



INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2024

(CONTAINS NOTICES 103 TO 108)

REACH US 24 x 7



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WWW

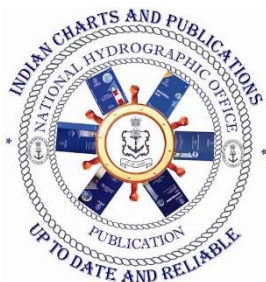
www.hydrobharat.gov.in

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

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/ defects pertaining to navigational aids, and shortcomings in Indian charts/ publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section 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>
357 (INT 7397)	30-04-2024	POINT CALIMERE TO CHENNAI 10° 15'.00N; 79° 35'.00E. 13° 08'.00N; 81° 22'.00E.	3,00,000	5	Rs. 2000.00
358 (INT 7394)	30-04-2024	APPROACHES TO PALK BAY 08° 50'.00N; 78° 53'.00E. 10° 36'.00N; 81° 39'.00E.	3,00,000	5	Rs. 2000.00

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>
357 (INT 7397)	15-06-2021	POINT CALIMERE TO CHENNAI	357 (INT 7397)	30-04-2024
358 (INT 7394)	15-02-2009	APPROACHES TO PALK BAY	358 (INT 7394)	30-04-2024

4. The new 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>
IN2358AA	358	APPROACHES TO PALK BAY	08-AUG-2024

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>
IN2357AA	357	POINT CALIMERE TO CHENNAI	09-AUG-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>
IN2357AA	357	POINT CALIMERE TO CHENNAI	07-JUL-2022
IN2358PY	358	APPROACHES TO PALK BAY	10-DEC-2018

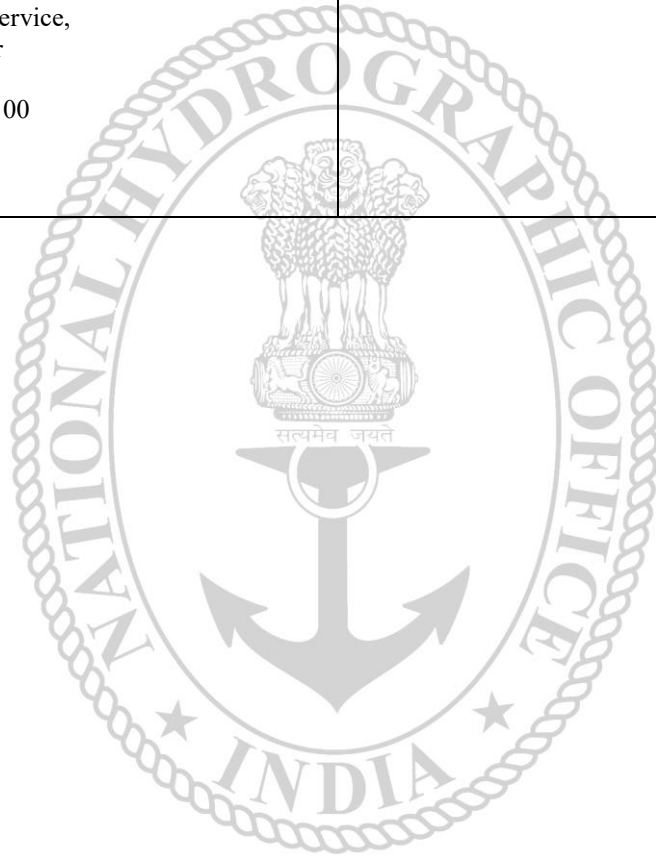
7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2049	DEVGARH HARBOUR	25000	NEW CHART
404 (INT 7439)	ELPHINSTONE HARBOUR TO PORT BLAIR	150000	NEW EDITION

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:

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



SECTION – I

The list of charts affected by the Notices 103 to 108 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	107 (P), 108 (T)
31 (INT 756)	3	108 (T)
32 (INT 754)	5	108 (T)
33 (INT 755)	5	108 (T)
41 (INT 757)	6	108 (T)
203 (INT 7319)	2	103, 107(P)
222	4	106 (T)
223	4	106 (T)
291	2	108 (T)
315	5	108 (T)
316	5	108 (T)
356 (INT 7400)	5	104
357 (INT 7397)	5	105
358 (INT 7394)	5	108 (T)
2012	4	106 (T)
2060 (INT 7332)	2	103
2068	2	103, 107 (P)
2079 (INT 7329)	2	107 (P)
2080	2	107 (P)
2106	2	107 (P)
3007	5	105
3033	5	105
7070 (INT 70)	1	108 (T)
7071 (INT 71)	1	108 (T)
7072 (INT 72)	1	108 (T)
7073 (INT 73)	1	108 (T)
7508 (INT 508)	1	108 (T)
7701 (INT 701)	1	108 (T)
7702 (INT 702)	1	108 (T)
7703 (INT 703)	1	108 (T)
7706 (INT 706)	1	108 (T)
7707 (INT 707)	1	108 (T)
7708 (INT 708)	1	108 (T)

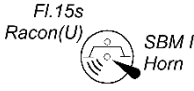
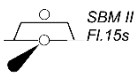
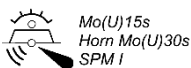
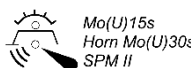
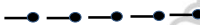
SECTION – II

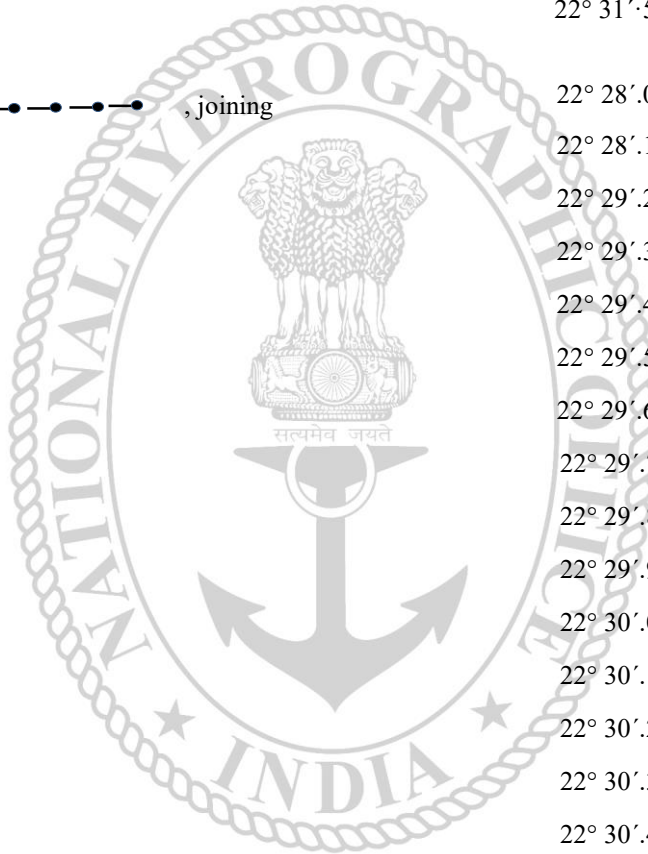
PERMANENT NOTICES

***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline.**


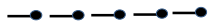

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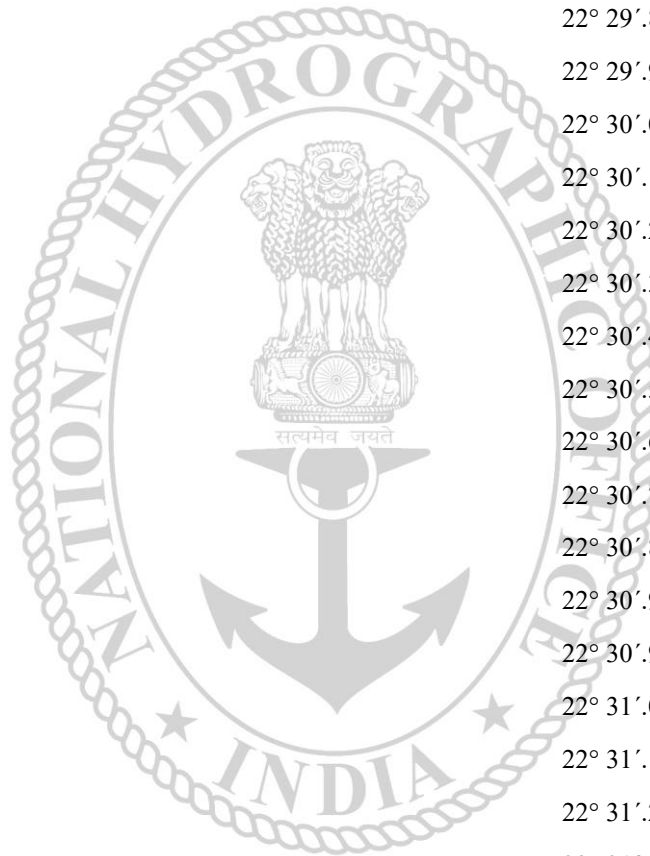
Chart 203 (INT 7319) [previous update 041/24]

Delete		22° 30' .56N., 069° 42' .07E.
		22° 30' .24N., 069° 40' .89E.
Insert		22° 31' .60N., 069° 42' .49E.
		22° 31' .57N., 069° 41' .26E.
Insert	submarine pipeline,  , joining	22° 28' .07N., 069° 43' .50E.
		22° 28' .19N., 069° 43' .43E.
		22° 29' .29N., 069° 42' .85E.
		22° 29' .30N., 069° 42' .85E.
		22° 29' .40N., 069° 42' .79E.
		22° 29' .50N., 069° 42' .74E.
		22° 29' .60N., 069° 42' .70E.
		22° 29' .70N., 069° 42' .66E
		22° 29' .80N., 069° 42' .63E
		22° 29' .91N., 069° 42' .60E
		22° 30' .02N., 069° 42' .58E
		22° 30' .12N., 069° 42' .57E
		22° 30' .23N., 069° 42' .57E
		22° 30' .34N., 069° 42' .56E
		22° 30' .45N., 069° 42' .56E
		22° 30' .56N., 069° 42' .55E
		22° 30' .66N., 069° 42' .54E
		22° 30' .77N., 069° 42' .54E
		22° 30' .88N., 069° 42' .53E
		22° 30' .99N., 069° 42' .53E
		22° 31' .10N., 069° 42' .52E
		22° 31' .21N., 069° 42' .52E
		22° 31' .31N., 069° 42' .51E
		22° 31' .42N., 069° 42' .50E
		22° 31' .53N., 069° 42' .50E




