

INDIAN NOTICES TO MARINERS



EDITION NO. 17 DATED 01 SEP 2024

(CONTAINS NOTICES 109 TO 114)

REACH US 24 x 7



msis-inho@navy.gov.in
inoh@navy.gov.in



+91-135-2748373



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



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

WWW

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 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>
<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>
<i>Nil</i>			

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>
<i>Nil</i>			

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
31 (INT 756)	BAY OF BENGAL – NORTHERN PORTION	1500000	NEW EDITION
33 (INT 755)	BAY OF BENGAL – SOUTHERN PORTION	1500000	NEW EDITION
404 (INT 7439)	ELPHINSTONE HARBOUR TO PORT BLAIR	150000	NEW EDITION

VI

Availability of ENCs

The complete folios of Official Indian ENCs are distributed worldwide through M/s IIC Technologies Limited, UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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 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
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SECTION – I

The list of charts affected by the Notices 109 to 114 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	113 (T)
22 (INT 752)	3	113 (T)
32 (INT 754)	5	114 (T)
33 (INT 755)	5	114 (T)
41 (INT 757)	6	112
204	2	113 (T)
207	2	113 (T)
210	3	113 (T)
211	3	113 (T)
222	4	109
223	4	109
252 (INT 7325)	2	113 (T)
253 (INT 7328)	2	113 (T)
254 (INT 7331)	3	113 (T)
255 (INT 7334)	3	113 (T)
256 (INT 7340)	3	113 (T)
260 (INT 7362)	4	109
261 (INT 7363)	4	109
271	2	113 (T)
291	2	113 (T)
292 (INT 7021)	2	113 (T)
293 (INT 7022)	3	113 (T)
357 (INT 7397)	5	114 (T)
404 (INT 7439)	6	111
405 (INT 7440)	6	111
4001	6	110
4006 (INT 7449)	6	111
4012	6	111
4014	6	110
4253	6	111
7071 (INT 71)	1	113 (T), 114 (T)
7072 (INT 72)	1	113 (T)
7073 (INT 73)	1	113 (T), 114 (T)
7705 (INT 705)	1	113 (T)
7706 (INT 706)	1	113 (T), 114 (T)

SECTION – II**PERMANENT NOTICES**

***109 (17/24) INDIA – WEST COAST – Kollam (Quilon) to Kolachel – Pilot Boarding Point.**

Source: Vizhinjam Port Pvt. Ltd.

Chart 222 [previous update 045/24]


Insert  08° 18'·00N., 077° 01'·00E.

Chart 223 [previous update 071/24]

Insert  08° 18'·00N., 077° 01'·00E.

Chart 260 (INT 7362) [previous update 190/22]

Insert  08° 18'·00N., 077° 01'·00E.

Chart 261 (INT 7363) [previous update 151/22]

Insert  08° 18'·00N., 077° 01'·00E.

***110 (17/24) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Rangat Bay to Diligent Strait – Buoy, Beacon.**

Source: IH-102, INS Darshak.

Chart 4001 [previous update 166/23]

Insert  12° 16'·43N., 092° 53'·88E.



12° 15'·45N., 092° 54'·55E.



12° 21'·35N., 092° 55'·84E.

Chart 4014 [previous update 166/23]

Insert  12° 16'·43N., 092° 53'·88E.



12° 15'·45N., 092° 54'·55E.



12° 21'·35N., 092° 55'·84E.

***111 (17/24) INDIAN ANDMAN ISLANDS ANDAMAN SEA – Port Blair – Inner Harbour – Buoy.**

Source: Headquarters Naval Component.

Chart 4012 [previous update NE 31 Mar 2023]

Insert		11° 40'·94N., 092° 42'·96E.
		11° 40'·78N., 092° 42'·81E.
		11° 40'·53N., 092° 42'·81E.

Chart 4006 (INT 7449) [previous update NE 31 Mar 2023]

Insert		11° 40'·94N., 092° 42'·96E.
		11° 40'·78N., 092° 42'·81E.
		11° 40'·53N., 092° 42'·81E.

