



INDIAN NOTICES TO MARINERS



EDITION NO. 02 DATED 16 JAN 2025

(CONTAINS NOTICES 035 TO 041)

REACH US 24 x 7



msis-inho-navy@nic.in
inho-navy@nic.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

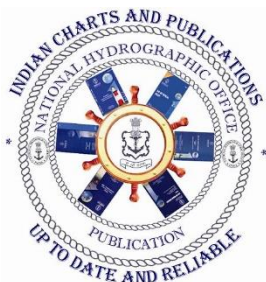
www.hydrobharat.gov.in

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

FEEDBACK: msis-inho-navy@nic.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.

New Updates

Revised 102A has been updated. Mariners are advised to use updated 102A for provisioning information.

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>
NIL					

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>
NIL					

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>
NIL				

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>
NIL			

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>
IN2292AB	292	DWARKA TO MUMBAI	14-JAN-2025
IN2293AB	293	MUMBAI TO KARWAR	13-JAN-2025
IN17706C	7706	BAY OF BENGAL	14-JAN-2025

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>
IN2292AB	292	DWARKA TO MUMBAI	07-JUN-2023
IN2293AB	293	MUMBAI TO KARWAR	29-MAY-2024
IN17706C	7706	BAY OF BENGAL	21-OCT-2024

7. The forthcoming Indian Charts are as follows:-

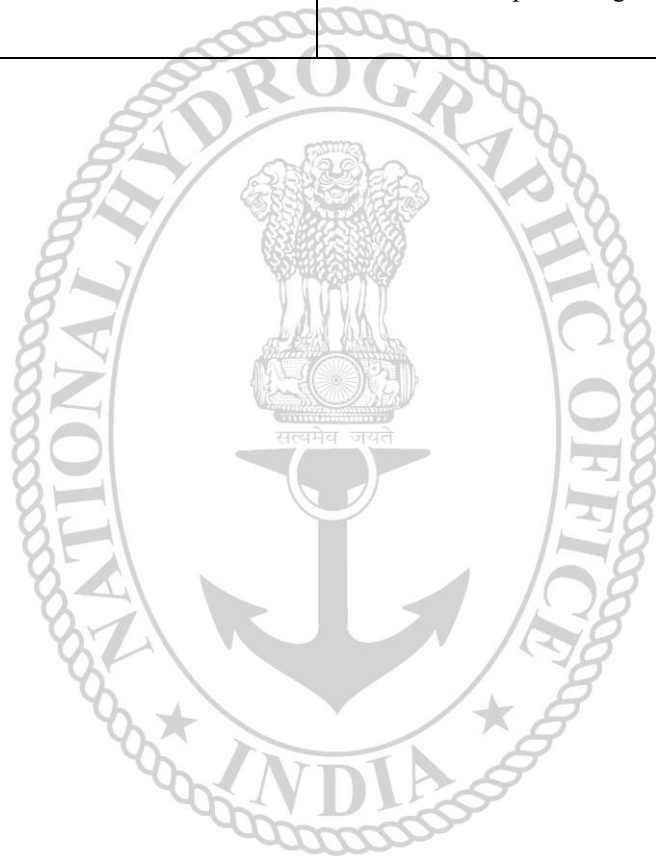
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2001	MUMBAI DOCKS	10000	NEW EDITION
2049	DEVGARH HARBOUR	25000	NEW CHART
2123	ULWA CHANNEL	10000	NEW EDITION
4187	PULO MILLOW ANCHORAGE: MEROE ISLAND	25000	NEW CHART

VI

Availability of ENC's

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 484444 Email: customerservices@ukho.gov.uk Web site: www.admiralty.co.uk	M/s Primar Norwegian Hydrographic Service, Post box No. 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 035 to 041 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	037 (T),039 (T)
22 (INT 752)	3	037 (T)
31 (INT 756)	5	035,036, 038 (T),039(T),040(T),041(T)
32 (INT 754)	5	039(T) , 038 (T)
33 (INT 755)	5	036, 038 (T)
41 (INT 757)	6	038 (T), 039 (T)
268(INT 7353)	4	037 (T)
273	4	037 (T)
291	2	039 (T)
292 (INT 7021)	2	037 (T)
293 (INT 7022)	3	037 (T)
294 (INT 7023)	4	037 (T)
295 (INT 7024)	4	038 (T)
313	5	038 (T)
315	5	039 (T)
316	5	039 (T)
356 (INT 7400)	5	038 (T)
357 (INT 7397)	5	038 (T)
358 (INT 7394)	5	039 (T)
391	5	038 (T)
404 (INT 7439)	6	038 (T)
405 (INT 7440)	6	038 (T)
472 (INT 7032)	6	038 (T)
473 (INT 7031)	6	038 (T)
2047	4	037 (T)
3001 (INT 7402)	5	038 (T)
3004 (INT 7403)	5	038 (T)
4115	6	038 (T)
7070 (INT 70)	1	039 (T)
7071 (INT 71)	1	037 (T), 038 (T), 039 (T), 040 (T), 041 (T)
7072 (INT 72)	1	037 (T),039 (T)
7073 (INT 73)	1	037 (T), 038 (T), 039 (T), 040 (T), 041 (T)
7508 (INT 508)	1	039 (T)
7701 (INT 701)	1	039 (T)
7702 (INT 702)	1	039 (T)
7703 (INT 703)	1	037 (T), 039 (T)
7705 (INT 705)	1	037 (T)
7706 (INT 706)	1	036, 037 (T), 038 (T), 039 (T), 040 (T), 041 (T)
7707 (INT 707)	1	037 (T), 038 (T), 039 (T)
7708 (INT 708)	1	039 (T)