***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).**

Insert	submarine pipeline,  , joining	22° 31'.59N., 069° 42'.50E 22° 31'.60N., 069° 42'.50E
		and
Insert	submarine pipeline,  , joining	22° 28'.07N., 069° 43'.50E 22° 28'.19N., 069° 43'.43E 22° 29'.29N., 069° 42'.85E 22° 29'.30N., 069° 42'.84E 22° 29'.40N., 069° 42'.79E 22° 29'.50N., 069° 42'.74E 22° 29'.59N., 069° 42'.69E 22° 29'.69N., 069° 42'.65E 22° 29'.80N., 069° 42'.61E 22° 29'.90N., 069° 42'.59E 22° 30'.01N., 069° 42'.56E 22° 30'.11N., 069° 42'.53E 22° 30'.22N., 069° 42'.50E 22° 30'.32N., 069° 42'.48E 22° 30'.43N., 069° 42'.45E 22° 30'.53N., 069° 42'.41E 22° 30'.63N., 069° 42'.36E 22° 30'.73N., 069° 42'.31E 22° 30'.82N., 069° 42'.25E 22° 30'.91N., 069° 42'.18E 22° 30'.99N., 069° 42'.11E 22° 31'.08N., 069° 42'.04E 22° 31'.16N., 069° 41'.96E 22° 31'.23N., 069° 41'.87E 22° 31'.29N., 069° 41'.78E 22° 31'.36N., 069° 41'.68E 22° 31'.41N., 069° 41'.58E 22° 31'.46N., 069° 41'.48E 22° 31'.51N., 069° 41'.37E 22° 31'.56N., 069° 41'.27E 22° 31'.56N., 069° 41'.25E 22° 31'.57N., 069° 41'.25E 22° 31'.57N., 069° 41'.26E
		and
Insert	submarine pipeline,  , joining	22° 31'.60N., 069° 42'.48E 22° 31'.61N., 069° 42'.48E



*103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).

Insert submarine pipeline, , joining

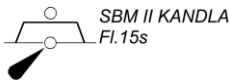
- 22° 31' .61N., 069° 42' .47E
- 22° 31' .60N., 069° 42' .36E
- 22° 31' .60N., 069° 42' .24E
- 22° 31' .60N., 069° 42' .12E
- 22° 31' .60N., 069° 42' .01E
- 22° 31' .59N., 069° 41' .89E
- 22° 31' .59N., 069° 41' .77E
- 22° 31' .59N., 069° 41' .66E
- 22° 31' .58N., 069° 41' .54E
- 22° 31' .58N., 069° 41' .42E
- 22° 31' .58N., 069° 41' .31E
- 22° 31' .58N., 069° 41' .27E
- 22° 31' .57N., 069° 41' .27E

Chart 2068 [previous update 183/23]

Delete

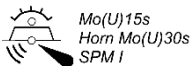


22° 30' .56N., 069° 42' .07E.

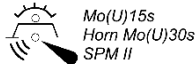


22° 30' .24N., 069° 40' .89E.

Insert



22° 31' .60N., 069° 42' .49E.

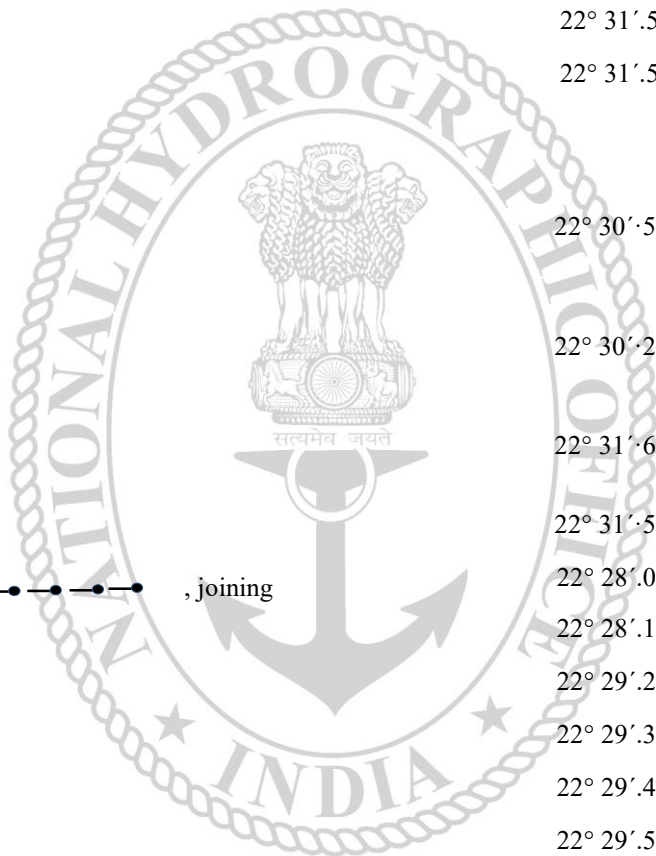


22° 31' .57N., 069° 41' .26E.


Insert

submarine pipeline, , joining

- 22° 28' .07N., 069° 43' .50E.
- 22° 28' .19N., 069° 43' .43E.
- 22° 29' .29N., 069° 42' .85E.
- 22° 29' .30N., 069° 42' .85E.
- 22° 29' .40N., 069° 42' .79E.
- 22° 29' .50N., 069° 42' .74E.
- 22° 29' .60N., 069° 42' .70E.
- 22° 29' .70N., 069° 42' .66E
- 22° 29' .80N., 069° 42' .63E
- 22° 29' .91N., 069° 42' .60E
- 22° 30' .02N., 069° 42' .58E
- 22° 30' .12N., 069° 42' .57E
- 22° 30' .23N., 069° 42' .57E
- 22° 30' .34N., 069° 42' .56E
- 22° 30' .45N., 069° 42' .56E
- 22° 30' .56N., 069° 42' .55E
- 22° 30' .66N., 069° 42' .54E



***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).**

Insert submarine pipeline, , joining

22° 30'.77N., 069° 42'.54E

22° 30'.88N., 069° 42'.53E

22° 30'.99N., 069° 42'.53E

22° 31'.10N., 069° 42'.52E

22° 31'.21N., 069° 42'.52E

22° 31'.31N., 069° 42'.51E


22° 31'.42N., 069° 42'.50E

22° 31'.53N., 069° 42'.50E

22° 31'.59N., 069° 42'.50E

22° 31'.60N., 069° 42'.50E

and

Insert submarine pipeline, , joining

22° 28'.07N., 069° 43'.50E

22° 28'.19N., 069° 43'.43E

22° 29'.29N., 069° 42'.85E

22° 29'.30N., 069° 42'.84E

22° 29'.40N., 069° 42'.79E

22° 29'.50N., 069° 42'.74E

22° 29'.59N., 069° 42'.69E

22° 29'.69N., 069° 42'.65E

22° 29'.80N., 069° 42'.61E

22° 29'.90N., 069° 42'.59E

22° 30'.01N., 069° 42'.56E

22° 30'.11N., 069° 42'.53E

22° 30'.22N., 069° 42'.50E

22° 30'.32N., 069° 42'.48E

22° 30'.43N., 069° 42'.45E

22° 30'.53N., 069° 42'.41E

22° 30'.63N., 069° 42'.36E

22° 30'.73N., 069° 42'.31E

22° 30'.82N., 069° 42'.25E

22° 30'.91N., 069° 42'.18E

22° 30'.99N., 069° 42'.11E

22° 31'.08N., 069° 42'.04E

22° 31'.16N., 069° 41'.96E

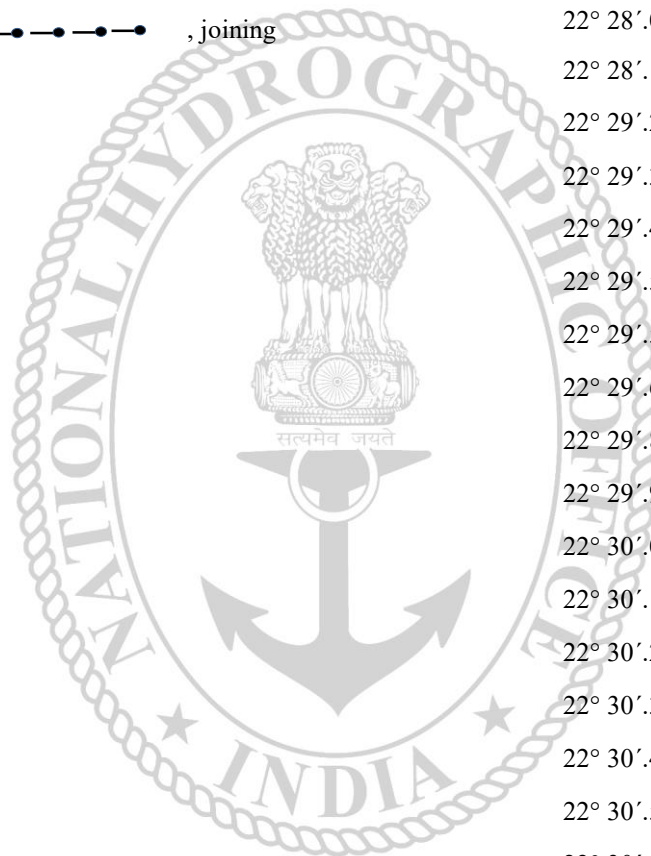
22° 31'.23N., 069° 41'.87E

22° 31'.29N., 069° 41'.78E


22° 31'.36N., 069° 41'.68E

22° 31'.41N., 069° 41'.58E

22° 31'.46N., 069° 41'.48E




***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).**

Insert submarine pipeline, , joining

- 22° 31' .51N., 069° 41' .37E
- 22° 31' .56N., 069° 41' .27E
- 22° 31' .56N., 069° 41' .25E
- 22° 31' .57N., 069° 41' .25E
- 22° 31' .57N., 069° 41' .26E

and

Insert submarine pipeline, , joining

- 22° 31' .60N., 069° 42' .48E
- 22° 31' .61N., 069° 42' .48E
- 22° 31' .61N., 069° 42' .47E
- 22° 31' .61N., 069° 42' .47E
- 22° 31' .60N., 069° 42' .36E
- 22° 31' .60N., 069° 42' .24E
- 22° 31' .60N., 069° 42' .12E
- 22° 31' .60N., 069° 42' .01E
- 22° 31' .59N., 069° 41' .89E
- 22° 31' .59N., 069° 41' .77E
- 22° 31' .59N., 069° 41' .66E
- 22° 31' .58N., 069° 41' .54E
- 22° 31' .58N., 069° 41' .42E
- 22° 31' .58N., 069° 41' .31E
- 22° 31' .58N., 069° 41' .27E
- 22° 31' .58N., 069° 41' .27E
- 22° 31' .58N., 069° 41' .27E
- 22° 31' .58N., 069° 41' .27E
- 22° 31' .57N., 069° 41' .27E
- 22° 31' .57N., 069° 41' .27E

