

INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2024

(CONTAINS NOTICES 115 TO 122)

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

Chief Hydrographer
to the Government of India

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of hydrographic objects shown on some of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

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

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

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

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

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

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

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

5. The new edition Indian Electronic Navigational Charts that 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>
IN2255AB	255	APPROACHES TO MUMBAI	12 SEP 2024
IN52054B	2054	MADHWAD BAY	09 SEP 2024
IN54001H	4001	ELPHINSTON HARBOUR AND RANGAT BAY	06 SEP 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>
IN2255AB	255	APPROACHES TO MUMBAI	13 DEC 2023
IN52054B	2054	MADHWAD BAY	05 APR 2016
IN54001H	4001	ELPHINSTON HARBOUR AND RANGAT BAY	26 OCT 2023

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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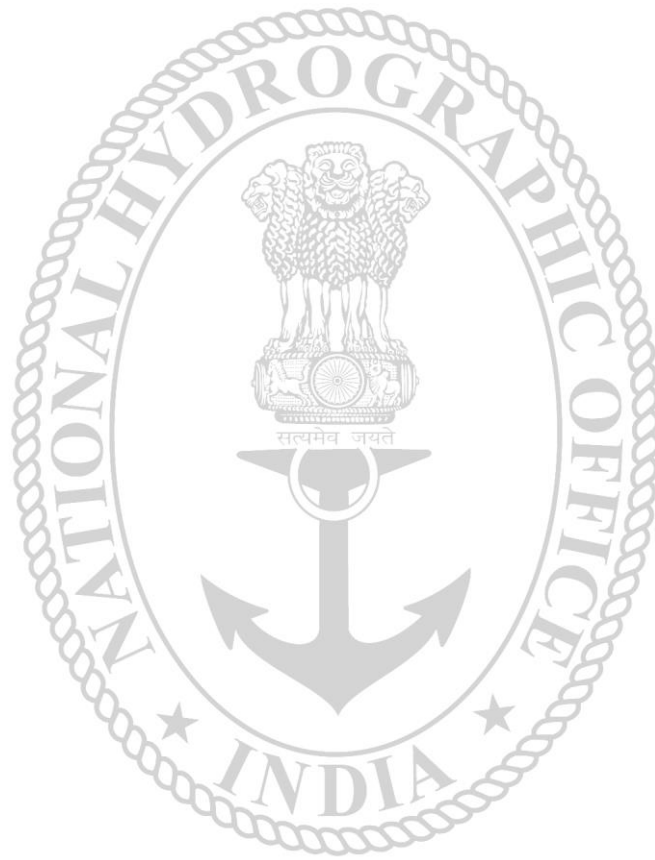


SECTION – I

The list of charts affected by the Notices 115 to 122 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	116, 120 (T), 122 (T)
22 (INT 752)	3	120 (T)
31 (INT 756)	5	117, 118, 121 (T), 122 (T)
32 (INT 754)	5	121 (T), 122 (T)
33 (INT 755)	5	121 (T), 122 (T)
41 (INT 757)	6	118, 121 (T), 122 (T)
206	2	116
207	2	116
215	3	115
216	4	115
253 (INT 7328)	2	116
254 (INT 7331)	3	116
257 (INT 7343)	4	115
268 (INT 7353)	4	120 (T)
273	4	120 (T)
291	2	122 (T)
292 (INT 7021)	2	116, 120 (T)
293 (INT 7022)	3	120 (T)
294 (INT 7023)	4	120 (T)
295 (INT 7024)	4	120 (T)
313	5	121 (T)
315	5	122 (T)
316	5	122 (T)
356 (INT 7400)	5	121 (T)
357 (INT 7397)	5	121 (T)
358 (INT 7394)	5	122 (T)
391	5	121 (T)
404 (INT 7439)	6	121 (T)
405 (INT 7440)	6	121 (T)
472 (INT 7032)	6	121 (T)
473 (INT 7031)	6	121 (T)
2008	3	115
2010	3	115
2047	4	120 (T)
2054	2	116
2081 (INT 7342)	2	116
2353	3	115
2527 (INT 77397)	1	119
3001 (INT 7402)	5	121 (T)
3304 (INT 7403)	5	121 (T)
4115	6	121 (T)
7070 (INT 70)	1	120 (T), 122 (T)
7071 (INT 71)	1	120 (T), 121 (T), 122 (T)
7072 (INT 72)	1	120 (T), 122 (T)
7073 (INT 73)	1	120 (T), 121 (T), 122 (T)
7508 (INT 508)	1	122 (T)
7701 (INT 701)	1	122 (T)

7702 (INT 702)	1	120 (T), 122 (T)
7703 (INT 703)	1	120 (T), 122 (T)
7705 (INT 705)	1	120 (T)
7706 (INT 706)	1	120 (T), 121 (T), 122 (T)
7707 (INT 707)	1	120 (T), 121 (T), 122 (T)
7708 (INT 708)	1	122 (T)



SECTION – II**PERMANENT NOTICES**

***115 (18/24) INDIA – WEST COAST – Karwar Naval Harbour – Wreck, Tower and Mooring Buoy.**

Source: ROS, INS Makar.

Chart 2010 [previous update 100/23]





Delete		14° 44'·86N., 074° 09'·62E.
Substitute	 Wk, for  Wk, centered on;	14° 46'·96N., 074° 06'·67E.
Insert		14° 45'·14N., 074° 10'·29E.
		14° 45'·30N., 074° 10'·29E.

Chart 2008 [previous update 100/23]

Delete		14° 44'·86N., 074° 09'·62E.
Substitute	 Wk, for  Wk, centered on;	14° 46'·96N., 074° 06'·67E.
Insert		14° 45'·14N., 074° 10'·29E.
		14° 45'·30N., 074° 10'·29E.

Chart 2353 [previous update 090/23]





Delete		14° 44'·86N., 074° 09'·62E.
Substitute	 Wk, for  Wk, centered on;	14° 46'·96N., 074° 06'·67E.
Insert		14° 45'·14N., 074° 10'·29E.
		14° 45'·30N., 074° 10'·29E.