Chart 4253 [previous update 058/24]

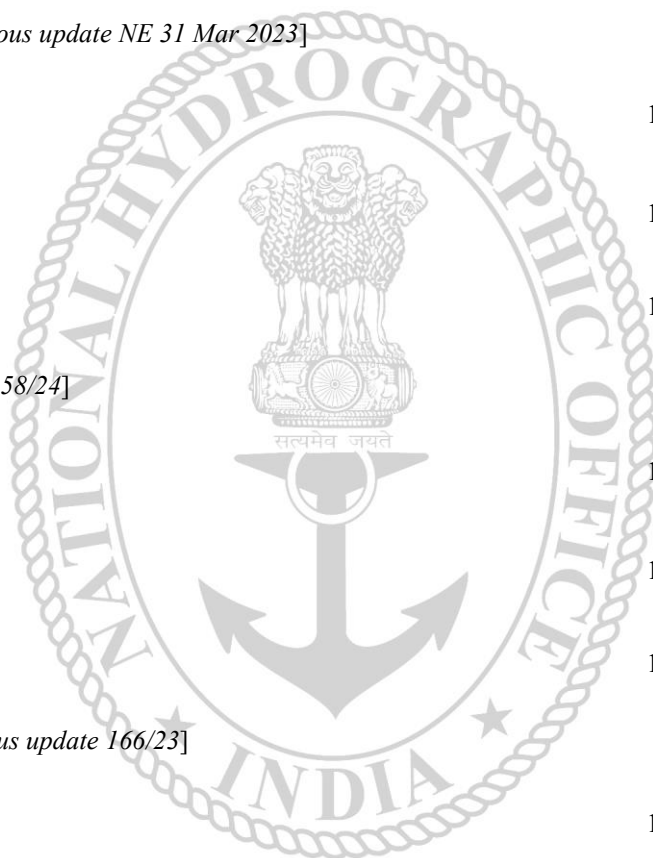
Insert		11° 40'·94N., 092° 42'·96E.
		11° 40'·78N., 092° 42'·81E.
		11° 40'·53N., 092° 42'·81E.

Chart 404 (INT 7439) [previous update 166/23]

Insert		11° 40'·94N., 092° 42'·96E.
		11° 40'·78N., 092° 42'·81E.
		11° 40'·53N., 092° 42'·81E.

Chart 405 (INT 7440) [previous update 175/23]

Insert		11° 40'·94N., 092° 42'·96E.
		11° 40'·78N., 092° 42'·81E.
		11° 40'·53N., 092° 42'·81E.

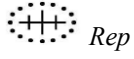


***112 (17/24) BAY OF BENGAL AND ANDAMAN SEA– Andaman Sea – Wreck.**

Source: Myanmar Notice 09/2024.

Chart 41 (INT 757) [*previous update 09/24*]

Insert



15° 30'·65N., 095° 24'·50E.



Section – III

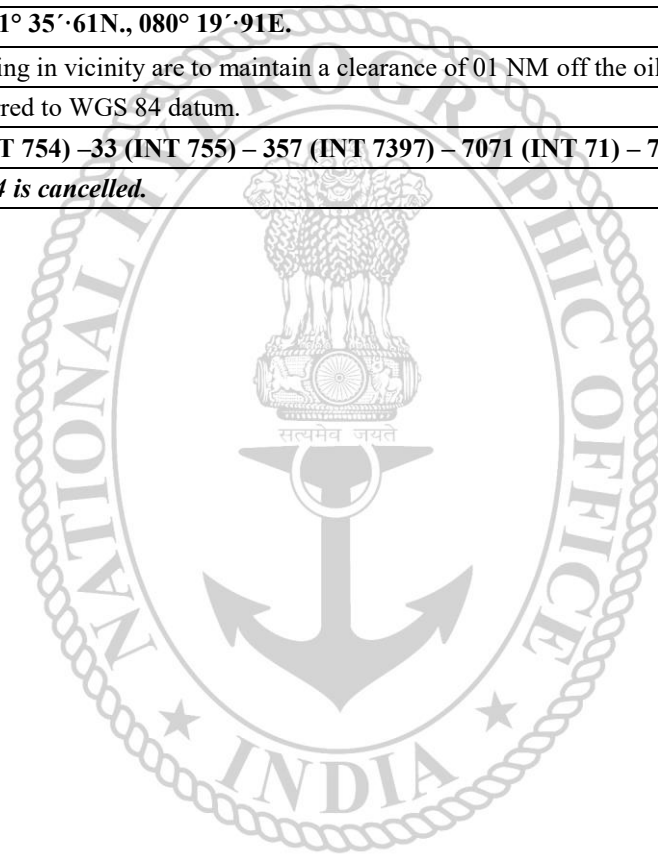
TEMPORARY AND PRELIMINARY NOTICES

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.