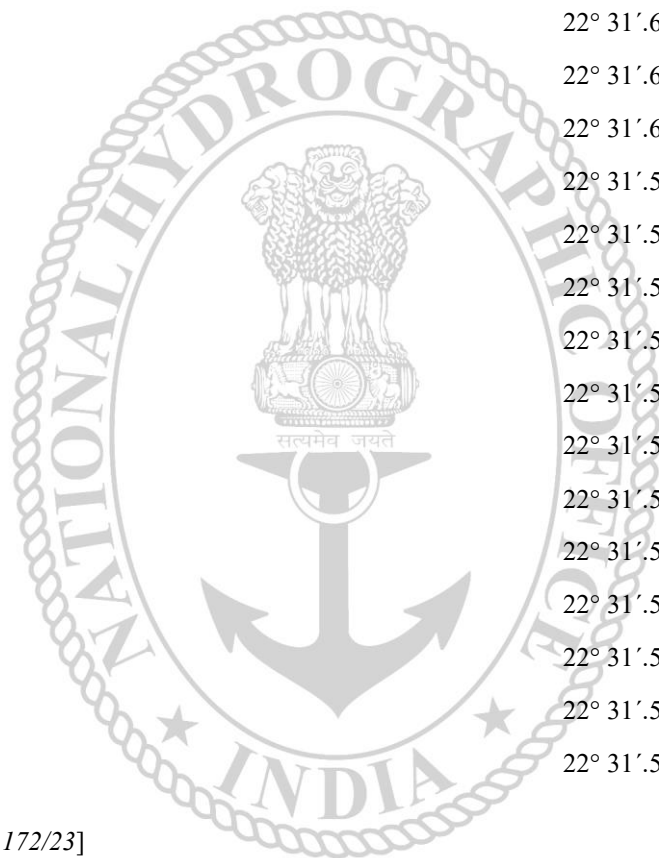



Chart 2060 (INT 7332) [previous update 172/23]

Delete  *Racon(U)*
 *Fl. 15s*
Horn
SBM I KANDLA



22° 30' .56N., 069° 42' .07E.

 *SBM II KANDLA*
Fl. 15s


22° 30' .24N., 069° 40' .89E.

Insert  *Mo(U)15s*
 *Horn Mo(U)30s*
SPM I

22° 31' .60N., 069° 42' .49E.


 *Mo(U)15s*
 *Horn Mo(U)30s*
SPM II

22° 31' .57N., 069° 41' .26E.

Insert submarine pipeline, , joining

- 22° 28' .07N., 069° 43' .50E.
- 22° 28' .19N., 069° 43' .43E.
- 22° 29' .29N., 069° 42' .85E.

***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).**

Insert submarine pipeline, , joining

22° 29'.30N., 069° 42'.85E.

22° 29'.40N., 069° 42'.79E.

22° 29'.50N., 069° 42'.74E.

22° 29'.60N., 069° 42'.70E.

22° 29'.70N., 069° 42'.66E

22° 29'.80N., 069° 42'.63E

22° 29'.91N., 069° 42'.60E

22° 30'.02N., 069° 42'.58E

22° 30'.12N., 069° 42'.57E

22° 30'.23N., 069° 42'.57E

22° 30'.34N., 069° 42'.56E

22° 30'.45N., 069° 42'.56E

22° 30'.56N., 069° 42'.55E

22° 30'.66N., 069° 42'.54E

22° 30'.77N., 069° 42'.54E

22° 30'.88N., 069° 42'.53E

22° 30'.99N., 069° 42'.53E

22° 31'.10N., 069° 42'.52E

22° 31'.21N., 069° 42'.52E

22° 31'.31N., 069° 42'.51E

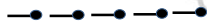
22° 31'.42N., 069° 42'.50E

22° 31'.53N., 069° 42'.50E

22° 31'.59N., 069° 42'.50E

22° 31'.60N., 069° 42'.50E

and

Insert submarine pipeline, , joining

22° 28'.07N., 069° 43'.50E

22° 28'.19N., 069° 43'.43E

22° 29'.29N., 069° 42'.85E

22° 29'.30N., 069° 42'.84E

22° 29'.40N., 069° 42'.79E

22° 29'.50N., 069° 42'.74E

22° 29'.59N., 069° 42'.69E

22° 29'.69N., 069° 42'.65E

22° 29'.80N., 069° 42'.61E

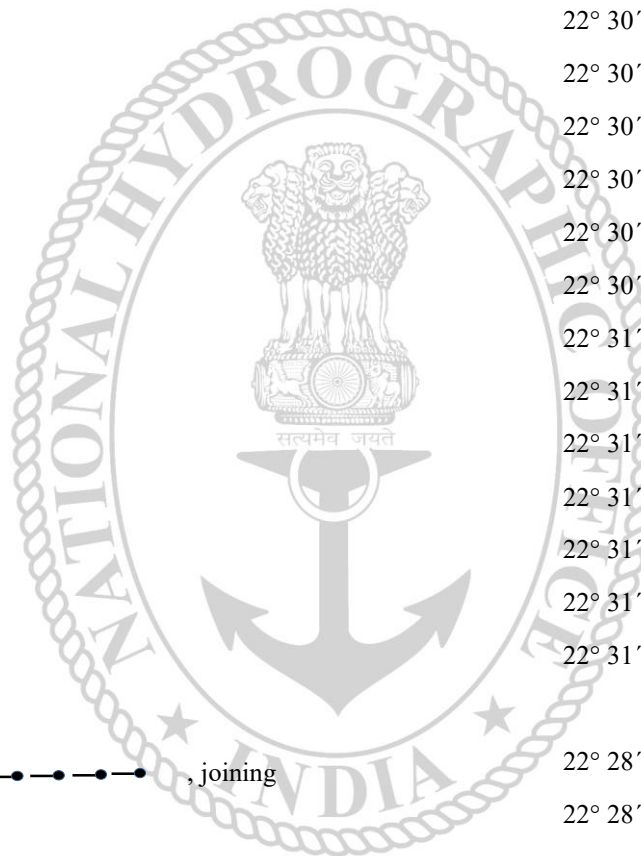
22° 29'.90N., 069° 42'.59E

22° 30'.01N., 069° 42'.56E


22° 30'.11N., 069° 42'.53E

22° 30'.22N., 069° 42'.50E


22° 30'.32N., 069° 42'.48E

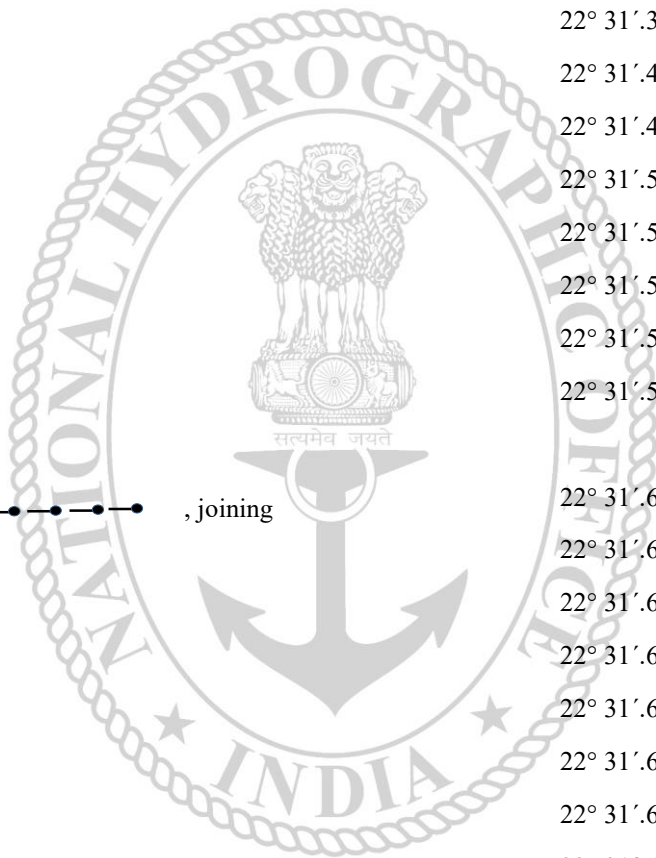


*103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).

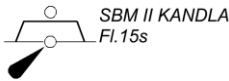
Insert submarine pipeline, , joining

- 22° 30'.43N., 069° 42'.45E
- 22° 30'.53N., 069° 42'.41E
- 22° 30'.63N., 069° 42'.36E
- 22° 30'.73N., 069° 42'.31E
- 22° 30'.82N., 069° 42'.25E
- 22° 30'.91N., 069° 42'.18E
- 22° 30'.99N., 069° 42'.11E
- 22° 31'.08N., 069° 42'.04E
- 22° 31'.16N., 069° 41'.96E
- 22° 31'.23N., 069° 41'.87E
- 22° 31'.29N., 069° 41'.78E
- 22° 31'.36N., 069° 41'.68E
- 22° 31'.41N., 069° 41'.58E
- 22° 31'.46N., 069° 41'.48E
- 22° 31'.51N., 069° 41'.37E
- 22° 31'.56N., 069° 41'.27E
- 22° 31'.56N., 069° 41'.25E
- 22° 31'.57N., 069° 41'.25E
- 22° 31'.57N., 069° 41'.26E
- and
- 22° 31'.60N., 069° 42'.48E
- 22° 31'.61N., 069° 42'.48E
- 22° 31'.61N., 069° 42'.47E
- 22° 31'.61N., 069° 42'.47E
- 22° 31'.60N., 069° 42'.36E
- 22° 31'.60N., 069° 42'.24E
- 22° 31'.60N., 069° 42'.12E
- 22° 31'.60N., 069° 42'.01E
- 22° 31'.59N., 069° 41'.89E
- 22° 31'.59N., 069° 41'.77E
- 22° 31'.59N., 069° 41'.66E
- 22° 31'.58N., 069° 41'.54E
- 22° 31'.58N., 069° 41'.42E
- 22° 31'.58N., 069° 41'.31E
- 22° 31'.58N., 069° 41'.27E
- 22° 31'.57N., 069° 41'.27E

Insert submarine pipeline, , joining

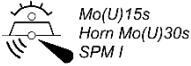


*103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).