SECTION – II**PERMANENT NOTICES**

***035 (02/25) INDIA – EAST COAST – Paradip to Pussur River – Wreck.**

Source: BNHOC Notice 45/2024.

Chart 31 (INT 756) [previous update 031/25]

Substitute  LFI.6s, for  71 Wk, 22° 05'·48N., 091° 41'·49E.

***036 (02/25) INDIA – EAST COAST – Paradip to Pussur River – Wreck.**

Source: INS Kadmat IH-102.

Chart 31 (INT 756) [previous update 031/25]

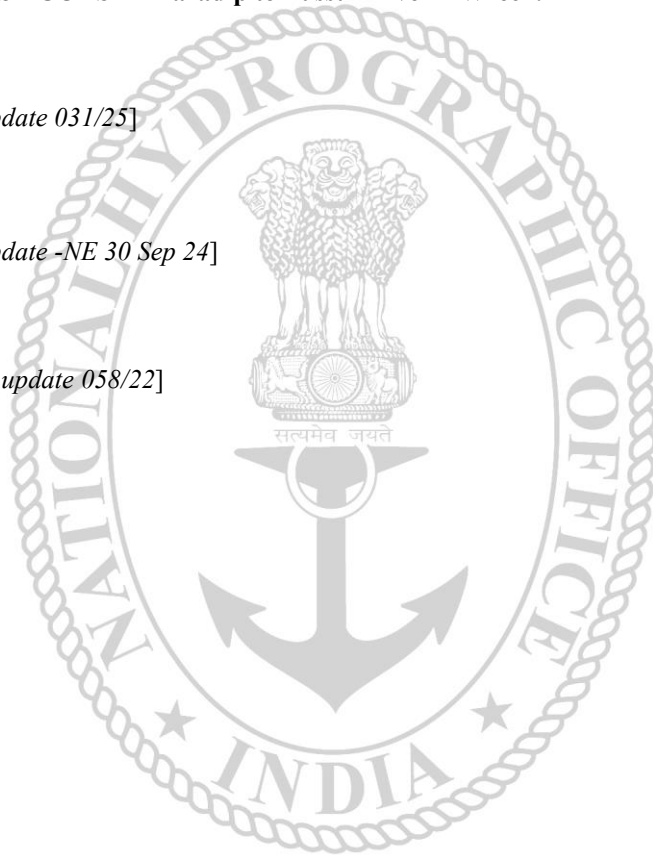
Insert  14° 04'·37N., 086° 05'·02E.

Chart 33 (INT 755) [previous update -NE 30 Sep 24]

Insert  14° 04'·37N., 086° 05'·02E.

Chart 7706 (INT 706) [previous update 058/22]

Insert  14° 04'·37N., 086° 05'·02E.



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.

*037 (T) (02/25)	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° 19'·30N., 067° 20'·03E
AD07/OB	14° 55'·48N., 068° 58'·10E
AD08/OB	12° 10'·33N., 068° 05'·50E
AD09/OB	08° 05'·36N., 073° 16'·35E
AD10/OB	10° 18'·80N., 072° 35'·38E
CALVAL/MB	10° 35'·65N., 072° 16'·30E
CB02/CB	10° 52'·75N., 072° 12'·86E
STBO2/TB	20° 45'·60N., 065° 16'·80E
TB12/TB	19° 53'·40N., 066° 59'·55E
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 – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7703 (INT 703) - 7705 (INT 705) – 7706 (INT 706) – 7707 (INT 707).	
Former INTM 143 (T)/24 is cancelled.	