*113 (T) (17/24)	INDIA – WEST COAST – Arabian Sea – Oil Rigs.
Source: NCD, Mumbai.	
1. List of Oil Rigs is as follows: -	
Rig Name	Position
Aban III	18° 44'.08N., 071°18'.47E.
Aban IV	19° 31'.78N., 071°17'.39E.
Aban VIII	19° 42'.20N., 071° 40'.94E.
Admarine 9	19° 17'.60N., 071° 16'.87E.
Admarine 11	18° 38'.27N., 072° 14'.04E.
CE Thornton	19° 19'.47N., 071° 12'.06E.
Compact Driller	19° 32'.24N., 071° 42'.36E.
Discovery 1	20° 21'.56N., 072° 01'.43E.
Divine Driller	20° 20'.04N., 072° 07'.55E.
FG MC Clinttok	18° 29'.42N., 072° 14'.73E.
Great Drill Chaaru	19° 11'.05N., 072° 11'.21E.
Great Drill Chetna	20° 35'.64N., 072° 08'.03E.
Great Drill Chaaya	20° 05'.46N., 071° 53'.12E.
Great Drill Chitra	19° 21'.46N., 071° 50'.13E.
Jindal Star	18° 58'.43N., 071° 37'.44E.
JT Angel	19° 33'.54N., 071° 23'.22E.
Jindal Explorer	19° 31'.84N., 071° 24'.92E.
Key Singapore	17° 52'.76N., 072° 26'.36E.
Parameswara	19° 26'.11N., 071° 24'.16E.
Ron Tappmeyer	18° 08'.49N., 072° 22'.07E.
Sagar Bhushan	19° 28'.33N., 070° 07'.60E.
Sagar Vijay	19° 36'.12N., 070°20'.26E.
Sagar Jyoti	20° 15'.40N., 072° 12'.57E.
Sagar Kiran	19° 27'.80N., 071° 48'.45E.
Sagar Ratna	20° 10'.85N., 072° 18'.85E.
Sagar Uday	19° 22'.86N., 071° 27'.69E.
Sagar Samrat	18° 58'.43N., 071° 37'.44E.
Sagar Gaurav	20° 20'.14N., 072° 05'.30E.
Trident 2	19° 38'.92N., 071° 20'.92E.
Trident 12	18° 45'.23N., 072° 18'.00E.
Vivekananda 1	19° 15'.95N., 072° 06'.05E.
Vivekananda 2	19° 18'.32N., 071° 22'.76E.
Virtue 1	19° 27'.54N., 071° 22'.82E.
Victory Driller	19° 23'.34N., 071° 12'.32E.
Armada Sterling I	18° 35'.24N., 071° 02'.08E.
Armada Sterling II	19° 10'.50N., 070° 56'.70E.
Admarine 10	19° 36'.19N., 071° 21'.10E.

DS Fossil	19° 23'.19N., 071° 17'.41E.
DS Fortune	19° 29'.91N., 071° 24'.65E.
2. All Highlighted Oil Rigs reflects changes in position of respective Oil Rigs from previous Notice.	
3. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.	
4. All positions referred to WGS 84 datum	
Charts Affected – 21 – 22 (INT 752) – 204 – 207 – 210 – 211 – 252 (INT 7325) – 253 (INT 7328) – 254 (INT 7331) – 255 (INT 7334) – 256 (INT 7340) – 271 – 291 – 292 (INT 7021) – 293 (INT 7022) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7705 (INT 705) – 7706 (INT 706).	
<i>Former INTM 082 (T)/24 is cancelled.</i>	

*114 (T) (17/24)	INDIA – EAST COAST – Bay of Bengal – Oil Rigs.
Source: NCD, Mumbai.	
1. List of Oil Rigs is as follows: -	
Rig Name	Position
DDKG 1	11° 35'.61N., 080° 19'.91E.
2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.	
3. All positions referred to WGS 84 datum.	
Charts Affected –32 (INT 754) –33 (INT 755) – 357 (INT 7397) – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).	
<i>Former INTM 094 (T)/24 is cancelled.</i>	



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

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

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

NAVTEX stations along the Indian coast:-

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

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

- (a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.
- (b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.
- (c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.
- (d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.