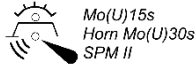


22° 30'·24N., 069° 40'·89E.

Insert




22° 31'·60N., 069° 42'·49E.



22° 31'·57N., 069° 41'·26E.

Insert

submarine pipeline, , joining

22° 28'·07N., 069° 43'·50E.

22° 28'·19N., 069° 43'·43E.

22° 29'·29N., 069° 42'·85E.

22° 29'·30N., 069° 42'·85E.

22° 29'·40N., 069° 42'·79E.

22° 29'·50N., 069° 42'·74E.

22° 29'·60N., 069° 42'·70E.

22° 29'·70N., 069° 42'·66E

22° 29'·80N., 069° 42'·63E

22° 29'·91N., 069° 42'·60E

22° 30'·02N., 069° 42'·58E

22° 30'·12N., 069° 42'·57E

22° 30'·23N., 069° 42'·57E

22° 30'·34N., 069° 42'·56E

22° 30'·45N., 069° 42'·56E

22° 30'·56N., 069° 42'·55E

22° 30'·66N., 069° 42'·54E

22° 30'·77N., 069° 42'·54E

22° 30'·88N., 069° 42'·53E

22° 30'·99N., 069° 42'·53E

22° 31'·10N., 069° 42'·52E

22° 31'·21N., 069° 42'·52E

22° 31'·31N., 069° 42'·51E

22° 31'·42N., 069° 42'·50E


22° 31'·53N., 069° 42'·50E

22° 31'·59N., 069° 42'·50E

22° 31'·60N., 069° 42'·50E

and

Insert

submarine pipeline, , joining

22° 28'·07N., 069° 43'·50E

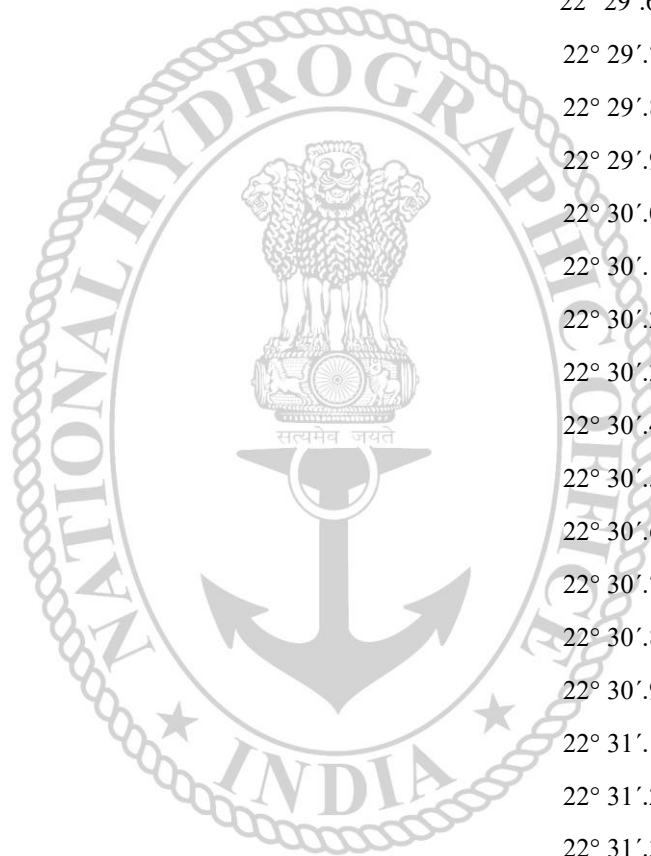
22° 28'·19N., 069° 43'·43E

22° 29'·29N., 069° 42'·85E


22° 29'·30N., 069° 42'·84E

22° 29'·40N., 069° 42'·79E

22° 29'·50N., 069° 42'·74E



***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).**

Insert submarine pipeline, , joining

22° 29'.59N., 069° 42'.69E

22° 29'.69N., 069° 42'.65E

22° 29'.80N., 069° 42'.61E

22° 29'.90N., 069° 42'.59E

22° 30'.01N., 069° 42'.56E

22° 30'.11N., 069° 42'.53E

22° 30'.22N., 069° 42'.50E

22° 30'.32N., 069° 42'.48E

22° 30'.43N., 069° 42'.45E

22° 30'.53N., 069° 42'.41E

22° 30'.63N., 069° 42'.36E

22° 30'.73N., 069° 42'.31E

22° 30'.82N., 069° 42'.25E

22° 30'.91N., 069° 42'.18E

22° 30'.99N., 069° 42'.11E

22° 31'.08N., 069° 42'.04E

22° 31'.16N., 069° 41'.96E

22° 31'.23N., 069° 41'.87E

22° 31'.29N., 069° 41'.78E

22° 31'.36N., 069° 41'.68E

22° 31'.41N., 069° 41'.58E

22° 31'.46N., 069° 41'.48E

22° 31'.51N., 069° 41'.37E


22° 31'.56N., 069° 41'.27E

22° 31'.56N., 069° 41'.25E

22° 31'.57N., 069° 41'.25E

22° 31'.57N., 069° 41'.26E

and

Insert submarine pipeline, , joining

22° 31'.60N., 069° 42'.48E

22° 31'.61N., 069° 42'.48E

22° 31'.61N., 069° 42'.47E

22° 31'.60N., 069° 42'.36E

22° 31'.60N., 069° 42'.24E

22° 31'.60N., 069° 42'.12E

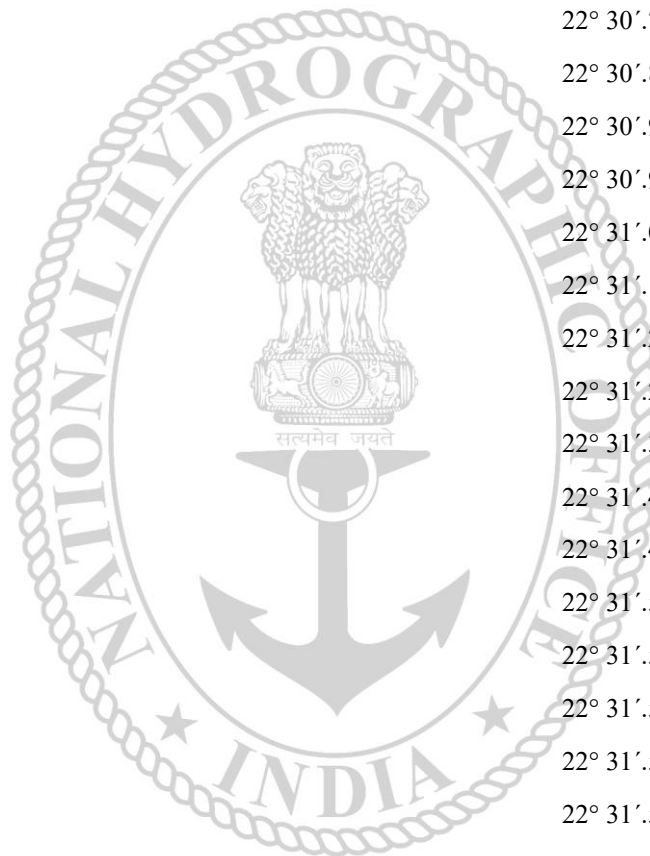
22° 31'.60N., 069° 42'.01E


22° 31'.59N., 069° 41'.89E

22° 31'.59N., 069° 41'.77E

22° 31'.59N., 069° 41'.66E

22° 31'.58N., 069° 41'.54E



***103 (16/24) INDIAN WEST COAST – Approaches to Salaya; Pathfinder Inlet – SPM, Submarine Pipeline. (Continued).**Insert submarine pipeline, , joining

22° 31'.58N., 069° 41'.42E


22° 31'.58N., 069° 41'.31E

22° 31'.58N., 069° 41'.27E

22° 31'.57N., 069° 41'.27E

***104 (16/24) INDIA – EAST COAST – Chennai to Ramayapatnam – Break Water.**

Source: Andhra Pradesh Maritime Board.

Chart 356 (INT 7400) [previous update 09/24]Insert break water firm line joining; 

15° 00'.37N., 080 03'.25E.

15° 00'.37N., 080 03'.26E.

15° 00'.37N., 080 03'.31E.

15° 00'.38N., 080 03'.37E.

15° 00'.38N., 080 03'.42E.

15° 00'.39N., 080 03'.48E.

15° 00'.39N., 080 03'.53E.

15° 00'.40N., 080 03'.59E.

15° 00'.40N., 080 03'.65E.

15° 00'.41N., 080 03'.70E.

15° 00'.41N., 080 03'.76E.

15° 00'.41N., 080 03'.81E.

15° 00'.42N., 080 03'.87E.

15° 00'.42N., 080 03'.92E.

15° 00'.43N., 080 03'.98E.

15° 00'.45N., 080 04'.03E.

15° 00'.47N., 080 04'.08E.

15° 00'.50N., 080 04'.13E.

15° 00'.54N., 080 04'.17E.

15° 00'.59N., 080 04'.20E.

15° 00'.63N., 080 04'.22E.

15° 00'.69N., 080 04'.24E.

15° 00'.74N., 080 04'.25E.

15° 00'.79N., 080 04'.26E.

15° 00'.85N., 080 04'.28E.

15° 00'.90N., 080 04'.29E.

15° 00'.95N., 080 04'.30E.

15° 01'.00N., 080 04'.31E.

15° 01'.06N., 080 04'.33E.

15° 01'.11N., 080 04'.34E.