Chart 216 [previous update 066/22]

Delete		14° 44'·86N., 074° 09'·62E.
Substitute	 Wk, for  Wk, centered on;	14° 46'·96N., 074° 06'·67E.
Insert		14° 45'·14N., 074° 10'·29E.
		14° 45'·30N., 074° 10'·29E.

Chart 215 [previous update 078/21]





Delete		14° 44'·86N., 074° 09'·62E.
Substitute	 Wk, for  Wk, centered on;	14° 46'·96N., 074° 06'·67E.
Insert		14° 45'·14N., 074° 10'·29E.
		14° 45'·30N., 074° 10'·29E.

Chart 257 (INT 7343) [previous update 098/24]

Substitute	 Wk, for  Wk, centered on;	14° 46'·96N., 074° 06'·67E.
Insert		14° 45'·14N., 074° 10'·29E.
		14° 45'·30N., 074° 10'·29E.

***116 (18/24) INDIA – WEST COAST – Madhwa Bay – Wreck.**

Source: ROS, INS Sarvekshak.

Chart 2054 [previous update 159/19]Delete  PA

20° 38'·45N., 070° 51'·51E.

Chart 2081 (INT 7342) [previous update 065/24]Delete  PA


20° 38'·45N., 070° 51'·51E.

Chart 207 [previous update 138/23]Delete  PA

20° 38'·45N., 070° 51'·51E.

20° 31'·92N., 070° 51'·53E.

20° 22'·09N., 071° 11'·20E.

Chart 206 [previous update 065/24]Delete  PA

20° 38'·45N., 070° 51'·51E.

20° 31'·92N., 070° 51'·53E.

20° 21'·00N., 071° 00'·00E.

20° 22'·09N., 071° 11'·20E.

Chart 254 (INT 7331) [previous update 138/23]Delete  PA

20° 22'·09N., 071° 11'·20E.

Chart 253 (INT 7328) [previous update 054/24]Delete  PA

20° 38'·45N., 070° 51'·51E.

20° 31'·92N., 070° 51'·53E.

20° 21'·00N., 071° 00'·00E.

20° 22'·09N., 071° 11'·20E.

Chart 292 (INT 7021) [previous update 097/24]Delete  PA

20° 38'·45N., 070° 51'·51E.

20° 31'·92N., 070° 51'·53E.

20° 21'·00N., 071° 00'·00E.

20° 22'·09N., 071° 11'·20E.

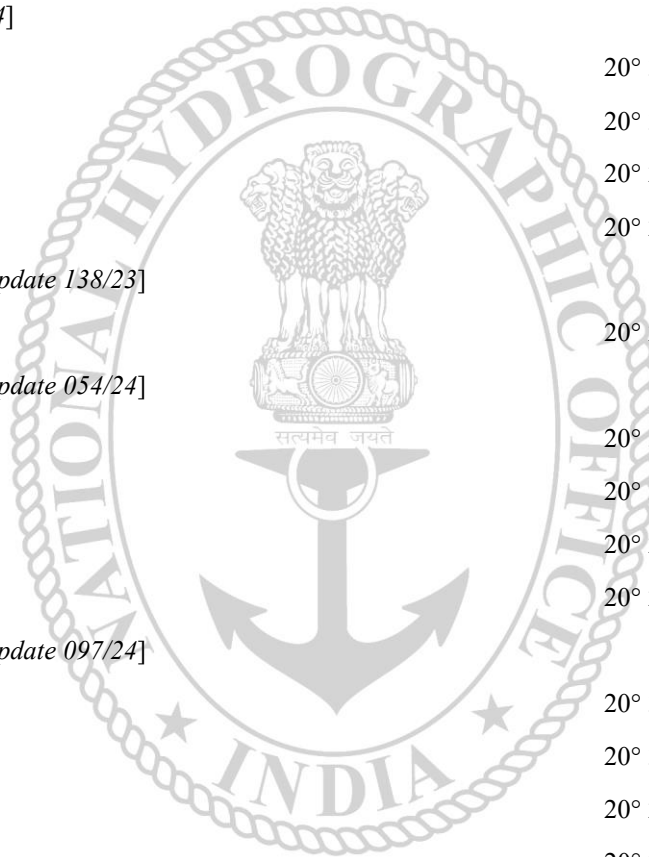
Chart 21 [previous update 097/24]Delete  PA

20° 38'·45N., 070° 51'·51E.

20° 31'·92N., 070° 51'·53E.

20° 21'·00N., 071° 00'·00E.

20° 22'·09N., 071° 11'·20E.



***117 (18/24) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Pilot Boarding.**

Source: BNHOC Notice No 31/2024.

Chart 31 (INT 756) [previous update 077/24]

Insert



21° 35′·10N., 091° 48′·70E.

***118 (18/24) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Mooring Buoys, Legend.**

Source: ROS, INS Sarvekshak.

Chart 31 (INT 756) [previous update 117/24]

Insert



legend, “*Mooring Buoys*”, centered on;

16° 01′·60N., 094° 21′·52E.

16° 02′·26N., 094° 24′·46E.

Chart 41 (INT 757) [previous update 112/24]

Insert



legend, “*Mooring Buoys*”, centered on;

16° 01′·60N., 094° 21′·52E.

16° 02′·26N., 094° 24′·46E.