List of Indian Chart Agents

<p>M/s VDO Marine Instruments PO Bag No – 645, 45/271, Shanghar Building, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682003 Tel: +91 4842667157 Fax: +91 4842667121 Email: atmain@md4.vsnl.net.in Web: www.atmain.in</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>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p>	<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Masjid Bunder East, Mumbai – 400 009 Tel: +91 22 23736756, Fax: +91 22 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</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@liftmarine.org, liftmarine77@gmail.com Web: www.liftmarine.org</p>	<p>M/s L. R. Marine Services 301, 3rd Floor, Biryah 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: lrcharts@gmail.com, lrmarine@live.com</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 – 400 706 Tel: +91 22 22660017/ +91 22 49747575/ +91 7506097212 Cell No: +91 9920654848 Email: sales@emariner.net Web: www.emariner.net</p>	

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

- 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.
- For details of NAVAREA limits and organisation/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2020.
- NAVAREA VIII Warnings in force as on 01 Sep 24: -

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 - 180 188 215 291 317 465 481 499 539 550 551 554 583 584 587 600 604 640 669 671 691 698 707 709 714 723 728 729 752 763 764 774 775 776 777 778 779 780 781 782 783

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

747. Cancel NAVAREA VIII MSG 740/24 and this MSG.
748. India West Coast - Kochi. Charts IN 22 220 259 2004 INT 7356. Firing scheduled 21 and 22 Aug 24 from 0130 to 0830 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44.00N 076-17.5E, 09-42.5N 076-09.5E. Wide berth from area advised. 2. Cancel this MSG 220930 UTC Aug 24.
749. India West Coast - Okha. Charts IN 21 203 292 INT 7021. Firing scheduled from 200530 to 200730 UTC Aug 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 200830 UTC Aug 24.
750. India West Coast - off Trivandrum. Charts IN 22 222 260 261 INT 752. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled from 210530 to 210700 UTC Aug 24. Danger sector from launcher (a) Radius of 05 nm between azimuth 190 and 300 (b) between radii of 45 nm and 75 nm and azimuth 220 and 260. Wide berth from area advised. 2. Cancel this MSG 210800 UTC Aug 24.
751. NAVAREA VIII - Warnings in force as on 16 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 - 180 188 215 291 317 465 481 499 539 550 551 554 568 583 584 587 600 604 640 643 669 671 691 698 707 709 713 714 723 728 729 733 742 743 744 745 747 748 749 750 751 (a) NAVAREA VIII Warnings less than 42 days promulgated via safety net. (b) Text of NAVAREA VIII Warning Inforce including those which no longer broadcast available in www.hydrobharat.gov.in . 2. Cancel this MSG 231000 UTC Aug 24.
752. Bay Of Bengal. Charts IN 31 7706 INT 706. Subsurface firing scheduled from 170930 UTC Aug 24 to 011500 UTC Sep 24 in danger area bounded by 08-45N 085-00E, 08-45N 090-22E, 10-10N 089-52E, 10-10N 084-18E. Wide berth from area advised. 2. Cancel this MSG 011600 UTC Sep 24.
753. India East Coast - off Balasore. Charts IN 31 352 7706 INT 756. Experimental flight trials scheduled 22 and 23 Aug 24 from 1330 to 1730 UTC in danger area bounded by 21-22.27N 086-55.73E, 21-09.00N 086-52.42E, 20-47.35N 087-12.8E, 18-18.47N 088-21.77E, 18-54.83N 089-19.73E, 21-27.42N 087-30.97E, 21-22.68N 086-56.4E. Wide berth from area advised. 2. Cancel this MSG 231830 UTC Aug 24.
754. India West Coast - off Kochi. Charts IN 22 259 7706 INT 7356. Sub surface firing scheduled from 200400 to 200600 UTC Aug 24 in danger area bounded by 10-06N 075-12E, 10-26N 075-08E, 10-26N 075-24E, 10-06N 075-26E. Wide berth from area advised. 2. Cancel this MSG 200700 UTC Aug 24.
755. Bay of Bengal. Charts IN 33 7071 7073 7706 INT 755. Fire reported onboard MV EFES in approximate position 13-24N 088-16E at 190430 UTC Aug 24. Vessels transiting to keep sharp lookout and well clear. 2. Cancel this MSG 251830 UTC Aug 24.