*038 (T) (02/25)	INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys and Tsunami Buoys.
Source: NIOT, Chennai.	
1. Following yellow color data buoys characteristics FI(4)15s4M, 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'·11E
BD10/OB	16° 19'·28N., 087° 59'·48E
BD11/OB	13° 29'·30N., 084° 08'·23E
BD13/OB	14° 00'·21N., 087° 00'·38E
BD14/OB	06° 35'·33N., 088° 21'·40E
CB01/CB	11° 35'·33N., 092° 35'·76E
CB06/CB	13° 05'·58N., 080° 18'·45E
TB05A/TB	10° 10'·98N., 088° 29'·88E
TB05/TB	10° 16'·71N., 088° 30'·78E
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 154 (T)/24 is cancelled.	

***039 (T) (02/25) 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° 11'.50N., 080° 25'.20E
RA187A	01° 30'.80S., 080° 33'.40E
RA192A	07° 55'.60N., 067° 06'.70E
RA191A	04° 00'.40N., 066° 59'.30E
RA182A	02° 16'.10N., 072° 56'.60E
RA190A	01° 42'.60N., 066° 42'.90E
RA189A	01° 09'.00S., 086° 18'.50E
RA180A	00° 40'.00S., 073° 07'.50E
RA188A	01° 34'.60S., 066° 59'.60E
RA177A	05°49'.20S., 055° 22'.10E
RA178A	06° 50'.10S., 046° 21'.10E
RT033	09° 46'.60N., 080° 16'.60E
RT030	00° 47'.80S., 083° 06'.70E
RT029	12° 34'.90S., 068° 50'.60E
RT028	11° 50'.50S., 080° 18'.80E
RT032	25° 06'.80N., 062° 20'.00E
RT043	03° 55'.60S., 064° 59'.30E
RT042	08° 06'.30S., 065° 03'.70E
RT041	12° 00'.90S., 064° 58'.30E

- All Highlighted Buoys reflects changes in position of respective buoys from previous Notice.
- All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.
- 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 155 (T)/24 is cancelled.

*040 (T) (02/25)	INDIAN OCEAN -Bay of Bengal-Northern Portion – Wreck.	
Source: BNHOC Notice No. 01(T)/2025.		
Insert		22° 08'·77N., 091° 28'·70E.
Charts Affected – 31(INT 756),7706(INT706),7071(INT 71),7073(INT 73)		

*041 (T) (02/25)	INDIAN OCEAN -Bay of Bengal-Northern Portion – Wreck.	
Source: BNHOC Notice No. 01(T)/2025.		
Insert		22° 16'·11N., 091° 49'·67E.
Charts Affected – 31(INT 756),7706(INT706),7071(INT 71),7073(INT 73)		

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.**

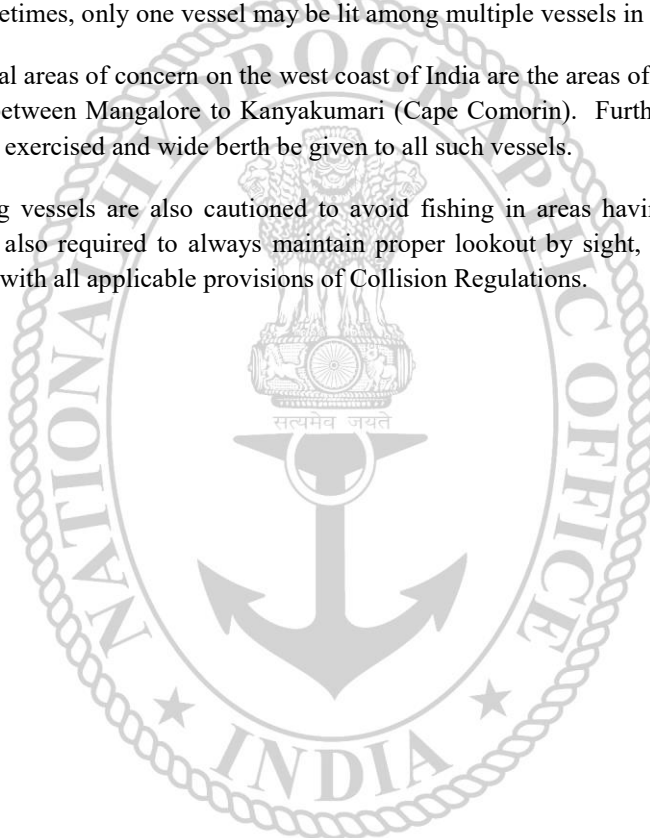
- (a) Under GMDSS, the usage of Iridium Mobile Satellite communication equipment in the Indian Waters are considered subject to the conditions as outlined under;
- (aa) Merchant ships may install and keep the Iridium equipment active in Indian Territorial waters, provided the equipment is registered and certified as per the prevailing rules of the Flag of the ship and is used only on board ship and the portable Iridium sets may not be carried onto Indian Land Territory.
- (ab) 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.
- (ac) 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).
- (b) 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.
- (c) 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.
- (d) The Ship-Owners, Ship-Masters, Ship-Operators, Ship-Agents and other stake holders are intimated for strict compliance of this DGS Order.
- (e) This DGS Order No. 09 of 2023 is to be referred for detailed information on this subject.