***119 (18/24) INDIAN OCEAN – MAURITIUS – Wreck.**

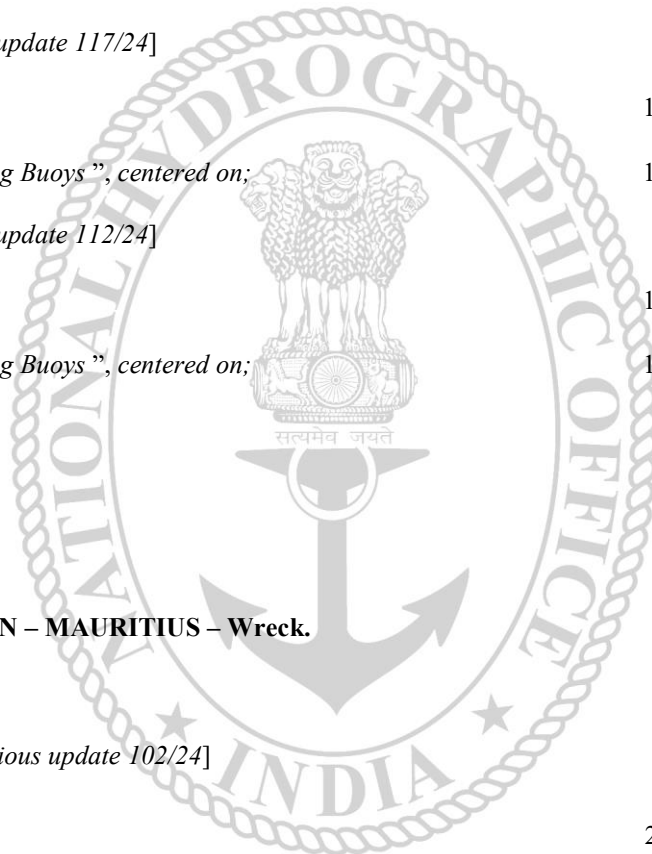
Source: ROS, INS Darshak.

Chart 2527 (INT 77397) [previous update 102/24]

Insert



20° 30′·11S., 057° 22′·68E.



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.

*120 (T) (18/24)	INDIA – WEST COAST – Arabian Sea – Data Buoys and Tsunami Buoys.
Source: NIOT, Chennai.	
1. Following yellow color data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:-	
Buoy No./Name	Position
AD06/OB	18° 01'·60N., 067° 44'·17E
AD07/OB	14° 55'·17N., 068° 58'·62E
AD08/OB	12° 03'·87N., 068° 37'·33E
AD09/OB	08° 05'·36N., 073° 16'·35E
AD10/OB	10° 19'·97N., 072° 36'·10E
CALVAL/MB	10° 34'·45N., 072° 16'·28E
STBO2/TB	20° 45'·60N., 065° 16'·80E
TB12/TB	19° 55'·63N., 066° 59'·63E
2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.	
3. All positions are in WGS 84 datum.	
Charts Affected – 21 – 22 (INT 752) – 268 (INT 7353) – 273 – 292 (INT 7021) – 293 (INT 7022) – 294 (INT 7023) – 295 (INT 7024) – 2047 – 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7702 (INT 702) – 7703 (INT 703) – 7705 (INT 705) – 7706 (INT 706) – 7707 (INT 707).	
Former INTM 066 (T)/24 is cancelled.	

*121 (T) (18/24)	INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys and Tsunami Buoys.
Source: NIOT, Chennai.	
1. Following yellow color data buoys characteristics <i>Fl(4)15s4M</i> , 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:-	
Buoy No./Name	Position
BD08/OB	17° 49'·18N., 089° 11'·08E
BD09/OB	17° 27'·90N., 089° 08'·12E
BD10/OB	16° 19'·28N., 087° 59'·48E
BD11/OB	13° 29'·30N., 084° 08'·23E
BD12/OB	10° 27'·88N., 094° 07'·23E
BD13/OB	14° 00'·22N., 087° 00'·38E
BD14/OB	06° 35'·33N., 088° 21'·40E
CB01/CB	11° 35'·33N., 092° 35'·77E
CB06/CB	13° 05'·58N., 080° 18'·45E
TB05A/TB	10° 10'·98N., 088° 29'·88E
TB05/TB	10° 13'·62N., 088° 32'·58E
TB06/TB	14° 42'·40N., 089° 33'·36E
TB06/TB (New)	14° 42'·30N., 089° 39'·18E
TB09/TB	16° 45'·63N., 089° 54'·85E
STB01/TB	06° 15'·00N., 088° 52'·80E
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 – 31 (INT 756) – 32 (INT 754) – 33 (INT 755) – 41 (INT 757) – 313 – 356 (INT 7400) – 357 (INT 7397) – 391 – 404 (INT 7439) – 405 (INT 7440) – 472 (INT 7032) – 473 (INT 7031) – 3001 (INT 7402) – 3004 (INT 7403) – 4115 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706) – 7707 (INT 707).	
Former INTM 067 (T)/24 is cancelled.	

***122 (T) (18/24) INDIAN OCEAN - NORTHERN PART - RAMA Buoys.**

Source: NOAA.

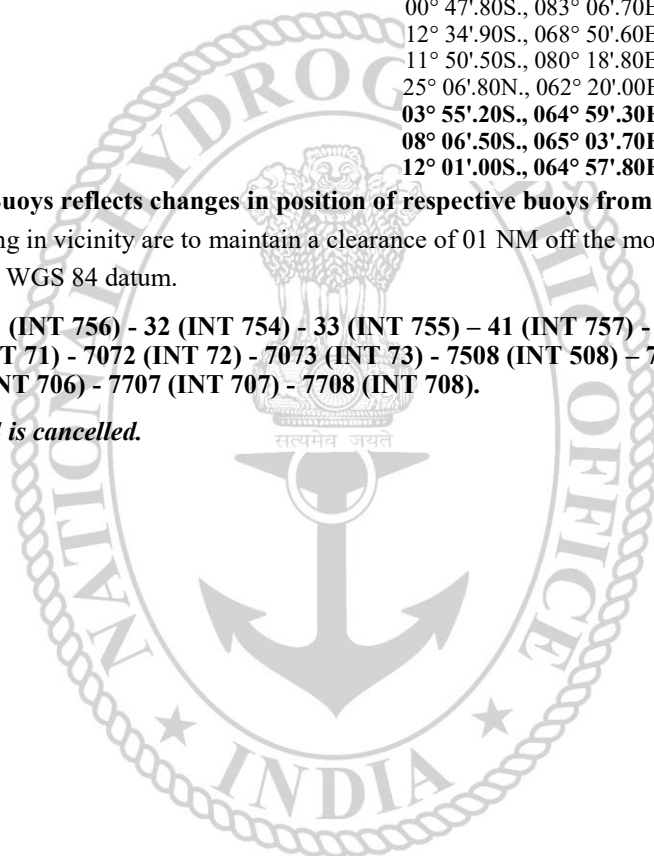
1. The research moored array of African - Asian - Australian Monsoon analysis and prediction (RAMA) buoys laid in following positions:-