<p>756. India West Coast - off Kochi. Charts IN 22 259 7706 INT 7356. Sub surface firing scheduled from 200930 to 201130 UTC Aug 24 in danger area bounded by 10-06N 075-12E, 10-26N 075-08E, 10-26N 075-24E, 10-06N 075-26E. Wide berth from area advised.</p> <p>2. Cancel NAVAREA VIII MSG 754/24 and this MSG 201230 UTC Aug 24.</p>
<p>757. Andaman Sea - off Great Nicobar I. Charts IN 33 472 7706 INT 706. Firing scheduled from 200230 to 251430 UTC Aug 24 in danger area bounded by 06-31.4N 092-08.13E, 06-31.7N 092-18.73E, 07-41.66N 092-19.01E, 07-41.38N 090-18.13E. Wide berth from area advised.</p> <p>2. Cancel this MSG 251530 UTC Aug 24.</p>
<p>758. India West Coast - off Mormugao. Charts IN 22 214 293 INT 7022. Sub surface firing scheduled from 221230 to 221730 UTC Aug 24 in danger area bounded by 15-20N 072-54E, 15-20N 072-44E, 15-10N 072-48E, 15-10N 072-58E. Wide berth from advised.</p> <p>2. Cancel this MSG 221830 UTC Aug 24.</p>
<p>759. India East Coast - off Chennai. Charts IN 32 356 391 INT 7400. Firing by cg aircraft scheduled from 230130 to 231130 UTC Aug 24 in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised.</p> <p>2. Cancel this MSG 231230 UTC Aug 24.</p>
<p>760. India West Coast - off Alappuzha. Charts IN 22 221 260 INT 7362. Firing scheduled 23 and 24 Aug 24 from 0430 to 1130 UTC in danger area bounded within 09-09N to 09-19N and 075-52E to 076-02E. Wide berth from area advised.</p> <p>2. Cancel this MSG 241230 UTC Aug 24.</p>
<p>761. India West Coast - Aguada. Charts IN 22 214 2020 2022 INT 7345. DGPS (15-29.51N 073-46.36E) transmission switched off for maintenance.</p>
<p>762. Lakshadweep Sea - off Maldives. Charts IN 22 273 7706 INT 706. Srilankan fishing vessel reported adrift in approximate position 06-59.45N 072-09.6E at 200627 UTC Aug 24. Crew rescued.</p> <p>2. Cancel this MSG 230627 UTC Aug 24.</p>
<p>763. India East Coast - off Kakinada. Charts IN 31 355 391 INT 7405. Coastal triumph progressing survey from 22 Aug 24 to 06 Sep 24 in area bounded within 16-33.22N to 16-34.32N and 082-19.16E to 082-21.12E. Wide berth of 02 nm requested.</p> <p>2. Cancel this MSG 061830 UTC Sep 24.</p>
<p>764. India West Coast - Gulf of Kachchh. Charts IN 21 203 2051 2124 INT 7333. Kalubhar Tapu Lt (22-26.32N 069-35.23E) unlit.</p>
<p>765. India East Coast - off Gopalpur. Charts IN 31 305 353 INT 7413. Army air defence firing scheduled 25 to 27 Aug 24 from 0130 to 0830 UTC and 0930 to 1430 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 nm radius joining point b and c. Wide berth from area advised.</p> <p>2. Cancel this MSG 271530 UTC Aug 24.</p>
<p>766. India East Coast - Chennai. Charts IN 33 313 356 3001 INT 7400. Firing scheduled from 270830 to 270930 UTC Aug 24 in danger sector extending upto 11 nm between bearing 045 and 075 from 13-07.02N 080-18.01E. Wide berth from area advised.</p> <p>2. Cancel this MSG 271030 UTC Aug 24.</p>
<p>767. Cancel NAVAREA VIII MSG 643/24, 761/24 and this MSG.</p>
<p>768. Navarea VIII - Warnings in force as on 23 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 - 180 188 215 291 317 465 481 499 539 550 551 554 568 583 584 587 600 604 640 669 671 691 698 707 709 713 714 723 728 729 743 745 752 755 757 759 760 762 763 764 765 766 767 (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.</p> <p>2. Cancel this MSG 301030 UTC Aug 24.</p>
<p>769. India East Coast - off Sagar I. Charts IN 31 351 7071 INT 7419. MV ITT Puma reported sunk in approximate position 20-27N 088-37E at 251020 UTC Aug 24. Mariners to keep sharp lookout for three missing crew/debris and render necessary assistance.</p> <p>2. Cancel this MSG 281020 UTC Aug 24.</p>
<p>770. Lakshadweep Sea. Charts IN 268 272 2047 INT 7353. Kadmat I Lt (11-15.44N 072-47.36E) unlit.</p>
<p>771. Cancel NAVAREA VIII MSG 568/24 and this MSG.</p>
<p>772. Andaman Sea - off Landfall I. Charts IN 402 4101 4201 INT 7436. Firing scheduled 28 to 30 Aug 24 from 0430 to 1030 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 301130 UTC Aug 24.</p>
<p>773. Cancel NAVAREA VIII MSG 770/24 and this MSG.</p>