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 Lift o Marine Allen's Mansion, C6 Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: +91 33 24924283 Email: sankar@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p>	<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: +91-22-22626318, 22626380 Fax: +91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>
<p>M/s L. R. Marine Services 301, 3rd Floor, Biryra House, 265, Perin Nariman Street Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Mob : +91 8108926880/ +91 98214 60258 Email: lcharts@gmail.com, lmarine@live.com</p>	<p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11 CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmaps.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 Mumbai – 400 009 Tel: +91 22 23736756 Fax: 022 - 23725083 Cell: +91 9820788357 Email : charts@mtnl.net.in, jmms@mtnl.net.in</p>	<p>M/s VDO Marine Insrtments PO Bag No – 645, 45/271 Corner of Bristow & Naval Road, Willington Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s CNC Office No. S-12-92, Haware's Centurion Premises Cop, Soc. Ltd Plot no 88-91 Sector 19, Nerul Navi Mumbai – 400706 Web: 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 – 2024.
3. NAVAREA VIII Warnings in force as on 16 Jan 25: -

2023 SERIES - 161 386 455 484 574 703 733 748 750 929 1046 1057
2024 SERIES - 180 188 215 317 465 481 499 539 550 551 584 587 600 604 640 669 691 707 709 791 817 831 843 900 901 931 947 958 969 974 1022 1036 1054 1063 1067 1078 1080 1081 1083 1084 1085 1087 1089 1095 1099 1100 1103 1105 1106 1107 1108 1109 1111 1112 1113 1116 1118
2025 SERIES - 003 005 006 009 010 012 013 015 016 017 021 024 026 027 028 029 030 032 033 034 035 036 037 038 039 040 041 042 043 044 045 046 047 048

4. NAVAREA VIII Warnings issued during the period from 01 Jec 25 to 15 Jan 25 (both dates inclusive) are as tabulated below: -

001. Wishing all seafarers fair WINDS, following Seas and Safe Navigation SHANO VARUNA. 2. Cancel this MSG 021000 UTC Jan 25.
002. INDIA EAST COAST - OFF VISAKHAPATNAM. Charts IN 31 308 INT 7409. Firing scheduled from 030230 to 031230 UTC Jan 25 in danger area bounded within 17-38N to 17-48N and 083-38E to 083-48E. Wide berth from area advised. 2. Cancel this MSG 031330 UTC Jan 25.
003. INDIA WEST COAST -Charts in 21 255 292 INT 7334. Rig move. SAGAR BHUSHAN (19-08.57N 071-05.68E), PARAMESWARA (18-36.15N 071-01.63E). Refer to 152(T) of INTM 24/24. Wide berth requested.
004. INDIA EAST COAST - OFF VISAKHAPATNAM. Charts IN 31 308 INT 7409. Firing scheduled from 030330 to 030630 UTC Jan 25 in danger area bounded within 17-38.50N to 17-48.50N and 083-56E to 084-07E. Wide berth from area advised. 2. Cancel this MSG 030730 UTC Jan 25.
005. INDIA EAST COAST - OFF BALASORE. Charts IN 31 351 INT 7419. IAF Exercise scheduled from 06 to 25 Jan 25 from 0330 to 0930 UTC in danger area bounded within 20-00.05N to 20-35.05N and 087-59.85E to 088-59.83E. Wide berth from area advised. 2. Cancel this MSG 251030 UTC Jan 25.
006. ANDAMAN SEA - OFF MIDDLE ANDAMAN I. Charts IN 41 473 7706 INT 7031. Firing by Aircraft scheduled 07, 14, 21 and 28 Jan 25 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 281130 UTC Jan 25
007. INDIA WEST COAST - OFF BHATKAL. Charts IN 216 257 2356 INT 7343. Firing Scheduled from 062330 TO 070830 UTC and 072330 to 080830 UTC Jan 25 in danger area bounded within 13-56.20N to 14-07.20N and 074-13.60E TO 074-25.70E. Wide berth from area advised. 2. Cancel this MSG 080930 UTC Jan 25.
008. Cancel NAVAREA VIII MSG 1062/24, 1070/24, 1075/24 and this MSG (.) INTM 032(T) OF 01/25 refers.
009. INDIA EAST COAST - OFF BALASORE. Charts IN 31 351 INT 7419. IAF firing scheduled from 06 Jan to 07 Feb 25 from 0400 to 0630 UTC and 0830 to 1030 UTC in danger area bounded by 21-07.94N 088-09.62E, 20-41.66N 087-43.07E, 21-16.55N 086-52.02E, 21-36.65N 087-43.07E. Wide berth from area advised. 2. Cancel this MSG 071130 UTC Feb 25.
010. INDIA EAST COAST - OFF GOPALPUR. Charts IN 31 305 353 INT 7413. Army Firing Scheduled 07 to 14 Jan and 20 to 29 Jan 25 from 0130 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 291530 UTC Jan 25.
011. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. CS ETISALAT will carry out cable repairs from 05 to 13 Jan 25 in area bounded by 19-08.19N 070-00.79E, 19-06.72N 070-06.87E, 19-06.51N 070-09.05E, 19-06.29N 070-12.82E, 19-05.46N 070-17.52E, 19-04.37N 070-17.31E, 19-05.21N 070-12.68E, 19-05.41N 070-08.88E, 19-05.62N 070-06.61E, 19-07.20N 070-00.35E. Wide berth of 01 NM requested.