Buoy No./Name	Position
RA185A	15° 01'.70N., 089° 02'.50E
RA184A	00° 00'.00N., 089° 57'.60E
RA186A	00° 12'.20N., 080° 24'.40E
RA187A	01° 30'.20S., 080° 33'.10E
RA192A	07° 55'.60N., 067° 07'.20E
RA191A	04° 00'.00N., 067° 00'.70E
RA182A	02° 16'.00N., 072° 56'.50E
RA190A	01° 42'.80N., 066° 42'.50E
RA189A	00° 25'.70N., 067° 00'.60E
RA180A	00° 40'.00S., 073° 07'.10E
RA188A	01° 34'.70S., 066° 59'.50E
RA177A	05°49'.00S., 055° 22'.00E
RA178A	09° 24'.80S., 051° 07'.20E
RT033	09° 46'.60N., 080° 16'.60E
RT030	00° 47'.80S., 083° 06'.70E
RT029	12° 34'.90S., 068° 50'.60E
RT028	11° 50'.50S., 080° 18'.80E
RT032	25° 06'.80N., 062° 20'.00E
RT043	03° 55'.20S., 064° 59'.30E
RT042	08° 06'.50S., 065° 03'.70E
RT041	12° 01'.00S., 064° 57'.80E

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 108 (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 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.**

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 Sep 24: -

2022 SERIES - 134 237 519
2023 SERIES - 161 178 386 455 484 574 703 733 741 748 750 929 1046 1057
2024 SERIES - 180 188 215 291 317 465 481 499 539 550 551 584 587 600 604 640 669 691 707 709 728 729 776 778 781 782 784 786 787 789 791 794 797 799 808 810 811 812 813 815 816 817 818 819

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

784. Southern Indian Ocean. Charts IN 7071 7073 INT 73. Rocket debris predicted 04 Sep to 04 Oct 24 from 0404 to 0521 UTC in danger area bounded by 09-23S 090-04E, 09-35S 090-56E, 21-16S 088-18E, 21-04S 087-22E. Wide berth from area advised. 2. Cancel this MSG 040621 UTC Oct 24.
785. Andaman Sea - off Port Blair. Charts IN 41 404 473 INT 7031. Firing scheduled 05 and 06 Sep 24 from 0830 to 1200 UTC in danger area bounded by 11-40.8N 092-45.9E, 11-38.13N 093-00.7E, 11-30.65N 092-56.9E, 11-26.33N 092-50.27E. Wide berth from area advised. 2. Cancel this MSG 061300 UTC Sep 24.
786. Andaman Sea - off Middle Andaman I. Charts IN 41 473 7706 INT 7031. Firing by aircraft scheduled 04, 11, 18 and 25 Sep 24 from 0830 to 1030 UTC 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 251130 UTC Sep 24.
787. India East Coast - off Gopalpur. Charts IN 31 305 353 INT 7413. Army air defence firing scheduled 04 to 07 Sep 24 and 12 to 24 Sep 24 from 0130 to 0830 UTC and 0930 to 1430 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 nm radius joining point b and c. Wide berth from area advised. 2. Cancel this MSG 241530 UTC Sep 24.
788. Cancel NAVAREA VIII MSG 456/23, 604/23, 671/24 and this MSG. INTM 110, 111 and 113(T) of 17/24 refers.
789. India West Coast - off Porbandar. Charts IN 21 205 252 INT 7325. Firing by cg aircraft scheduled 06, 13, 20 and 27 Sep 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 270930 UTC Sep 24.
790. Bay of Bengal. Charts IN 7071 7073 INT 73. Experimental flight trials scheduled 06 and 07 Sep 24 from 1230 to 1530 UTC in danger area bounded by 20-48.37N 087-02.58E, 18-12.37N 086-07.12E, 03-37.4S 085-51.25E, 03-05.08S 092-23.82E, 18-24.17N 088-30.45E, 20-48.77N 087-07.4E. Wide berth from area advised. 2. Cancel this MSG 071630 UTC Sep 24.
791. Bangladesh Coast. Charts IN 31 BA 90 7706 INT 756. Cox Bazar It (21-25.87N 091-58.74E) unlit.
792. Cancel NAVAREA VIII MSG 775/24 and this MSG.
793. India West Coast - off Kollam. Charts IN 22 7706 INT 752. Firing scheduled 06 and 07 Sep 24 from 0430 to 1130 UTC in danger area bounded within 08-30N to 08-45N and 075-15E to 075-30E. Wide berth from area advised. 2. Cancel this MSG 071230 UTC Sep 24.
794. Gulf Of Mannar - off Kanyakumari. Charts IN 32 223 262 INT 7365. Teja progressing geophysical survey in area bounded within 07-53.47N to 08-04.98N and 077-36.05E to 077-44.35E. Wide berth of 02 nm requested. 2. Cancel this MSG 101830 UTC Oct 24.
795. India West Coast - off Porbandar. Charts IN 21 252 292 INT 7021. Floating fuselage reported adrift in approximate position 21-08.90N 069-33.28E AT 030945 UTC Sep 24. SAR in progress. 2. Cancel this MSG 060945 UTC Sep 24.