<p>774. India East Coast - Pulicat. Charts IN 32 313 356 INT 7400. DGNSS (13-25.20N 080-19.78E) transmission switched off.</p>
<p>775. India West Coast - Porbandar. Charts IN 21 252 292 INT 7325. DGPS (21-37.33N 069-37.19E) transmission switched off.</p>
<p>776. Bay Of Bengal - off Bangladesh. Charts IN 31 BA 90 817 INT 756. Firing by Bangladesh Navy scheduled 01 to 30 Sep 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. 2. Cancel this MSG 301700 UTC Sep 24.</p>
<p>777. Bay Of Bengal - off Chattogram. Charts IN 31 BA 90 INT 756. Firing scheduled 01 to 05 Sep 24 from 0100 to 1700 UTC in danger sector extending upto 6.8 nm within azimuth 330 from 22-23.30N 091-45.43E and azimuth 280 from 22-20.45N 091-45.43E. Wide berth from area advised. 2. Cancel this MSG 051800 UTC Sep 24.</p>
<p>778. India East Coast - off Kakinada. Charts IN 31 355 391 INT 7405. Mahaxmi II will carry out survey from 01 Sep to 30 Nov 24 in vicinity of 16-32.04N 082-23.31E, 16-31.89N 082-23.25E, 16-26.92N 082-21.29E, 16-27.68N 082-26.92E, 16-32.18N 082-22.88E. Wide berth requested. 2. Cancel this MSG 301830 UTC Nov 24.</p>
<p>779. India West Coast - off Mormugao. Charts IN 22 293 294 INT 7023. Subsurface firing scheduled from 311230 to 311430 UTC Aug 24 in danger area bounded by 16-24N 072-09E, 15-48.2N 072-48.2E, 14-56N 073-07.2E, 15-36N 071-50E. Wide berth from area advised. 2. Cancel this MSG 311530 UTC Aug 24.</p>
<p>780. India West Coast - Okha. Charts IN 203 2013 2068 INT 7324. Humani point DGPS (22-28.61N 069-04.19E) transmission switched off.</p>
<p>781. Andaman Sea - off South Andaman I. Charts IN 33 41 473 INT 7031. Firing by aircraft scheduled 04, 06, 11, 13, 18, 20, 25 and 27 Sep 24 from 0430 to 0700 UTC in danger area bounded by 11-40N 092-27E, 11-43N 092-16E, 11-52N 092-19E, 11-48N 092-29E. Wide berth from area advised. 2. Cancel this MSG 270800 UTC Sep 24.</p>
<p>782. India West Coast - Kochi. Charts IN 22 220 259 2004 INT 7356. Firing scheduled (a) 02, 09, 16, 23, 30 Sep 24 from 0900 to 1200 UTC and (b) 06, 13, 20, 27 Sep 24 from 0900 to 1200 UTC and 1230 to 1430 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. 2. Cancel this MSG 301300 UTC Sep 24.</p>
<p>783. NAVAREA VIII - Warnings in force as on 30 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 - 180 188 215 291 317 465 481 499 539 550 551 554 583 584 587 600 604 640 669 671 691 698 707 709 714 723 728 729 752 763 764 774 775 776 777 778 779 780 781 782 (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 061000 UTC Sep 24.</p>

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter - 5 (Page 209)

(Source: IN SHIP SVS ROS)

Article 5.91, Para 12, Delete entry and replace by:

12 **Nga Yok bay.** The Nga Yok bay is between Mi Chaung Gaung and Goyangyi Island, 5 miles SW. The bay offers protection but is full of dangers. It should not be approached by large vessels. A large number of creek and delta forms along the coast of this bay. The bay is recommended to be accessed by small draft vessels (limited to 3m) for shelter protection, by keeping Taik Thone Lone (Saba Rock) islet on port and Kyauk Salaung Rocks and Sa Ba Hta Kyun Island on starboard side.