<p>011. Continued. 2. Cancel this MSG 131830 UTC Jan 25.</p>
<p>012. INDIA WEST COAST - OFF MUMBAI TO DAMAN. Charts IN 21 255 292 INT 7021. Seamec Princess Progressing Pipeline Survey in Vicinity of 20-13.31N 071-54.79E, 20-20.13N 072-01.32E, 20-36.02N 072-02.23E, 18-34.11N 072-13.45E, 19-20.96N 071-18.09E, 19-20.49N 072-01.20E, 18-48.36N 072-20.05E, 18-45.23N 072-18E. Wide berth requested. 2. Cancel this MSG 311830 UTC Jan 25</p>
<p>013. INDIA WEST COAST - OFF MUMBAI TO HAZIRA. Charts IN 21 254 255 292 INT 7021. Vanessa 7 Progressing Survey in Vicinity of 19-15.20N 072-02.17E, 18-54.75N 071-49.57E, 19-00.63N 072-11.95E, 19-33.34N 071-18.27E, 19-22.48N 071-21.60E, 19-23.60N 071-16.70E, 20-45.25N 072-01.69E, 18-18.63N 072-21.82E, 21-04.20N 072-26.03E, 19-27.36N 071-17.95E. Wide berth of 150 meters requested. 2. Cancel this MSG 311830 UTC Jan 25.</p>
<p>014. NAVAREA VIII - Warnings in force as on 03 Jan 2025 2023 SERIES - 161 386 455 484 574 703 733 748 750 929 1046 1057 2024 SERIES - 180 188 215 317 465 481 499 539 550 551 584 587 600 604 640 669 691 707 709 791 817 831 843 900 901 920 931 947 958 969 974 1022 1036 1054 1055 1063 1067 1077 1078 1080 1081 1083 1084 1085 1087 1089 1090 1095 1099 1100 1103 1105 1106 1107 1108 1109 1110 1111 1112 1113 1114 1115 1116 1118 2025 SERIES - 003 005 006 007 009 010 011 012 013 (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 101000 UTC Jan 25.</p>
<p>015. INDIA WEST COAST - GULF OF KHAMBHAT. Charts IN 207 208 254 292 INT 7021. Narmada Channel marking Buoy NO 3 (20-40.80N 071-59.11E) AND BUOY NO 8 (20-59.66N 072-06.74E) reported unlit. Mariners to exercise caution.</p>
<p>016. INDIA WEST COAST - OFF DAMAN. Charts IN 209 254 292 INT 7331. Firing By CG Aircraft Scheduled 08 and 15 Jan 25 from 0230 to 1130 UTC in danger area bounded within 20-26N to 20-40N and 072-27E to 072-40E. Wide berth from area advised. 2. Cancel this MSG 151230 UTC Jan 25.</p>
<p>017. SOUTHERN INDIAN OCEAN. Charts IN 7070 7073 INT 70. Rocket Debris Predicted 10 Jan, 12 to 16 Jan 25 between 2242 UTC and extending up to 0135 UTC on next day and on 11 Jan 25 from 1342 to 1635 UTC in danger area bounded by 19-39S 095-00E, 25-20S 095-00E, 27-45S 070-13E, 28-11S 055-00E, 24-50S 055-00E, 22-23S 080-32E, 19-39S 094-24E. Wide berth from area advised. 2. Cancel this MSG 170235 UTC Jan 25.</p>
<p>018. Cancel Navarea VIII MSG 1114/24 and this MSG.</p>
<p>019. INDIA WEST COAST - OFF KOCHI. Charts IN 22 220 INT 752. Towing Trials scheduled from 080230 to 090630 UTC Jan 25 in area bounded within 09-39N to 09-54N and 075-42E to 075-57E. Wide berth from area advised. 2. Cancel this MSG 090730 UTC Jan 25.</p>
<p>020. LAKSHADWEEP SEA - OFF KAVARATTI I. Charts IN 268 273 2023 INT 7353. Firing Scheduled from 100230 to 101200 UTC Jan 25 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 101300 UTC Jan 25.</p>
<p>021. INDIA EAST COAST - OFF BALASORE. Charts IN 31 351 INT 7419. IAF Firing Scheduled on 14 and 15 Jan 25 from 0400 to 1230 UTC in danger area bounded by 21-07.94N 088-09.62E, 20-41.66N 087-43.07E, 21-16.55N 086-52.02E, 21-36.65N 087-43.07E. Wide berth from area advised. 2. Cancel this MSG 151330 UTC Jan 25.</p>
<p>022. INDIA WEST COAST - KOCHI. Charts IN 22 220 259 2004 INT 7356. Firing Scheduled 13 Jan 25 from 0430 to 0830 UTC and 14 to 16 Jan 25 from 0430 to 1030 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 161130 UTC Jan 25.</p>
<p>023. INDIA EAST COAST - OFF CHENNAI. Charts IN 32 356 391 INT 7400. Firing by CG Aircraft scheduled from 130130 to 131130 UTC Jan 25 in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. wide Berth from area advised. 2. Cancel this MSG 131230 UTC Jan 25.</p>
<p>024. INDIA WEST COAST. Charts IN 21 255 292 INT 7334. RIG Move. Sagar Vijay (19-01.52N 071-10.88E). Refer TO 032(T) of INTM 01/25. Wide berth requested.</p>
<p>025. Cancel Navarea VIII MSG 920/24 and this MSG.</p>
<p>026. ANDAMAN SEA - OFF LITTLE ANDAMAN I. Charts IN 41 472 473 INT 757. Firing Scheduled from 15 to 17 Jan 25 from 0230 to 1130 UTC in danger area bounded by 11-39.74N 093-00.73E, 11-22.46N 093-36.67E, 11-04.59N 093-</p>