<p>796. Lakshadweep Sea - off Kavaratti I. Charts IN 268 273 2023 INT 7353. Firing scheduled from 060130 to 061200 UTC Sep 24 in danger area bounded by 10-33.32N 072-38.05E, 10-32.54N 072-38.72E, 10-31.92N 072-37.90E, 10-32.60N 072-37.25E. Wide berth from area advised. 2. Cancel this MSG 061300 UTC Sep 24.</p>
<p>797. India West Coast - off Mumbai. Charts IN 21 253 255 292 INT 7021. Vanessa 7 progressing survey in vicinity of 19-36.99N 071-50.14E, 20-13.31N 071-54.79E, 20-41.85N 071-44.81E, 18-29.86N 072-15E, 18-39.66N 072-13.33E, 18-30.06N 072-15.95E, 18-39.23N 070-58.86E, 18-36.1N 071-01.60E, 19-05.34N 072-06.88E, 19-10.88N 072-07.02E, 19-01.91N 072-07.29E, 19-20.95N 071-24.39E, 19-22.11N 071-25.96E, 19-07.27N 071-08.54E. Wide berth requested. 2. Cancel this MSG 021830 UTC Oct 24.</p>
<p>798. Indian Ocean. Charts IN 7071 7073 7703 INT 703. Unmanned Srilankan fishing boat Nihathamani reported adrift in approximate position 02-40N 077-07E at 032200 UTC Sep 24. Mariners to exercise caution. 2. Cancel this MSG 062200 UTC Sep 24.</p>
<p>799. India East Coast - off Balasore. Charts IN 31 301 351 INT 7419. Experimental flight trials scheduled 09 to 14 Sep 24, 16 and 18 Sep 24 from 0330 to 1130 UTC in danger area bounded by (a) 20-57N 086-54E (b) 21-13N 087-23E (c) 21-31N 087-42E (d) 21-41N 087-45E. Danger area extending up to coastline joining point a and d. Wide berth from area advised. 2. Cancel this MSG 181230 UTC Sep 24.</p>
<p>800. Cancel NAVAREA VIII MSG 780/24 and this MSG.</p>
<p>801. India East Coast - off Balasore. Charts IN 31 351 3017 INT 7419. Experimental flight trials scheduled 09 to 13 Sep 24 from 0430 to 0630 UTC and 0900 to 1100 UTC in danger area bounded by 21-20.37N 086-54.9E, 20-41.17N 087-09.53E, 21-08.99N 087-42.68E, 21-24.28N 086-58.7E. Wide berth from area advised. 2. Cancel this MSG 131200 UTC Sep 24.</p>
<p>802. Cancel NAVAREA VIII MSG 698/24, 764/24, 774/24 and this MSG.</p>
<p>803. NAVAREA VIII - Warnings in force as on 06 Sep 2024: 2022 Series - 134 237 519 2023 Series - 161 178 386 455 484 574 703 733 741 748 750 929 1046 1057 2024 Series - 180 188 215 291 317 465 481 499 539 550 551 584 587 600 604 640 669 691 707 709 728 729 776 778 781 782 784 786 787 789 790 791 793 794 797 799 801 802 (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 131000 UTC Sep 24.</p>
<p>804. Southern Indian Ocean. Charts IN 7070 7073 INT 73. Space debris predicted from 12 to 18 Sep 24 between 1242 UTC and 1835 UTC in area bounded by 25-50S 054-55E, 25-01S 073-14E, 20-34S 092-55E, 19-38S 095-10E, 24-40S 095-10E, 27-45S 070-13E, 28-10S 059-51E, 28-05S 054-55E. Wide berth from area advised. 2. Cancel this MSG 181935 UTC Sep 24.</p>
<p>805. Southern Indian Ocean. Charts IN 7070 7073 INT 73. Space debris predicted from 12 to 18 Sep 24 between 1043 UTC and 1529 UTC in area bounded by 35-21S 069-55E, 34-08S 071-39E, 22-53S 060-22E, 24-06S 058-48E. Wide berth from area advised. 2. Cancel this MSG 181629 UTC Sep 24.</p>
<p>806. India West Coast - off Kochi. Charts IN 22 259 7706 INT 7356. Subsurface firing scheduled from 100830 to 101430 UTC Sep 24 in danger area bounded by 10-35N 075-07E, 10-35N 075-22E, 10-10N 075-27E, 10-10N 075-12E. Wide berth from area advised. 2. Cancel this MSG 101530 UTC Sep 24.</p>
<p>807. India West Coast - off Karwar. Charts IN 22 257 294 INT 7343. Subsurface firing scheduled from 121230 to 121730 UTC Sep 24 in danger area bounded by 14-30N 073-08E, 14-30N 073-14E, 14-12N 073-18E, 14-12N 073-00E. Wide berth from area advised. 2. Cancel this MSG 121830 UTC Sep 24.</p>
<p>808. India East Coast - off Sagar I. Charts IN 31 301 351 INT 7419. Firing by CG aircraft scheduled 11, 18 and 19 Sep 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 191130 UTC Sep 24.</p>
<p>809. India West Coast - Okha. Charts IN 21 203 292 INT 7021. Firing scheduled from 120530 to 120730 UTC Sep 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 120830 UTC Sep 24.</p>
<p>810. India West Coast - off Daman. Charts IN 21 254 255 292 INT 7021. Orion Laxmi progressing pipeline survey in vicinity of 20-08.99N 071-48.24E, 20-16.76N 071-55.65E, 20-02.96N 071-45.71E, 20-16.76N 071-55.65E, 19-05.34N 072-06.88E, 18-48.40N 072-20.03E. Wide berth requested. 2. Cancel this MSG 091830 UTC Oct 24.</p>