Article 5.92, Para 1&2, Delete entry and replace by:

1 **Goyangyi Island.** Goyangyi Kyun Island (Karonge Island) adjoins the Nga Yok bay and is situated in the south of the bay. The Goyangyi Kyun island is physically connected to Nga Yok Kaung (against as represented in BA chart as an island) and has a large number of river creeks flowing deep into the land mass navigable by shallow draft local boats. Goyangyi Island holds a large number of small fishermen villages. A large number of isolated submerged rocks exists along the entire coast.

Bay of Bengal Pilot (INP-2)

Chapter - 6 (Page 216)

(Source: IN SHIP SVS ROS)

Insert new Article 6.15.1, below Article 6.15, Para 5:

Hainggyi Kyun Island

6.15.1

1 Hainggyi Kyun Island lies between Mawdin Point and Stony Point. A small channel Hainggyi Chaung divides the Hainggyi Kyun Island from the main land (Arakan Yoma).

2 The Hainggyi Chaung is navigable by small vessels of draft upto 3m and can be accessed from its entrance north of North East Point on Hainggyi Kyun Island. This channel has two naval jetties to berth small naval/military crafts. A large number of isolated submerged rocks along-with mangroves exists along the entire coast of this island.

3 The Panmawadi Naval Region Command (PNRC) which is the base depot for 4th Fleet of Myanmar Navy is established on this island. 4th Fleet Naval Jetty is situated 2 cables south of North East Point and was constructed south in year 2023 and is about 200 M long and 20 M wide. The jetty has availability of Tugs, Fire-main Supply, shore power supply facilities for ships berthed alongside.

4 The nearest airport and railway station is at Patheingyi city which is about 70 NM from PNRC. There is only one 25 bedded military hospital and two civil hospitals on the Hainggyi Kyun island. There is no pilot station/ port control facility and all the entry/ exit is regulated by 4th Naval Fleet of Myanmar Navy. Apart from the 4th Fleet Naval Jetty, there are two mooring buoys positioned 01NM north-east of 4th Fleet Naval jetty, PNRC at a general depth of 7m.

Article 6.16, Para 4, line 2, after Island, Insert new entry:

The Island is primarily consisting of farm lands and military establishments along with few small villages.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7322-52	GHUBBAT AL HAYL Remove from list; deleted						
D7334-88	Gamdah. N Breakwater. Head	26 06-75 N 56 07-34 E	LFI R 6s	3	3	□ on red post 3	.. *
D7334-89	Gamdah. S Breakwater. Head	26 06-72 N 56 07-31 E	LFI G 6s	3	3	△ on green post 3	.. *
D7334-895	Gamdah. Inner Breakwater	26 06-70 N 56 07-36 E	Iso R 4s	3	3	□ on red post 3	.. *
D7336-05	Al-Jari. S Breakwater. Head (AMNAS)	26 12-73 N 56 10-92 E	FI G 6s	10	3	△ on green post 3	.. *
D7336-1	Al-Jari. N Breakwater. Head (AMNAS)	26 12-72 N 56 10-96 E	FI R 6s	10	3	□ on red post 3	.. *
D7336-15	Al-Jari. N Inner Breakwater (AMNAS)	26 12-72 N 56 10-98 E	Iso R 4s	7	3	□ on red post 3	.. *
D7336-18	Al-Jari. S Inner Breakwater (AMNAS)	26 12-69 N 56 10-98 E	Iso G 4s	9	3	△ on green post 3	.. *
D7682	<i>Cable Bank</i>	26 46-75 N 52 32-11 E	FI(2)W 10s	..	8	○ on black pile, red bands 15	..
*	<i>- Riding light</i>	..	Q W*
D7683	Shah Allum Shoal	26 25-43 N 52 29-92 E	FI(2)W 6s	30	7	Black○ on black beacon, red band	..
F0389	- - Samiyani Island. North	22 29-50 N 69 05-47 E	FI G 3s	12	5	White masonry tower, black bands 10	<i>fl 0-5.</i> TE 2024 *
F0563-5	Kelshi (Anjarle)	17 51-74 N 73 04-93 E	FI W 15s	57	23	White tower, black bands	Range 10M (T) 2024 *
F0755-6	Valiyakara Island	10 08-18 N 72 19-76 E	FI W 15s	16	11	White wooden framework tower 12	<i>fl 1.</i> W000°-325°(325°) *
F1067	Goyangyi Kyun	16 32-01 N 94 14-66 E	FI W 15s	66	12	Black wooden framework tower, white bands	W010°-180°(170°). TE; reported extinguished (T) 2024 *

8.1

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, inoh@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.