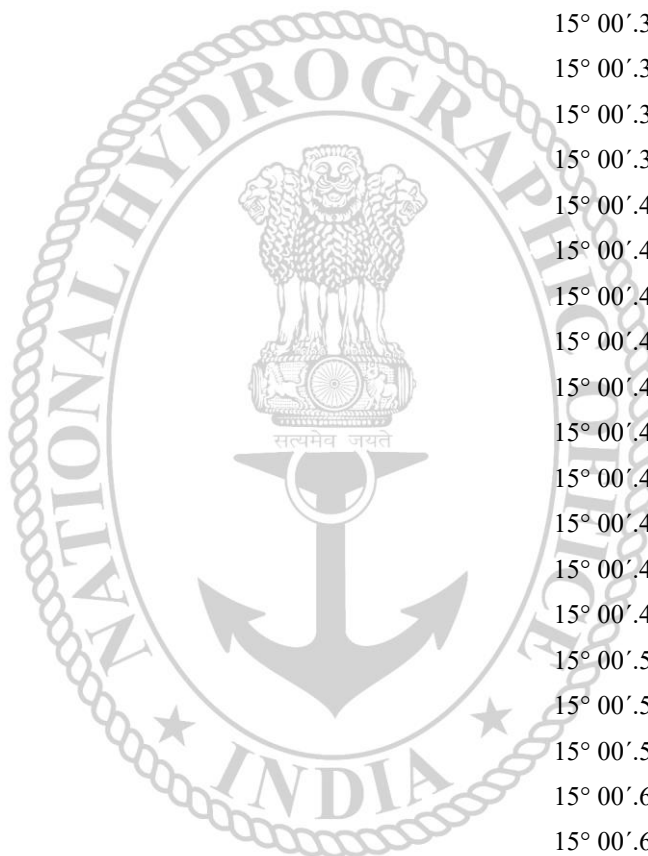
15° 01'.16N., 080 04'.35E.

15° 01'.25N., 080 04'.37E.

15° 01'.27N., 080 04'.38E.

15° 01'.32N., 080 04'.39E.


15° 01'.37N., 080 04'.40E.



*104 (16/24)

INDIA – EAST COAST – Chennai to Ramayapatnam – Break Water. (Continued).

Insert

break water firm line joining; 

15° 01′.43N., 080 04′.42E.

15° 01′.48N., 080 04′.43E.

15° 01′.53N., 080 04′.44E.

15° 01′.56N., 080 04′.45E.

and

15° 01′.15N., 080° 03′.14E.

15° 01′.16N., 080° 03′.17E.

15° 01′.16N., 080° 03′.23E.

15° 01′.17N., 080° 03′.28E.

15° 01′.17N., 080° 03′.34E.

15° 01′.18N., 080° 03′.39E.

15° 01′.18N., 080° 03′.45E.

15° 01′.19N., 080° 03′.51E.

15° 01′.20N., 080° 03′.56E.

15° 01′.20N., 080° 03′.62E.

15° 01′.21N., 080° 03′.67E.

15° 01′.21N., 080° 03′.73E.

15° 01′.22N., 080° 03′.78E.

15° 01′.22N., 080° 03′.84E.

15° 01′.23N., 080° 03′.89E.

*105 (16/24)

INDIA – EAST COAST – Karaikal Anchorage; Karaikal Port – Limit, Legend.

Source: Nagapattinam District Gazette & Nagapattinam Port.

Chart 357 (INT 7397) [previous update NE 30 APR 24]

Delete

limit of Port of Nagapattinam  joining;

10° 49′.67N., 079° 51′.10E.

10° 49′.68N., 079° 57′.08E.

10° 44′.94N., 079° 57′.49E.

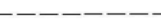
10° 44′.93N., 079° 51′.06E.

legend, “Limit of Port of Nagapattinam”, centered on;

10° 49′.43N., 079° 54′.42E.

10° 45′.26N., 079° 54′.61E.

Insert

limit of Port of Nagapattinam  joining;

10° 49′.60N., 079° 51′.10E.

10° 49′.60N., 080° 05′.50E.

10° 44′.85N., 080° 05′.50E.

10° 44′.85N., 079° 51′.10E.


legend, “Limit of Port of Nagapattinam”, centered on;

10° 49′.32N., 079° 56′.58E.

10° 45′.03N., 079° 59′.67E.

Chart 3007 [previous update NC 15 JAN 23]

Delete

limit of Port of Nagapattinam  joining;

10° 44′.93N., 079° 51′.06E.

10° 44′.94N., 079° 57′.49E.

***105 (16/24) INDIA – EAST COAST – Karaikal Anchorage; Karaikal Port – Limit, Legend. (Continued).**

10° 49′·68N., 079° 57′·08E.

10° 49′·67N., 079° 51′·10E.

legend, “*Limit of Port of Nagapattinam*”, centered on;

10° 44′·97N., 079° 54′·45E.

10° 47′·52N., 079° 57′·21E.

10° 49′·63N., 079° 55′·75E.

Insert limit of Port of Nagapattinam ————— joining;

10° 49′·60N., 079° 51′·10E.

10° 49′·60N., 080° 01′·00E.

and

10° 44′·85N., 079° 51′·10E.

10° 44′·85N., 080° 01′·00E.

legend, “*Limit of Port of Nagapattinam*”, centered on;

10° 49′·46N., 079° 56′·50E.

10° 44′·98N., 079° 56′·50E.

Chart 3033 (Karaikal Anchorage) [previous update 094/23]

Delete limit of Port of Nagapattinam ————— joining;

10° 49′·67N., 079° 51′·10E.

10° 49′·68N., 079° 57′·08E.

10° 47′·90N., 079° 57′·24E.

legend, “*Limit of Port of Nagapattinam*”, centered on;

10° 49′·66N., 079° 54′·82E.

10° 48′·74N., 079° 57′·14E.

Insert limit of Port of Nagapattinam ————— joining;

10° 49′·60N., 079° 51′·10E.

10° 49′·60N., 079° 57′·50E.

legend, “*Limit of Port of Nagapattinam*”, centered on;

10° 49′·58N., 079° 54′·81E.

Chart 3033 (Karaikal Port) [previous update 094/23]

Delete limit of Port of Nagapattinam ————— joining;

10° 49′·67N., 079° 51′·10E.

10° 49′·67N., 079° 54′·60E.

legend, “*Limit of Port of Nagapattinam*”, centered on;

10° 49′·65N., 079° 52′·86E.

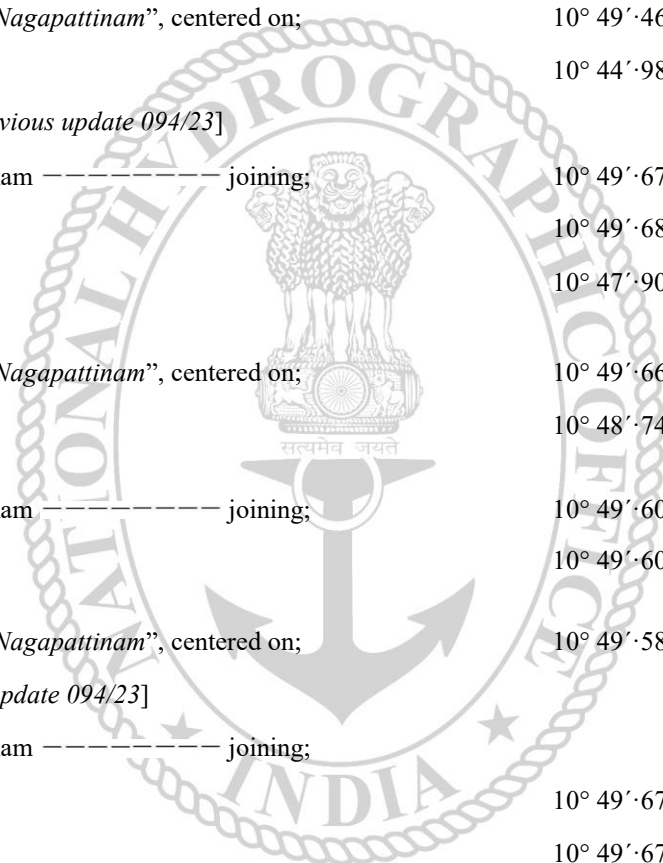
Insert limit of Port of Nagapattinam ————— joining;

10° 49′·60N., 079° 51′·10E.

10° 49′·60N., 079° 54′·60E.

legend, “*Limit of Port of Nagapattinam*”, centered on;

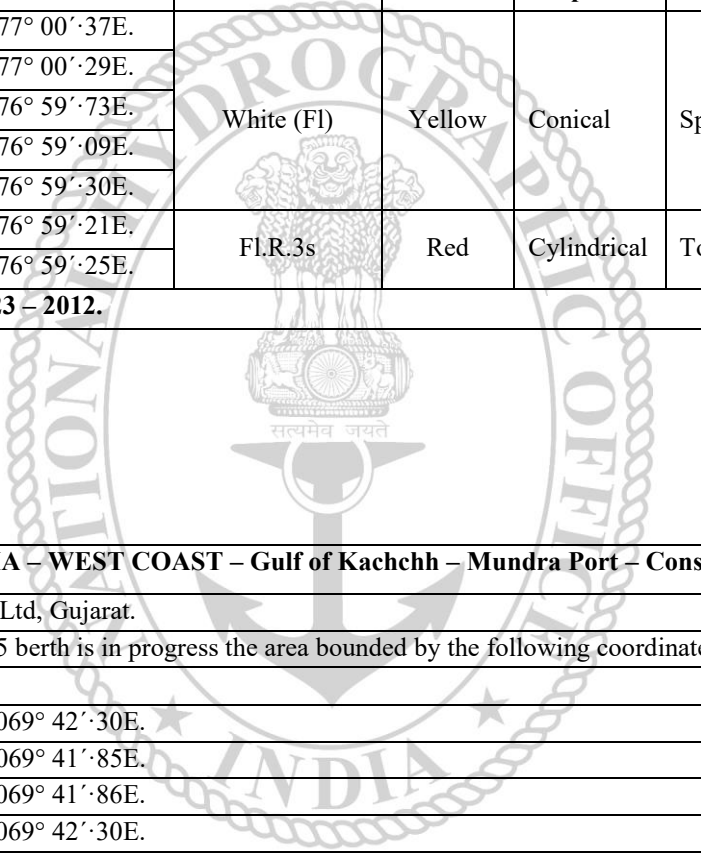
10° 49′·58N., 079° 52′·85E.



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.

