><b>715. India East Coast - Pulicat.</b> Charts IN 32 313 356 INT 7400. DGPS (13-25.20N 080-19.78E) transmission will be switched off from 010030 to 021230 UTC Aug 24 for maintenance.</p> <p>2. Cancel this MSG 021230 UTC Aug 24.</p>
<p><b>716. Cancel NAVAREA VIII MSG 704/24 and this MSG.</b></p>
<p><b>717. India West Coast - off Porbandar.</b> Charts IN 21 205 252 INT 7325. Firing by cg aircraft scheduled from 020330 to 020830 UTC Aug 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.</p> <p>2. Cancel this MSG 020930 UTC Aug 24.</p>

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

NIL

**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
<b>D7651-8</b>	- No 28	30 01.98 N 49 01.22 E	FI R 3s	..	12	Red beacon	
	-- *	..	AIS *	..	..	..	MMSI No 994221560
<b>D7651-9</b>	- No 21	30 02.08 N 49 01.42 E	FI G 3s *	..	12	Green beacon	..
<b>F1737</b>	KUALA JOHOR Remove from list; deleted						

**SECTION – VIII**  
**CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2019***(Last correction: Edition No. 14 dated 16 July 2024)*

NIL

**INP 31(2), 2019***(Last correction: Edition No. 13 dated 01 July 2024)*

PAGE 14, QATAR, below 77340 SE Arif Lt Buoy.

Insert new entry:

Mesaieed Port Main Channel South Cardinal Lt Buoy S Arif	24°51'·60N 51°40'·86E	3				Z		77341
---	-----------------------	---	--	--	--	---	--	-------

PAGE 04, MOZAMBIQUE.

74100 Miradouro Lt.

Delete entry:

PAGE 04, MOZAMBIQUE, below 74100 Miradouro Lt.

Insert new entry:

Catembe Rear Ldg Lt Bn	26°00'·38S 32°33'·76E	3				K		74115
------------------------	-----------------------	---	--	--	--	---	--	-------

Esparcelado da Catembe Front Ldg Lt Bn	25°59'·87S 32°34'·72E	3				Q		74120
---	-----------------------	---	--	--	--	---	--	-------

PAGE 46, MOZAMBIQUE.

Catembe (Front) Lt Bn.

Delete entry:

PAGE 46, MOZAMBIQUE.

Catembe (Rear) Lt Bn.

Delete entry:

PAGE 46, MOZAMBIQUE.

Esparcelado da Polona Lt.

Delete entry:

PAGE 46, MOZAMBIQUE.

Maputo Channel Lt Buoy No 25.

Delete entry:

PAGE 46, MOZAMBIQUE.

Miradouro Lt.

Delete entry:

**INP 31(5), 2021***(Last correction: Edition No. 13 dated 01 July 2024)*

NIL

**INP 31(6), 2023***(Last correction: Edition No. 13 dated 01 July 2024)*

PAGE 46, FINOLEX TERMINAL RANPAR, above HOURS section.

Insert new entry:

**Port Authority**

Call: Regional Port Officer

Telephone: +91(0)2352 232528

E-mail: portoffice123@yahoo.in

**PAGE 104, TELUK BAYUR, Vessel Traffic service, CONTACT DETAILS, above HOURS section**

Delete entry and replace by:

**REPORTING LINE:**

A two-way Reporting Line has been established joining the following positions:

- (1) 00°54'·46S 100°20'·20E.
- (2) 00°54'·47S 100°05'·58E.
- (3) 01°16'·10S 100°05'·58E.
- (4) 01°16'·10S 100°24'·01E.

**Port****CONTACT DETAILS:**

Telephone: +62(0)751 61646

E-mail: [telukbayur@pelindo.co.id](mailto:telukbayur@pelindo.co.id)Website: [www.pelindo.co.id/port/pelabuhan-teluk-bayur](http://www.pelindo.co.id/port/pelabuhan-teluk-bayur)**PAGE 103, INDONESIA, above TANJUNG PINANG, Bintan,**

Insert new entry:

**TANJUN PAKIS, Jawa****06°52'S 112°25'E****Port****CONTACT DETAILS:**

Call: Tuban Radio

VHF Channel: Ch 16

**PROCEDURE:**

(1) A two-way Reporting Line has been established joining the following positions:

- (a) 06°36'·97S 112°21'·43E
- (b) 06°36'·97S 112°28'·44E
- (c) 06°53'·89S 112°28'·64E
- (d) 06°51'·74S 112°21'·48E

(2) Vessels are required to report the following information:

- (a) Vessel's name and call sign
- (b) Position
- (c) Port of origin/destination
- (d) Draught
- (e) LOA and other relevant information

**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](mailto:msis-inho@navy.gov.in), [inho@navy.gov.in](mailto:inho@navy.gov.in)

Fax No. : +91-135- 2748373

Web : [www.hydrobharat.gov.in](http://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.