026. Continued. 47.60E, 09-47.86N 094-03.53E, 09-17.37N 094-10.48E, 08-53.88N 094-08.59E, 08-22.05N 093-56.52E, 08-13.23N 093-25.11E, 10-21.34N 092-40.51E, 11-30.55N 092-27.41E. Wide berth from area advised. 2. Cancel this MSG 171230 UTC Jan 25.
027. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. CS RECORDER progressing cable laying operations along line joining 18-29.42N 071-17.98E, 18-20.94N 070-52.27E, 18-17.02N 070-37.73E, 18-13.66N 070-28.58E, 18-10.95N 070-16.41E, 18-10.46N 070-08.91E, 18-08.41N 068-21.82E. Wide berth of 2NM requested. 2. Cancel this MSG 271830 UTC Jan 25.
028. INDIA WEST COAST - OFF UMARGAM. Charts IN 21 254 INT 7331. LTB 300 with ENA PEARL AND VALLIANZ PRESTIGE progressing pipelay installation activities in vicinity of 20-16.76N 071-55.66E, 20-13.31N 071-54.79E, 20-36.02N 072-02.23E, 20-20.13N 072-01.32E. Wide berth requested. 2. Cancel this MSG 281830 UTC Feb 25.
029. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. SEA CHEETAH progressing pipeline survey at various locations in areas bounded within (A) 18-29.50N TO 18-35N AND 072-13E TO 072-16E (B) 19-31.50N TO 19-38N and 071-17.50E TO 071-24.50E (C) 19-15N TO 19-27.50N and 071-11.50E TO 071-25E. Wide berth requested. 2. Cancel this MSG 281830 UTC Feb 25.
030. NAVAREA VIII - Warnings in force as on 10 Jan 2025 2023 SERIES - 161 386 455 484 574 703 733 748 750 929 1046 1057 2024 SERIES - 180 188 215 317 465 481 499 539 550 551 584 587 600 604 640 669 691 707 709 791 817 831 843 900 901 931 947 958 969 974 1022 1036 1054 1063 1067 1078 1080 1081 1083 1084 1085 1087 1089 1095 1099 1100 1103 1105 1106 1107 1108 1109 1111 1112 1113 1116 1118 2025 SERIES - 003 005 006 009 010 011 012 013 015 016 017 021 022 023 024 026 027 028 029 (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 171000 UTC Jan 25.
031. INDIAN OCEAN - OFF KENYA. Charts IN 7070 7071 INT 71. Kenyan boat Bandarkasim with 03 crew reported overdue for ETA (05 Jan 25) at Shimoni, Kenya. Last known position of vessel 03-06.79S 041-28.46E. Mariners to keep sharp lookout and render necessary assistance. 2. Cancel this MSG 131130 UTC Jan 25.
032. INDIA WEST COAST - OKHA. Charts IN 21 203 292 INT 7021. Firing scheduled from 160530 to 160730 UTC Jan 25 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 160830 UTC Jan 25.
033. INDIA EAST COAST - OFF GOPALPUR. Charts IN 31 305 353 INT 7413. Army air defence firing scheduled 15 to 17 Jan 25 from 0130 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 171530 UTC Jan 25.
034. INDIA EAST COAST - OFF NAGAPATTINAM. Charts IN 32 357 INT 7397. Hydrographic survey being progressed in area bounded by 10-20N 079-49.13E, 10-40N 079-49.13E, 10-40N 080-01E, 10-36.75N 080-01E, 10-36.75N 080-20E, 10-22N 080-30.0E, 10-20N 080-27E. Wide berth requested. 2. Cancel this MSG 151830 UTC Feb 25.
035. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. TUG IVY and DHP SHIVALIK will carry out pipeline survey at various locations in areas bounded within (A) 19-31.50N TO 19-38N and 071-17.50E TO 071-24.50E (B) 19-15N TO 19-27.50N and 071-11.50E TO 071-25E from 16 JAN to 31 MAR 25. Wide berth requested. 2. Cancel this MSG 311830 UTC Mar 25.
036. India West Coast - off Porbandar. Charts IN 21 252 INT 7325. Firing by CG aircraft scheduled 02, 07, 14, 23 and 28 Jan 25 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 280930 UTC Jan 25.
037. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 254 255 292 INT 7021. SAMUDRA SARVEKSHAK progressing survey in vicinity of 19-33.21N 071-44.44E, 18-36.93N 071-01.48E, 18-38.84N 070-59.50E, 20-56.25N 072-34.27E, 18-40.37N 070-57.90E, 21-03.51N 072-24.44E. Wide berth requested. 2. Cancel this MSG 111830 UTC Feb 25.
038. INDIA WEST COAST. Charts IN 21 255 292 INT 7334. Rig move. GD CHITRA (20-05.60N 071-48.56E), DS FOSSIL (19-25.05N 071-14.47E). Refer to 032(T) of INTM 01/25. Wide berth requested.
039. INDIA WEST COAST - KOCHI. Charts IN 22 220 259 2004 INT 7356. Firing scheduled 14 to 16 JAN 25 from 0430 to 1030 UTC in danger area bounded by 09-57.5N 076-14.4E, 09-57.5N 076-12.3E, 09-55.7N 076-12.8E, 09-55.7N 076-14.8E. Wide berth from area advised. 2. Cancel NAVAREA VIII MSG 022/25 and this MSG 161130 UTC Jan 25.
040. INDIA WEST COAST - OFF KOCHI. Charts IN 22 259 INT 7356. Subsurface firing scheduled from 150930 to