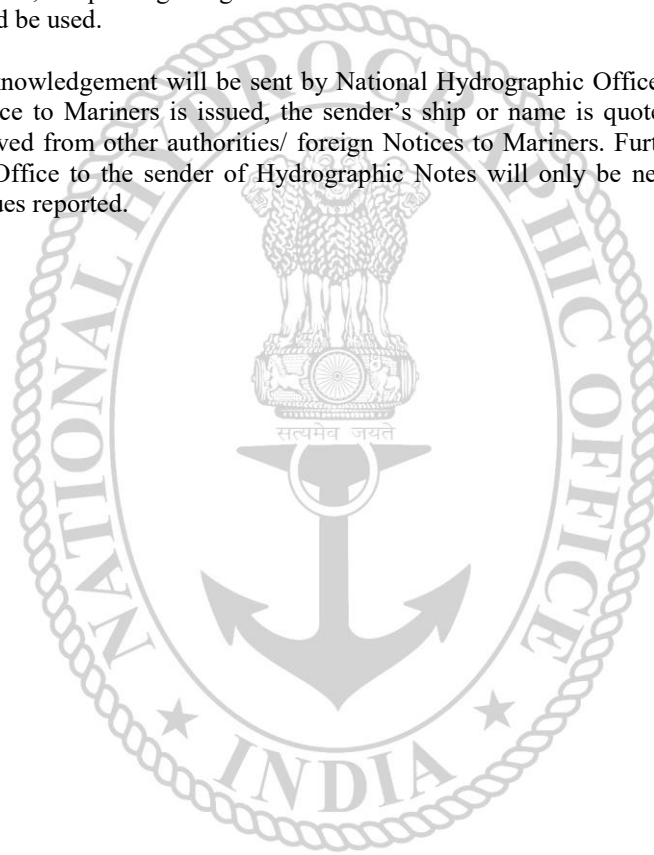
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

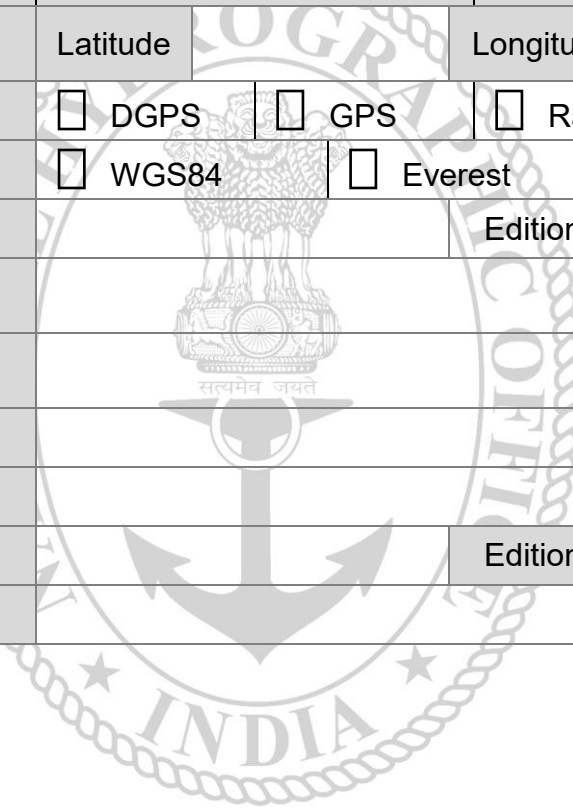
8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

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.

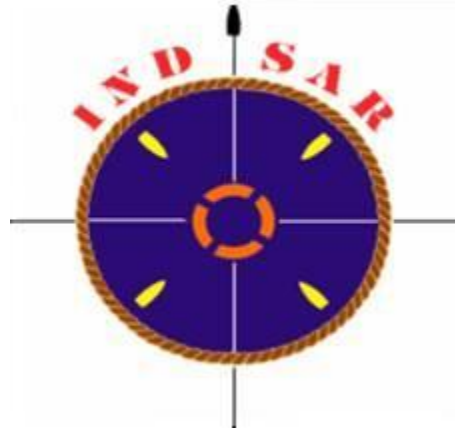


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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