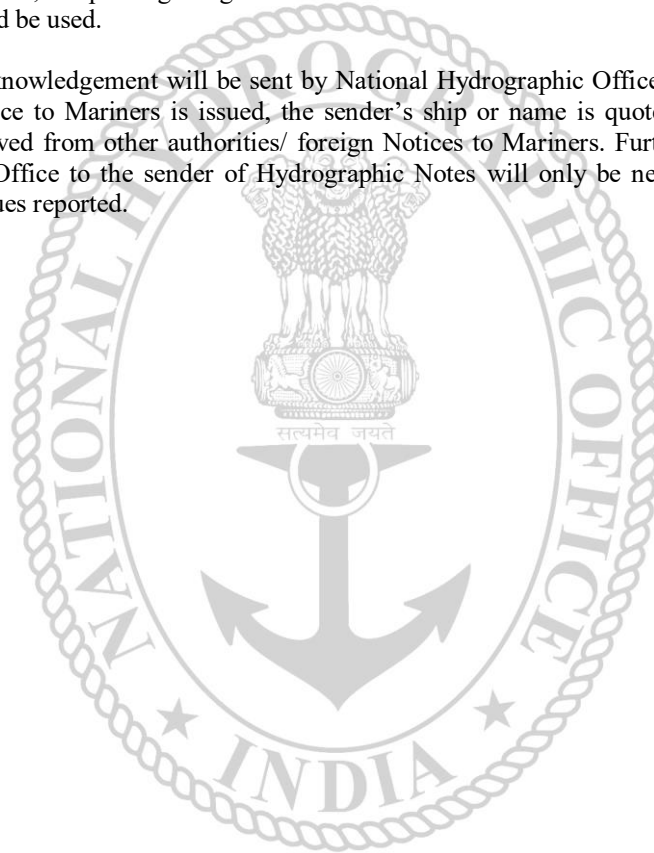
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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.

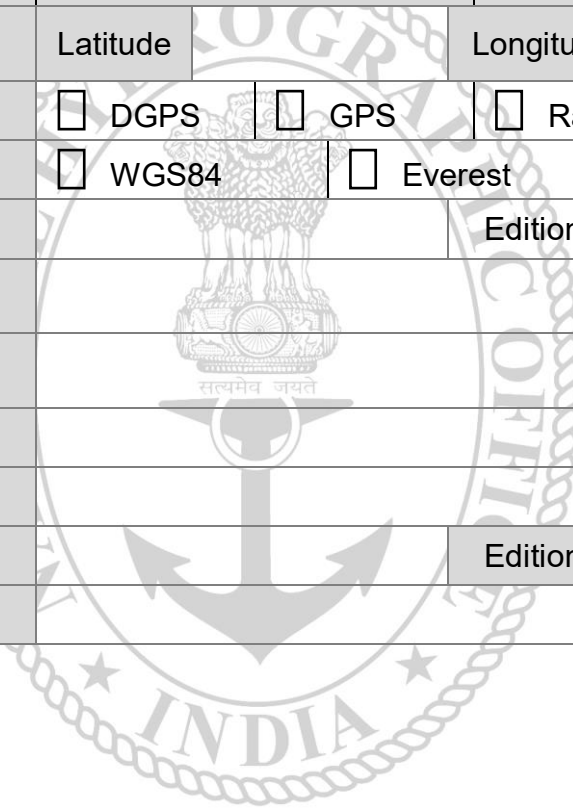
9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance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



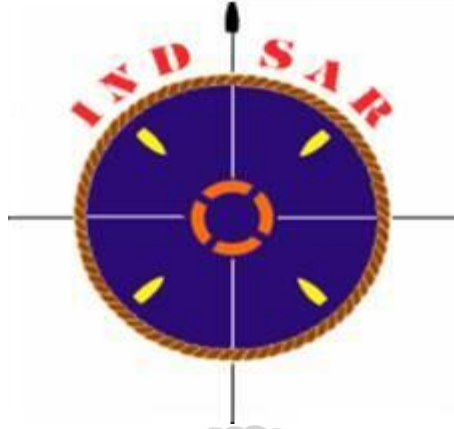


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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

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

<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
Lighters & Ro-Ro etc.	
<b>10. CRANES</b>	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
<b>11. BRIDGES</b>	
Vertical clearance	
<b>12. REPAIRS</b>	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
<b>13. SERVICES</b>	
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	

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



**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [mrcc-west@indiancoastguard.nic.in](mailto:mrcc-west@indiancoastguard.nic.in)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

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

**AFTN: VABBYXYC**