151130 UTC Jan 25 in danger area bounded by 10-40N 075-16E, 10-35N 074-58E, 09-57N 075-16E, 10-11N 075-34E. Wide berth from area advised. 2. Cancel this MSG 151230 UTC Jan 25.
041. INDIA WEST COAST - OFF MORMUGAO. Charts IN 22 214 293 INT 7022. Subsurface firing scheduled from 171230 to 171730 UTC Jan 25 in danger area bounded by 15-40N 072-47E, 15-39N 072-42E, 15-23N 072-42E, 15-24N 072-50E. Wide berth from area advised. 2. Cancel this MSG 171830 UTC Jan 25.
042. INDIA EAST COAST - OFF SAGAR I. Charts IN 31 351 INT 7419. Firing by CG aircraft scheduled from 170430 to 171030 UTC Jan 25 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 171130 UTC Jan 25.
043. INDIA EAST COAST - OFF TUTICORIN. Charts IN 32 224 262 INT 7365. Hydrographic survey will be carried out in area bounded within 08-39.8N TO 08-52.7N and 078-07E TO 078-28.2E from 15 Jan to 10 Feb 25. Wide berth requested. 2. CANCEL THIS MSG 101830 UTC Feb 25.
044. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. TRITON ENERGY and AQUA FLOAT will carry out pipeline survey at various locations in areas bounded within (A) 19-31.50N TO 19-38N and 071-17.50E TO 071-24.50E (B) 19-15N TO 19-27.50N and 071-11.50E TO 071-25E from 16 Jan to 31 Mar 25. Wide berth requested. 2. Cancel this MSG 311830 UTC Mar 25.
045. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. URJA AND AKSHIP9 will carry out offshore installation works at various locations in area bounded within 19-15N TO 19-38N AND 071-11.50E TO 071-25E from 16 Jan to 28 Feb 25. Wide berth requested. 2. Cancel this MSG 281830 UTC Feb 25.
046. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. WILCHIEF1 will carry out pipeline survey at various locations in areas bounded within (A) 18-29.50N TO 18-35N AND 072-13E TO 072-16E (B) 19-31.50N TO 19-38N AND 071-17.50E TO 071-24.50E (C) 19-15N TO 19-27.50N and 071-11.50E to 071-25E from 16 Jan to 31 Mar 25. Wide berth requested. 2. Cancel this MSG 311830 UTC Mar 25.
047. INDIA WEST COAST - OFF MUMBAI. Charts IN 21 255 292 INT 7021. AWB SEA PATRIOT AND AHT SEA VENTURE will carry out installation works in vicinity of 19-34.40N 071-21.86E from 16 Jan to 15 Feb 25. Wide berth requested. 2. Cancel this MSG 151830 UTC Feb 25.
048. INDIA EAST COAST - OFF PARADIP. Charts IN 31 304 305 352 INT 7416. TEJA will carry out seismic survey in area bounded by 19-34N 086-03E, 19-43N 085-59E, 19-55N 086-29E, 19-51N 086-32E from 15 Jan to 09 Mar 25. Wide berth requested. 2. Cancel this MSG 091830 UTC Mar 25.