<p>811. India East Coast - off Chennai. Charts IN 32 356 391 INT 7400. Firing by CG aircraft scheduled 13, 20 and 27 Sep 24 from 0130 to 1130 UTC 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 271230 UTC Sep 24.</p>
<p>812. India East Coast - off Kakinada. Charts IN 31 355 391 INT 7405. Coastal triumph progressing geophysical survey in area bounded by 16-36.83N 082-24.50E, 16-28.50N 082-33.83E, 16-21N 082-24.50E, 16-28.50N 082-13.83E. Wide berth of 02 nm requested.</p> <p>2. Cancel this MSG 101830 UTC Dec 24.</p>
<p>813. India West Coast - off Kochi. Charts IN 22 220 259 INT 7356. Hydrographic survey being progressed from 12 to 14 Sep 24 and 25 to 28 Sep 24 in area bounded by 09-57.65N 075-57.02E, 09-43.89N 075-56.99E, 09-43.86N 076-08.51E, 09-57.58N 075-59.44E. Wide berth requested.</p> <p>2. Cancel this MSG 281830 UTC Sep 24.</p>
<p>814. Cancel NAVAREA VIII MSG 804/24 and this MSG.</p>
<p>815. India West Coast - off Bepore. Charts IN 22 259 7706 INT 7356. Firing scheduled 17 and 18 Sep 24 from 0430 to 1130 UTC in danger area bounded within 10-55.30N to 11-05.50N and 075-20.40E to 075-30.60E. Wide berth from area advised.</p> <p>2. Cancel this MSG 181230 UTC Sep 24.</p>
<p>816. India West Coast - off Ponnani. Charts IN 22 220 259 INT 7356. Firing by CG aircraft scheduled 17 to 27 Sep 24 from 0330 to 1030 UTC in danger area bounded within 10-20N to 10-50N and 075-00E to 075-35E. Wide berth from area advised.</p> <p>2. Cancel this MSG 271130 UTC Sep 24.</p>
<p>817. India East Coast - Ramayapatnam. Charts IN 31 356 391 INT 7400. Racon K (15-02.70N 080-02.97E) inoperative.</p>
<p>818. Cancel NAVAREA VIII MSG 805/24 and this MSG.</p>
<p>819. NAVAREA VIII - Warnings in force as on 13 Sep 2024:</p> <p>2022 Series - 134 237 519</p> <p>2023 Series - 161 178 386 455 484 574 703 733 741 748 750 929 1046 1057</p> <p>2024 Series - 180 188 215 291 317 465 481 499 539 550 551 584 587 600 604 640 669 691 707 709 728 729 776 778 781 782 784 786 787 789 791 794 797 799 808 810 811 812 813 815 816 817 818</p> <p>(a) NAVAREA VIII warnings less than 42 days promulgated via safetynet.</p> <p>(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 201000 UTC Sep 24.</p>

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter - 5

(Source: ROS G(N)-249)

*Page 202, Article 5.50, Para 1, line 5, after 9 m,
Insert new entry:*

The port handles most types of cargo including containers, dry and liquid bulk, gas and break bulk (General cargo) and passengers. Crude is also handled at SPM approx. 10 nm off the coast. About 35 MMT of cargo is handled annually.

Page 202, Article 5.52, Para 1, line 5, after container traffic, Delete and replace by:

There are several facilities handling large passenger vessels as well as small berths and pontoons handling local passenger ferries. Ernakulam Wharf is an international cruise terminal with modern facilities.

2 An air-conditioned passenger terminal is available at BTP berth, covering 1500sq.m. including immigration and custom facilities, baggage handling, refreshments and restrooms.

*Page 203, Article 5.54, Para 1,
Delete and replace by:*

1 The approaches to Kochi are clear of outlying banks and shoals. Depths are more than 20m outside the fairway buoy and gradually reduce to 10m while approaching the 4th set of buoys. Thereafter depths are less than 10m on both sides of buoyed channel.

2 **Caution.** There are two wrecks dangerous to navigation on the North side of the channel. Wrecks are charted 4c north of the 4th set of buoys and 4c west of 5th set of buoys respectively. An isolated danger mark buoy is placed in vicinity of wrecks for navigational safety.

3 Mariners are advised to exercise caution for the shallow patch, which exists 3c east of Buoy No. 15. It is advised that vessels transiting may avoid crossing in this area. In case of unavoidable requirement, area north of channel i.e. approaches to LNG terminal may be utilized as waiting area.

*Page 203, Article 5.57, Para 1, line 5, after Kochi
Insert new entry:*

LNG tanks (Two cylindrical structures white in colour) (09°58'.62N 76°13'50 E) and Kochi Lt House (White round masonry tower, red bands, 49 m in height) (09°59'.91N 76°13'.29E) are prominent and visual during transit through buoyed channel even during reduced visibility.

*Page 203, Article 5.58, Para 1,
Delete and replace by:*

About 1500 vessels use the port annually consisting of containers, dry and liquid bulk, gas and break bulk (General cargo) and passengers. Crude is also handled at SPM approx. 10 nm off the coast.

*Page 203, Article 5.64, Para 1, line 4, after ICTT,
Insert new entry:*

includes four 50 tonne (65T twin lift) ZPMC rail-mounted gantries with outreach of 56m and lifting height of 40 m above wharf. Two 100 tonnes (65 tonnes twin lift) Gottwald mobile cranes with outreach of 50m are also available.

*Page 204, Article 5.66, Para 1,
Insert new entry in line 6:*

The port is equipped with Radar/AIS based VTMS and monitors the approach of vessels towards the fairway buoy.

*Page 204, Article 5.67,
Insert new para 2:*

2 One hour before arrival at Fairway Buoy, vessels should contact Port Control on VHF Channel 15 to receive instructions / Channel clearance. Pilot boat has a red hull and white superstructure and will exhibit international signals. Pilot boat does not remain on station and will leave harbour based on ETA. Pilot ladder with manropes should be rigged approx. 1.5 m above the water.