*106 (T) (16/24)		INDIA – WEST COAST – Alleppey Anchorage; Vizhinjam Anchorage – Buoys.			
Source: IH 102 – INS Sutlej.					
1. Following Additional buoys are placed to mark construction activities and drifted buoys in Vizhinjam:-					
Sl No.	Position	Characteristics	Color	Shape	Category
(i)	08° 20'·87N., 077° 00'·37E.	White (Fl)	Yellow	Conical	Special Mark
(ii)	08° 20'·80N., 077° 00'·29E.				
(iii)	08° 21'·39N., 076° 59'·73E.				
(iv)	08° 21'·85N., 076° 59'·09E.				
(v)	08° 22'·21N., 076° 59'·30E.	Fl.R.3s	Red	Cylindrical	Top Mark
(vi)	08° 22'·31N., 076° 59'·21E.				
(vii)	08° 22'·28N., 076° 59'·25E.				
Charts Affected – 222 – 223 – 2012.					

*107 (P) (16/24)		INDIA – WEST COAST – Gulf of Kachchh – Mundra Port – Construction of Berth.			
Source: Adani Ports & SEZ Ltd, Gujarat.					
1. Construction of CT-5 berth is in progress the area bounded by the following coordinates:-					
Sl. No.	Position				
(a)	22° 44'·13N., 069° 42'·30E.				
(b)	22° 44'·08N., 069° 41'·85E.				
(c)	22° 44'·06N., 069° 41'·86E.				
(d)	22° 44'·10N., 069° 42'·30E.				
2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.					
Charts Affected – 21 - 203 (INT 7319) - 2068 - 2080 – 2079 (INT 7329) - 2106.					
<i>Former INTM 179 (P)/23 is cancelled.</i>					

***108 (T) (16/24) 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'.00N., 072° 55'.90E
RA181A	08° 07'.70S., 110° 32'.90E
RA180A	00° 39'.40S., 073° 06'.30E
RA179A	04° 57'.80S., 039° 41'.20E
RA177A	05°49'.20S., 055° 22'.10E
RA178A	09° 24'.70S., 051° 07'.10E
RT033	09° 46'.60N., 080° 16'.60E
RT030	00° 47'.80S., 083° 06'.70E
RT029	12° 34'.90S., 068° 50'.60E
RT028	11° 50'.50S., 080° 18'.80E
RT032	25° 06'.80N., 062° 20'.00E
RT043	03° 54'.70S., 064° 59'.00E
RT042	08° 06'.70S., 065° 03'.80E
RT041	12° 01'.30S., 064° 57'.70E

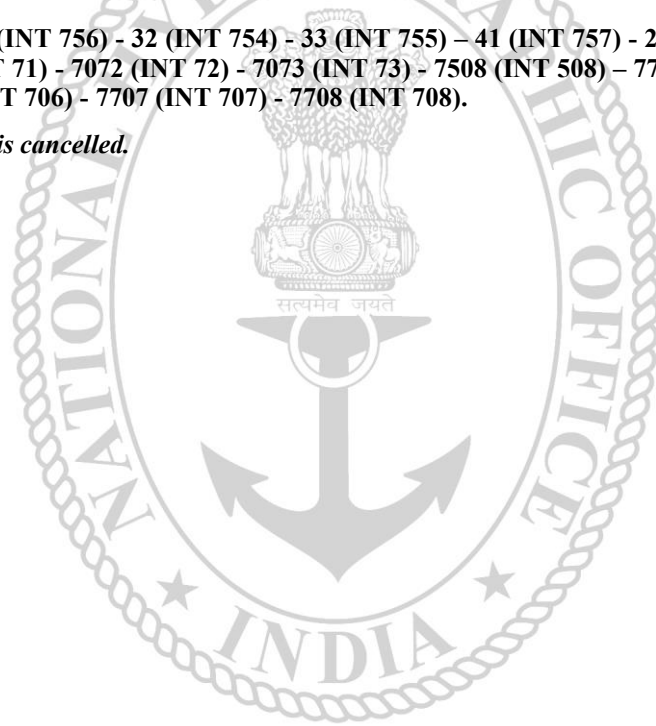
2. **All Highlighted Buoys reflects changes in position of respective buoys from previous Notice.**

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 085 (T)/24 is cancelled.



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

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

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

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, lmarine@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 Aug 24: -

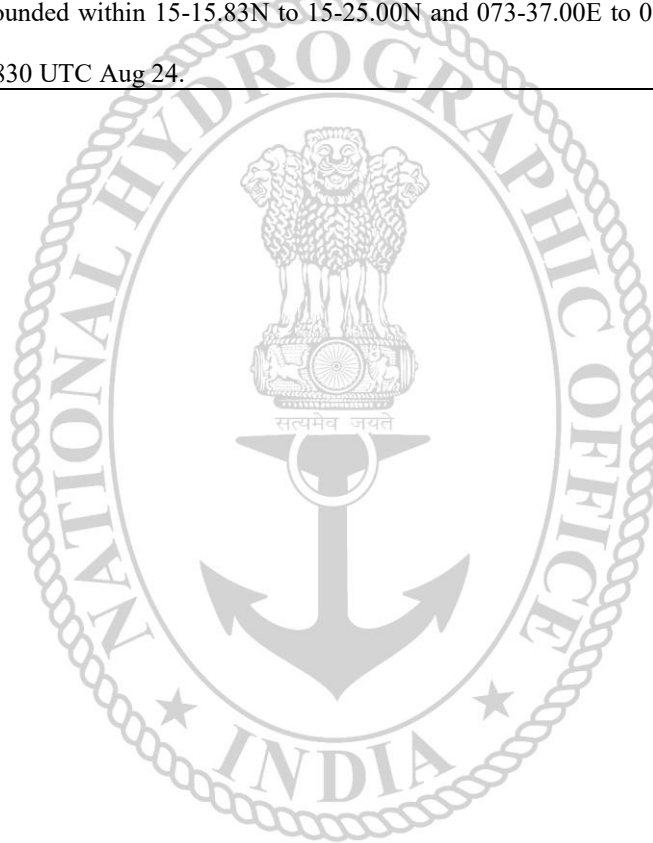
<u>2022 SERIES</u> - 134 237 519
<u>2023 SERIES</u> - 161 178 386 455 456 484 574 604 703 733 741 748 750 929 1046 1057
<u>2024 SERIES</u> - 180 188 215 291 317 465 481 499 539 550 551 554 568 583 584 587 600 604 640 643 669 671 691 698 707 709 713 714 718 723 728 729 733 737 740 742 743 744 745 746

4. NAVAREA VIII Warnings issued during the period from 01 Aug 24 to 16 Aug 24 (both dates inclusive) are as tabulated below: -

<p>718. Andaman Sea - off Rutland I. Charts IN 33 405 473 INT 7031. Firing by aircraft scheduled 06 to 16 Aug 24 from 0930 to 1030 UTC and 1430 to 1530 UTC in danger area bounded by 11-15N 092-30E, 11-20N 092-55E, 11-05N 092-55E, 11-00N 092-30E. Wide berth from area advised.</p> <p>2. Cancel this MSG 161630 UTC Aug 24.</p>
<p>719. India West Coast - Gopnath Point. Charts IN 208 254 2044 INT 7331. DGPS (21-12.20N 072-06.63E) transmission will be switched off from 050130 to 071230 UTC Aug 24 for maintenance.</p> <p>2. Cancel this MSG 071230 UTC Aug 24.</p>
<p>720. Cancel NAVAREA VIII MSG 655/23, 288/24 and this MSG.</p>
<p>721. India West Coast - off Alappuzha. Charts IN 22 7706 INT 706. Firing scheduled 06 and 07 Aug 24 from 0430 to 1130 UTC in danger area bounded by 09-10N 075-10E, 09-15N 075-10E, 09-20N 075-15E, 09-20N 075-20E, 09-15N 075-15E. Wide berth from area advised.</p> <p>2. Cancel this MSG 071230 UTC Aug 24.</p>
<p>722. India East Coast - off Balasore. Charts IN 31 352 7706 INT 756. Experimental flight trials scheduled 07 to 10 Aug 24 and 12 to 13 Aug 24 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by (a) 20-47.32N 087-00.8E (b) 19-42.06N 087-24.57E (c) 19-56.06N 087-50.38E (d) 20-48.25N 087-02.53E. Wide berth from area advised.</p> <p>2. Cancel this MSG 131130 UTC Aug 24.</p>
<p>723. India East Coast - off Gopalpur. Charts IN 31 305 353 INT 7413. Army air defence firing scheduled 06 to 10 Aug 24, 18 to 24 Aug 24 and 28 to 31 Aug 24 from 0130 to 0830 UTC and 0930 TO 1630 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</p> <p>2. Cancel this MSG 311730 UTC Aug 24.</p>
<p>724. NAVAREA VIII - Warnings in force as on 02 Aug 2024</p> <p><u>2022 Series</u> - 134 237 519</p> <p><u>2023 Series</u> - 161 178 386 455 456 484 574 604 703 733 741 748 750 929 1046 1057</p> <p><u>2024 Series</u> - 180 188 215 291 317 465 481 499 518 539 550 551 554 568 583 584 587 600 604 640 643 669 671 691 694 698 700 706 707 709 713 714 718 719 721 722 723</p> <p>(a) NAVAREA VIII Warnings less than 42 days promulgated via safety net.</p> <p>(b) Text of NAVAREA VIII Warning in force including those which no longer broadcast available in www.hydrobharat.gov.in</p> <p>2. Cancel this MSG 091000 UTC Aug 24.</p>
<p>725. Andaman Sea - off Landfall I. Charts IN 402 4101 4201 INT 7436. Firing scheduled 07 to 10 Aug 24 from 0230 to 0430 UTC in danger area bounded by 13-40.75N 093-01.17E, 13-39.65N 093-05.7E, 13-36.43N 093-03.77E, 13-37.38N 092-59.83E. Wide berth from area advised.</p> <p>2. Cancel this MSG 100530 UTC Aug 24.</p>
<p>726. Lakshadweep Sea - Minicoy I. Charts IN 22 273 2006 INT 752. DGPS (08-16.16N 073-01.57E) transmission will be switched off from 070030 TO 071130 UTC Aug 24 for maintenance.</p> <p>2. Cancel this MSG 071130 UTC Aug 24.</p>
<p>727. India West Coast. Charts IN 21 22 291 292 293 294 7705 INT 705. Firing scheduled in danger areas bounded by</p>