Following pilot stations are in use:-

- (i) North (09°58'.3N, 76°08'7E)
- (ii) South (09°57'.3N, 76°08'7E)
- (iii) West (09°57'.5N, 76°05'5E)

*Page 204, Article 5.73,
Insert new para 4:*

4 **Pilotage in Vicinity of Vypin.** During ebb, large vessels entering harbour experience a sheer off the Eastern edge of Vypin and generally prefer to keep to the Northwards to counteract it. The intensity of the sheer depends on the strength of the ebb and can be considerable during the monsoon months. Often it takes time to counteract these swings to either side and this may confuse a vessel coming out of the Ernakulam Channel as to the real intention of the incoming vessel is not evident. It is advised that outbound vessels should not stop and wait in the area (channel between Vypin and Dufferin Point) since they are liable to drift southward. Such vessels may utilize the area south of ICTT berth, where 14.5 m depth is maintained.

Page 204, Article 5.75,
Insert new para 2 & 3:

2 The Ernakulam Channel is 2.65 nm long, with the width varying from 250- 500 m and has a depth of 12.5 m up to the Oil terminal and 9m upto North and South Naval Jetties. The 1024 m long Ernakulam Wharf has five alongside berths, which are used for general dry cargo and a fertilizer berth. There are three oil berths in Ernakulam Channel.

3 The Mattancherry Channel is 2.20 nm long, with the width varying from 180-250m. In the Mattancherry channel, baggage jetty lies on the port hand of the entrance to the channel. Port side of the channel is navigable, where depths vary between 7-9 m depending upon periodicity of dredging. There are four alongside berths for General cargo i.e. Boat Train Pier, North Coal berth, Mattancherry Wharf and South Coal Berth, where depths alongside vary from 6-9 m. UTL berth is situated at the southern end of the channel, where depths alongside are upto 5 m. All alongside depths are subject to dredging and may vary substantially. It is advised to navigate with extreme caution within Mattancherry Channel. Very shallow depths are there on the starboard side of the channel while entering and channel is not buoyed to indicate these shallow depths.

Page 205, Article 5.81, para 1, line 7, after (port and starboard hand), *Delete and replace by:*

The channel passes close to south of two dangerous wrecks lying within 5 cables between 4th and 5th set of buoys.

The entrance to the Port is through the gut between the peninsular headland Vypin and Fort Kochi (Mattancherry). LNG terminal jetty, Tug jetty, MULT jetty and barge berth are situated in a sequence on the port side of harbour entrance towards the end of the alignment of leg 087.

Caution. Caution is to be exercised for the shallow patch on the N edge of Fort Kochi (Mattancherry), which is approx. 3 to 4 cables on the eastern side of buoy no. 15.

Page 205, Article 5.82, Para 1, line 6, (078 ½°)
Delete and replace by:

(076½°)

Page 206, Article 5.90, Para 5, Line 4 after cargo,
Insert new entry:

Lay of berths (Q4-Q1) at Mattancherry Wharf is 162-342.

Page 206, Article 5.90,
Insert new para 8:

8 Newly constructed Coast Guard Jetty (09° 50'.06 N 076° 15'.10 E) lies on the Starboard side at the entrance of Mattancherry Channel. CG Jetty is 220 m

long and has average depth of 5 m alongside. Lay of the jetty is 122-302.

Page 207, Article 5.91, Para 10,
Delete and replace by:

North Jetty (Naval Berth) (09°57'.31N, 076°16'.46 E) is about 300 m long with a depth alongside 7 m. Lay of the jetty is 152-332.

South Jetty (Naval Berth) (09° 57'.10N, 076°16'.96E) is 468 m long and can accommodate ships drawing upto 7m.

Page 207, Article 5.92,
Insert new para 5:

5 A newly constructed dry dock (Cochin Shipyard Extension), which has replaced Mattancherry Channel repair yard. It is located at the SE Edge of the channel, approx. 200m south of UTL berth.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6378	CAPE AGULHAS TO CAPE ST FRANCIS. MOSSEL BAY - Cape St Blaize	34 11.17 S 22 09.39 E	FI(2)W 15s	72	25	White 4-sided masonry tower 14	W110°-052°(302°). Obscured within 0.5M of Cape Sounded when fog is sighted/detected. TD 2024 *
	--	..	Horn Mo(F) 60s		
D7024	WEST COAST. TOLIARA (TULEAR) - Pointe Anosy. Ldg Lts 114.5°. Front	23 21.37 S 43 38.24 E	Q W	12	5	White cylindrical tower 11	.. *
D7393-888	- South Breakwater. Coast Guard Pier. JB19	25 54.14 N 51 39.37 E	Q R 1s	..	6	Beacon 4	<i>fl</i> 0.3 *
D7393-92	- Al-Khor Dock. Ldg Lts 278°. Front. FL1	25 55.78 N 51 36.05 E	VQ R	11	10	Orange Δ on white beacon	..
D7393-93	- Al-Khor Dock. Ldg Lts 278°. Rear. 900m from front. RL1	25 55.85 N 51 35.52 E	VQ R	22	10	Orange ▽ on white beacon	..
D7712	Ra's al Kuh	25 49.85 N 57 19.20 E	FI(2)W 15s	40	18	Metal framework tower 20	
	-	..	Racon	ILRS Vol 2 Station 78540
F0668	Mangalore. Aga Light	12 84.76 N 74 83.78 E	FI W 3s	10	11	White round masonry tower, black band and building 11	TE 2024 *
F1413-27	SELAT LALANG. SUNGAI SIAK. PEKAN BARU - SE Side	00 33.00 N 101 27.84 E	FI Y 4s	12	6	Yellow x on yellow beacon	<i>fl</i> 1 *
F1413-271	- Harbour	00 33.04 N 101 27.79 E	FI W 10s	14	12	Beacon	<i>fl</i> 1 *
F1413-272	- NW Side	00 33.06 N 101 27.78 E	FI Y 4s	12	6	Yellow x on yellow beacon	<i>fl</i> 0.5 *

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)

PAGE 12, UNITED ARAB EMIRATES, 77000, Khalifa Port Fairway Lt Buoy KP-FW.

Delete entry and replace by:

Khalifa Port Fairway Lt Buoy KP-FW	24°56'.80N 54°34'.20E	3		15		Q		77000
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PAGE 12, INDIA, 78830, Vadinar Offshore Terminal SBM-1

Delete entry

PAGE 52, TANZANIA, above Tanga Lt Buoy No 1.