<p>727. Continued. (a) 18-45N 070-30E, 18-30N 068-45E, 19-40N 068-15E, 20-50N 070-00E from 07 to 10 Aug 24 (b) 20-50N 070-00E, 22-20N 068-45E, 21-10N 067-00E, 19-40N 068-15E from 07 to 10 Aug 24 (c) 17-23N 070-35E, 16-58N 071-25E, 16-24N 072-09E, 14-31N 071-24E, 16-15N 068-37E from 10 to 13 Aug 24 (d) 15-36N 071-50E, 14-39N 073-40E, 14-00N 074-00E, 13-37N 073-00E, 14-31N 071-24E from 10 to 13 Aug 24. Wide berth From area advised. 2. Cancel this MSG 131830 UTC Aug 24.</p>
<p>728. India East Coast - off Machilipatnam. Charts IN 31 355 391 INT 7405. SW Bly and SW Tasman progressing seismic survey in area bounded by 15-26.2N 082-12.0E, 15-02.1N 082-26.2E, 14-48.5N 082-01.8E, 15-04.7N 081-52.4E, 15-18.1N 081-55.8E. Wide berth requested. 2. Cancel NAVAREA VIII MSG 518/24 and this MSG 051830 UTC Nov 24.</p>
<p>729. India East Coast - off Kakinada. Charts IN 31 355 INT 7405. Posh deep C progressing survey in area bounded by 16-32.48N 082-21.36E, 16-25.57N 082-25.75E, 16-05.40N 082-25.12E, 16-05.66N 082-16.04E, 16-12.95N 082-09.27E, 16-22.99N 082-17.58E, 16-30.68N 082-18.32E. Wide berth requested 2. Cancel this MSG 201830 UTC Oct 24.</p>
<p>730. India West Coast - off Porbandar. Charts IN 21 205 252 INT 7325. Firing by CG aircraft scheduled from 090330 to 090830 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. 2. Cancel this MSG 090930 UTC Aug 24.</p>
<p>731. India East Coast - off Chennai. Charts IN 32 356 391 INT 7400. Firing by CG aircraft scheduled from 090130 to 091130 UTC Aug 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 091230 UTC Aug 24.</p>
<p>732. Cancel NAVAREA VIII MSG 725/24 and this MSG.</p>
<p>733. Bay of Bengal - off Bangladesh. Charts IN 31 7706 INT 756 BA 90. Firing by aircraft scheduled 11 to 18 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 181200 UTC Aug 24.</p>
<p>734. India East Coast - Puducherry. Charts IN 32 357 3044 INT 7397. DGPS (11-54.99N 079-49.85E) Transmission will be switched off from 120230 TO 131230 UTC Aug 24 for maintenance. 2. Cancel this MSG 131230 UTC Aug 24.</p>
<p>735. India West Coast - Porbandar. Charts IN 21 252 292 2040 INT 7325. DGPS (21-37.33N 069-37.19E) Transmission will be switched off from 120130 to 141230 UTC Aug 24 for maintenance. 2. Cancel this MSG 141230 UTC Aug 24.</p>
<p>736. Cancel NAVAREA VIII MSG 694/24 and this MSG.</p>
<p>737. NAVAREA VIII - Warnings in force as on 09 Aug 2024 2022 Series - 134 237 519 2023 Series - 161 178 386 455 456 484 574 604 703 733 741 748 750 929 1046 1057 2024 Series - 180 188 215 291 317 465 481 499 539 550 551 554 568 583 584 587 600 604 640 643 669 671 691 698 706 707 709 713 714 718 722 723 727 728 729 733 734 735 736 (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 www.hydrobharat.gov.in 2. Cancel this MSG 161000 UTC Aug 24.</p>
<p>738. India East Coast - Pulicat. Charts IN 32 313 356 INT 7400. DGNSS (13-25.20N 080-19.78E) transmission switched off.</p>
<p>739. Andaman Sea - Off Middle Andaman I. Charts in 41 473 7706 INT 7031. Firing by aircraft scheduled from 140830 to 141030 UTC Aug 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 141130 UTC Aug 24.</p>
<p>740. Bay of Bengal - Sriharikota. Charts IN 32 7706 7707 INT 706. Rocket launch from 13-44N 080-14.1E scheduled from 15 to 17 Aug 24 between 0315 to 0715 UTC 2. Danger zone as follows Zone-1: Circle of 10 Nm around launcher. Zone-2: Danger area bounded by 09-30N 083-40E, 10-10N 084-10E, 07-10N 086-50E, 06-30N 086-20E. Zone-3: Danger area bounded by 00-05S 092-05E, 00-50N 092-50E, 00-15S 094-00E, 01-10S 094-40E, 02-00S 095-00E, 02-45S 094-30E. 3. Wide berth from area advised. 4. Cancel this MSG 170815 UTC Aug 24.</p>
<p>741. Cancel NAVAREA VIII MSG 738/24 and this MSG.</p>
<p>742. India East Coast - off Balasore. Charts IN 31 352 7706 INT 756. Experimental flight trials scheduled 14, 16 and</p>

<p>742. Continued. 17 Aug 24 from 0430 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by (a) 20-47.32N 087-00.8E (b) 19-42.06N 087-24.57E (c) 19-56.06N 087-50.38E (d) 20-48.25N 087-02.53E. Wide berth from area advised. 2. Cancel this MSG 171130 UTC Aug 24.</p>
<p>743. India West Coast - off Porbandar. Charts IN 21 205 252 INT 7325. Firing by CG aircraft scheduled 16, 23 and 30 Aug 24 from 0330 to 0830 UTC 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 300930 UTC Aug 24.</p>
<p>744. India East Coast - off Sagar I. Charts IN 31 301 351 INT 7419. Firing by CG aircraft scheduled 16 and 20 Aug 24 from 0430 to 1030 UTC in danger area bounded within 20-37N to 20-52N and 088-30E to 089-00E. Wide berth from area advised. 2. Cancel this MSG 201130 UTC Aug 24.</p>
<p>745. Andaman Sea - off South Andaman I. Charts IN 33 404 473 INT 7439. Firing by aircraft scheduled 16, 21, 23 and 30 Aug 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 300800 UTC Aug 24.</p>
<p>746. India West Coast - Mormugao. Charts IN 22 214 257 293 2022 INT 7022. Firing scheduled from 160330 to 160730 UTC in danger area bounded within 15-15.83N to 15-25.00N and 073-37.00E to 073-47.55E. Wide berth from area advised. 2. Cancel this MSG 160830 UTC Aug 24.</p>



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter - 2 (Page 116)

(Source: AKPL correspondence)

Article 2.104, Para 1, line 10, after Tanker (edible oil) insert:

Petroleum products and LPG.

Article 2.104, Para 2, **Position.**

Delete and replace by:

2 **Position.** Krishnapatnam Port is located in Nellore (District HQ of Andhra Pradesh), which is 180 km north of Chennai, in a mouth of a Upputeru river at position (14° 15'N, 80° 08'E).



View of Port Entrance

Article 2.104, Para 3, **Function,**

Delete and replace by:

3 **Function.** The Krishnapatnam Port handles: Principal export cargoes: Granite, Barites, Cement, Clinker, Agri Products, Steel Products, Wind mill blades.

Principal Import Cargoes: Coal, Fertilizers, Edible oils, Petroleum products and LPG.

Article 2.104, Para 4, **Development,**

Delete and replace by:

4 **Development.** The Port is also developing modern peripherals facilities, upcoming STS Operation.

Article 2.105, Para 9, **Entrance Channel, line 3, after lateral marks.**

Delete and replace by:

The maintained depth in approach channel is 18 m.

Article 2.105, Para 10-14, delete and replace by:

10 **North Breakwater head light:** Pillar construction 09m, Characteristics: Fl(1)G

11 **South Breakwater head light:** Pillar construction 09m, Characteristics: Fl(1)R

12 **Rear transit light:** Lattice construction, Fl.G. 4s (virtual AIS), height of tower: 60 mtrs

13 **Front transit light:** Lattice construction, Fl Iso G (virtual AIS), height of tower: 40 mtrs.

14 **Tugs.** Four Azimuth Stern Drive tugs of 50 to 72 tonnes Bollard Pull capacity are presently available. Request for tugs should be sent to Krishnapatnam Port Control on VHF channels 16/12.

Article 2.105, Para 15, **Berthing and Wharves**

Delete and replace by:

15 **Berthing and Wharves**

Following berths are available:

Sl no.	Berth no.	Berth type	Berth length	Max allowed draft	Berth heading
1	N 8	Bulk	300M	17.70 M	034
2	N 7	Bulk	300M	17.70 M	034
3	N 6	Bulk	300M	17.70 M	279
4	N 5	Bulk	300M	17.70 M	279
5	N 4	Fertilizer/ Bulk	300M	17.70 M	289
6	N 3	Multi- purpose	300M	17.70 M	289
7	N 2	Container	300M	15.20 M	289
8	N 1	Container	300M	13.50 M	289
9	S4	Multi- purpose	250M	17.70 M	279
10	S4A	Multi- purpose	175M	13.20 M	279
11	W 1	Cement/ Tanker	200M	11.00 M	067
12	W 2	Multi- purpose	200M	13.00 M	289
13	W 3	Multi- purpose	200M	13.00 M	289
14	LB	Liquid-Gas	330M	15.00 M	

Article 2.106, Para 2, **Harbour facilities,**

Delete and replace by:

2. **Harbour facilities.**

Harbour cranes

- 10 Liebherr Cranes: 4 Nos. with 208 MT capacity & 6 Nos. 140 MT capacity; Outreach :52 mtrs
- 2 Gottwald Cranes: 110 MT capacity, Outreach: 46 Mtrs

Conveyor systems

- 6 Ship unloaders. each ship unloader with a capacity of 2,000 TPH
- Conveyor system with a capacity up to 5,000 TPH

Ground handling equipment

- Dumpers, Pay loaders, Forklifts and stackers used for quick transfer of cargo between storage area and berths.
- Dedicated Port owned cargo handling equipment like Tippers, Loaders, Excavators, Dozers, Etc.
- 12 hoppers with a capacity of 120 CBU
- 20 Automatic bagging machines with a total capacity of 42,000 MT/Day

Computerised Weigh Bridge

- 21 Weighbridges. 07 of 120 MT And 14 of 60 MT and 3 in-motion railway weighbridges

Liquid Cargo handling

- NW1, NW2, NW3 are the edible oil handling berths with flexible hoses to discharge cargo from tanker alongside berth or at double bank.
- Port presently has pipeline facility directly from berth to the Edible Oil refineries.
- High discharge rates of up To 600 TPH.