Insert new entry:

Dar es Salaam Harbour Basin Lt Buoy No 26	06°50'.02S 39°17'.79E	996741026			Real	
Dar es Salaam Harbour Basin Lt Buoy No 28	06°50'.48S 39°18'.00E	996741028			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 3	06°46'.95S 39°19'.02E	996741003			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 4	06°46'.97S 39°19'.15E	996741004			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 5	06°47'.29S 39°18'.99E	996741005			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 6	06°47'.30S 39°19'.09E	996741006			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 7	06°47'.69S 39°18'.93E	996741007			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 8	06°47'.71S 39°19'.04E	996741008			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 9	06°48'.13S 39°18'.87E	996741009			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 10	06°48'.14S 39°18'.98E	996741010			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 11	06°48'.50S 39°18'.74E	996741011			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 12	06°48'.55S 39°18'.84E	996741012			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 13	06°48'.80S 39°18'.49E	996741013			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 14	06°48'.89S 39°18'.56E	996741014			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 15	06°49'.01S 39°18'.24E	996741015			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 16	06°49'.09S 39°18'.30E	996741016			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 17	06°49'.19S 39°18'.02E	996741017			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 18	06°49'.26S 39°18'.08E	996741018			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 19	06°49'.26S 39°17'.83E	996741019			Real	
Dar es Salaam Port Entrance Channel Lt Buoy No 20	06°49'.39S 39°17'.90E	996741020			Real	

8.2

Dar es Salaam Port Shed No 2 Front Ldg Lt No LM5	06°49'79S 39°17'34E	996741023		Real	
Dar es Salaam Port Turning Basin Lt Buoy No 21	06°49'45S 39°17'32E	996741021		Real	
Dar es Salaam Port Turning Basin Lt Buoy No 22	06°49'48S 39°17'67E	996741022		Real	
Dar es Salaam Port Turning Basin Lt Buoy No 24	06°49'54S 39°17'62E	996741024		Real	
Minazi Mikinda Front Ldg Lt No LM1	06°49'19S 39°18'46E	996741002		Real	
Outer Makatumbe Island Rear Ldg Lt No LM8	06°47'46S 39°20'23E	996741025		Real	

PAGE 52, TANZANIA, below Tanga Lt Buoy No 1.

Insert new entry:

Vijibweni Rear Ldg Lt No LM10	06°51'33S 39°18'38E	996741001		Real	
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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.

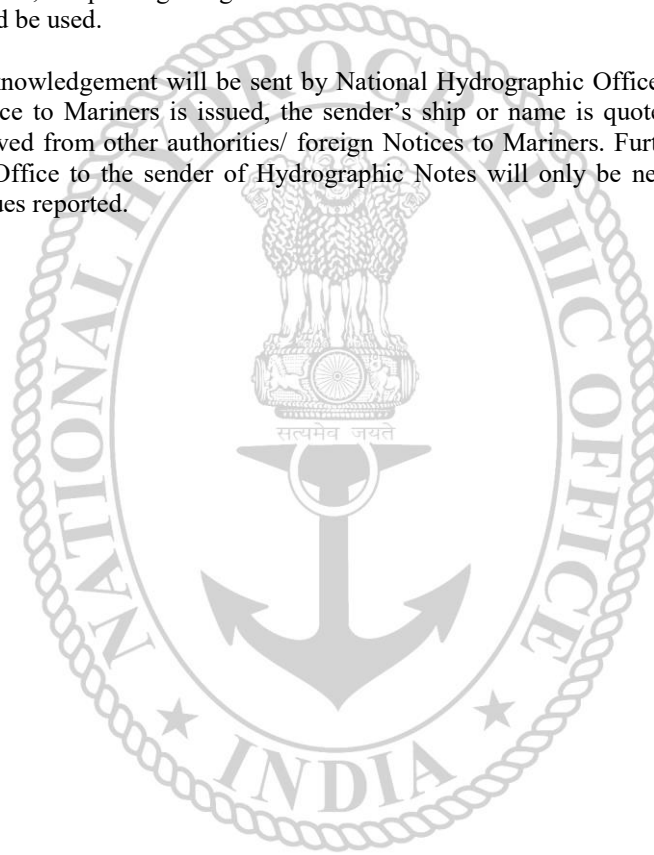
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

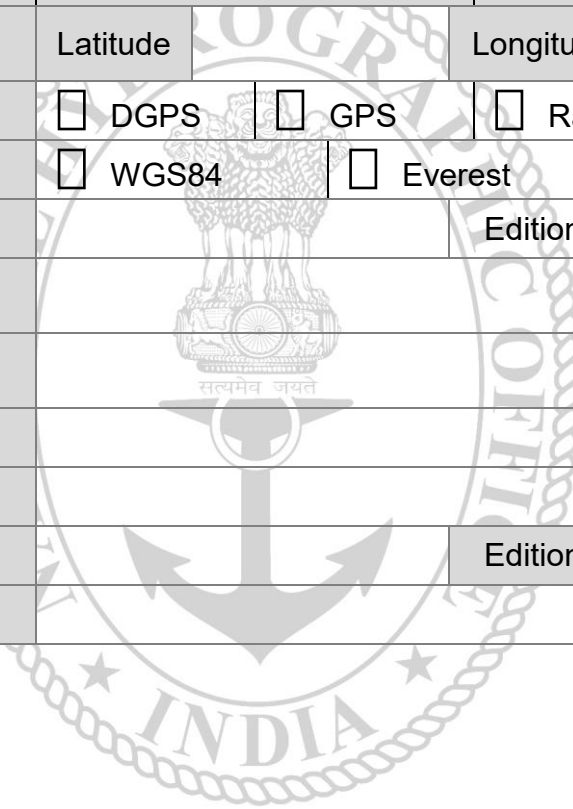
8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

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