*Article 2.106, Para 9, Weather,
Delete and replace by:*

9 Weather

- The region is characterized by hot sub-tropical climate with harsh summers and annual recurring seasonal monsoon, which divide the year into four seasons as follows:
 - December to February: Northeast monsoon (wind blows predominantly from NE direction).
 - March to May: Pre-monsoon/summer season (cyclones occur in May).
 - June-September: Southwest monsoon (wind blows predominantly from SW direction).
 - October & November: Post monsoon (cyclones are most frequent).
- Temperature in May, the mean daily maximum and minimum temperatures are 40.1°C and 27.2°C respectively. During December, the mean daily maximum and minimum temperatures are 28.7°C and 20.2°C respectively. The highest maximum and lowest minimum temperatures recorded at Krishnapatnam are 47°C and 14.4°C respectively.
- Humidity at Port is tropical with average relative humidity of 76% over the whole year.
- Visibility is good throughout the year at Krishnapatnam Port area. On an average, visibility is well above 4 km for 320 days in a year. During months of Dec- March port may

experience thick fog accounting to zero visibility.

- Region experiences two monsoon viz., south-west monsoon and north-east monsoon. The rainfall during south-west monsoon amounts to 31% of the annual rainfall, while about 50% of the rainfall occurs during the north-east monsoon period. October and November are the months with highest rainfall.
- Currents in port is mainly due to the tidal influx and efflux up and down the river cause horizontal movement of water at the location of Krishnapatnam Port.
- Wind during the south-west monsoon period winds are predominantly from the south- western direction. During the post monsoon seasons winds are mainly north-western to north in the mornings and north-eastern to east in the afternoons. During the rest of the periods winds are mainly from directions between east and south. During summer and monsoon season wind speed is about 09 km/hr while it about 05 km/hr during the rest of the period. During north-east monsoon, wind velocity may go up to 50 km/hr and during cyclonic periods the wind speeds may go up to 105 km/hr.
- Prevailing wave direction is from 135° N – 165° N sector although larger waves come from east-north-east. Sea conditions at Krishnapatnam are usually calm with only slight swell.

Cyclones may be experienced during post monsoon period, storms and depressions originating in the Bay of Bengal pass through the district and neighbourhood causing wide spread heavy rains with gusty winds. Thunder storms occur during the period from March to November, being more frequent during the late half of the south-west monsoon and in the early part of retreating monsoon season.

*Article 2.106, Para 10, Port Authority, line 5-8
Delete and replace by:*

Marine Port Control- “Krishnapatnam Port Control”

Primary VHF working :CH-12
Secondary VHF working :CH-13/14
Mobile: :+91 87126-15102
E-Mail :port.control@adani.com

Port Operation Centre

“Adani Krishnapatnam Port Limited (AKPL)”

Mobile :+91 97017 02027
E-Mail : kpcl.poc@adani.com
Website : www.adaniports.com

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6475-4 *	- Small Craft Basin. N Side *	29 51-79 S 31 01-75 E *	Iso G 2s *	.. *	.. *	.. *	.. *
D7366-2	- Zirkuh. Jetty. Head	24 52-35 N 53 05-50 E	FFI G 10s	10	F 7 FI 9	..	fl 1. G150°-070°(280°) *
D7393-881 *	- N Breakwater. Head. RB1 *	25 55-59 N 51 39-46 E	Q G 1s	16	10	Beacon 7 *	fl 0-02
D7393-882	- Detached Breakwater. N Head. RB2	25 55-27 N 51 39-19 E *	FI R 2s	15	10	Beacon 7 *	fl 0-03
D7393-883	- - S Head. RB3	25 54-85 N 51 39-33 E *	FI G 3s	15	10	Beacon 7 *	fl 0-06
D7393-884 *	- S Breakwater. Spur. RB4 *	25 54-48 N 51 39-52 E *	FI R 2s	14	10	Beacon 7 *	fl 0-02
D7393-885 *	- N Breakwater. Elbow. RB5 *	25 56-54 N 51 37-58 E *	FI W 2s	16	10	Beacon 7 *	fl 0-03. W090°-300°(210°)
D7393-887 *	- S Breakwater. RB7 *	25 53-35 N 51 38-50 E *	FI W 2s	15	10	Beacon 7 *	fl 0-02. W240°-060°(180°)
D7393-8872 *	- Marpol Jetty. JB23 *	25 52-66 N 51 36-98 E *	Q R 1s *	.. *	6 *	.. 4 *	fl 0-3 *
D7393-8873 *	- Marpol Jetty. JB22 *	25 52-72 N 51 36-94 E *	Q R 1s *	.. *	6 *	.. 4 *	fl 0-3 *
D7393-8875 *	- Marpol Jetty. JB21 *	25 52-81 N 51 37-06 E *	Q R 1s *	.. *	6 *	.. 4 *	fl 0-3 *
D7393-9 *	- Wakra Dock. Liquid Products Berths. Ldg Lts 279°. Front. FL3 ----- Emergency *	25 55-05 N 51 36-90 E ..	VQ W VQ W	10 *	.. 7 *
D7393-9001 *	- Wakra Dock. Liquid Products Berths. Ldg Lts 279°. Rear. RL3 ----- Emergency *	25 55-11 N 51 36-47 E ..	VQ W VQ W	10 *	.. 17 *
D7393-92 *	- Al-Khor Dock. Ldg Lts 278°. Front. FL1 *	25 55-78 N 51 36-05 E	Q R	11	10	Orange Δ on white beacon *	..
D7393-933 *	- LNG Berths 1-5. Ldg Lts 293°. Rear TB2 *	25 56-11 N 51 35-83 E *	Q W 1s *	.. *	6 *	.. *	fl 0-3 *
D7393-935 *	- LNG Berths 1-5. Ldg Lts 293° Front TB2 *	25 56-09 N 51 35-87 E *	Q W 1s *	.. *	6 *	.. *	fl 0-3 *
D7575-65	- Qiṭ'at Salama. No S6	28 47-71 N 48 23-32 E	FI(2)W 5s	Black beacon, red band	TE; reported missing (T) 2024 *

F1212-2

Flat Rock

11 08-23 N
93 30-81 E

FI(2)W 5s

.. 10 ..

TE; On trial (T) 2024

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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. 15 dated 01 Aug 2024)

NIL

INP 31(5), 2021

(Last correction: Edition No. 13 dated 01 July 2024)

NIL

INP 31(6), 2023

(Last correction: Edition No. 15 dated 01 Aug 2024)

NIL

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.

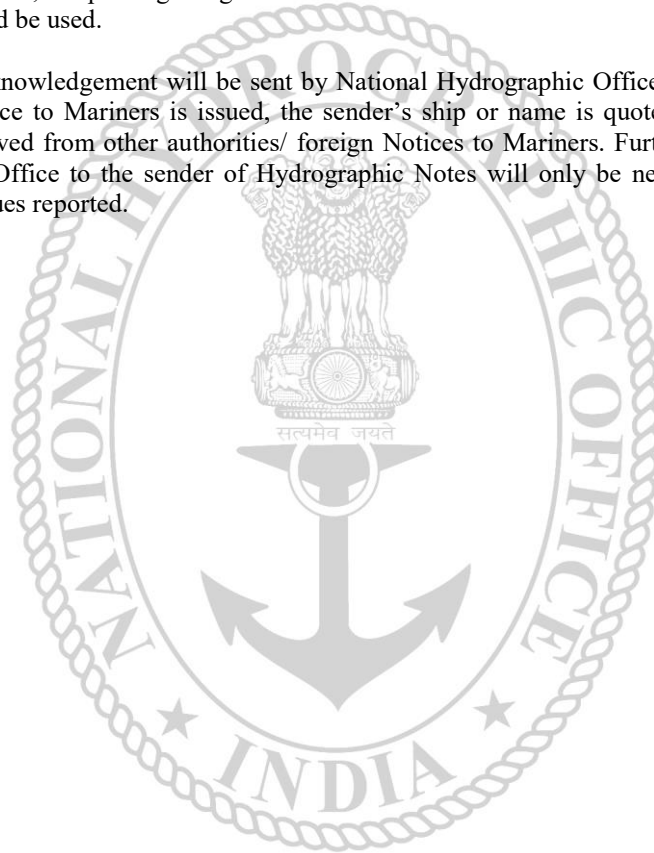
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

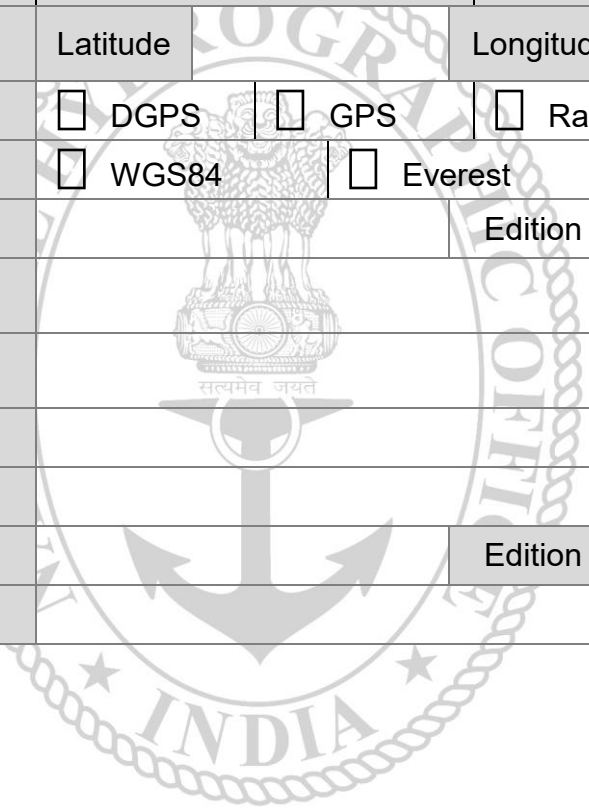
8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

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.

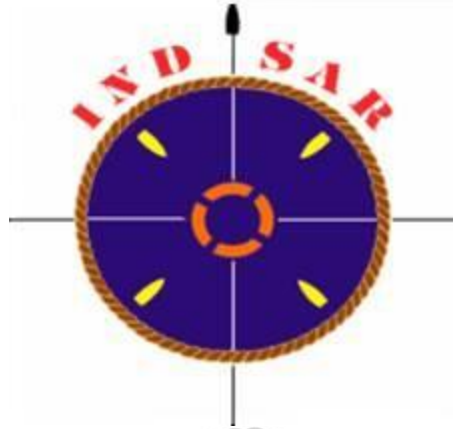


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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