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter - 8 (Page 342)

(Source: Chhara port Correspondence)

Insert new entry:

CHHARA PORT

Chart: 292, 253, 206, 2052,

ENC: IN3206VH, IN52052A, IN2292AA, IN2253RP

General Information

8.253

1 **Position.** M/s Simar Port Private Limited (SPPL) has developed an all-weather, multi cargo, multi-purpose, deep draft Greenfield port near Chhara Village, Kodinar Taluka, Gir - Somnath District, Gujarat, India. Project site is about 50 km West of Diu. Proposed project site lies at Latitude 20°40'20.45" N and Longitude 070°41'70.48" E.

2 **Function.** The salient features of the planned port are as follows:

10 berths (as per Master Plan)

4 km offshore breakwater

Depth-16-20 meters

3 **Topography.** The waterfront of the Simar Port at Chhara is marked by an undulated shoreline with a narrow beach lining part of it. The water depths in the Chhara waterfront are good with 5 m contour lying at about 400 m, 10 m contour at a depth of 900 m and the 15m contour at a depth of 1500 m from the shoreline.

4 **Hinterland.**

Nearest Connectivity	Name	Distance from Port
National Highway	NH 51	15 Km.
State Highway	SH 103	7 Km.
Airport	DIU Airport	48 Km.
Railway	Kodinar (meter gauge)	12 Km.
	Veraval (broad gauge)	45 Km.

5 **Port authority.** Chhara Port, Chhara Village, Kodinar Taluka, Gir-Somnath District, Gujarat-372720

Email- ops.simar@shapoorji.com

mcr.simar@shapoorji.com

(a) GMB Head Quarters-

Address- 'SAGAR BHAVAN' Sector 10-A, Gandhinagar – 382010 Gujarat (India)

Phone: +91 79 23238346, +91 79 23238347

+91 79 23238348, +91 79 23238351

Fax: +91 79 23234703

Email: info@gmbports.in

Website: www.gmbports.org

(b) The Regional Port Officer

Address- Veraval Port, Veraval- 362265,

Gujarat (India)

Phone: +91 2876 220001

Fax: +91 2876 243138

Limiting conditions

8.254

1 **Controlling depth/ draught.** Navigation channel at Chhara Port is designed for one-way shipping traffic at any given time. The width of the channel is 300m with a total length of approx. 3 nautical miles. Width of the channel at the bend is 370m. The minimum depth presently available in navigable waters of Chhara Port is approx. 12.3 meters and there is a tidal range of approx. 1.5m to 2.7m available at the port. Maximum vessel draft allowed in Chhara Port is 12.5 meters. There is a turning basin at the shore end of the channel with diameter of 700m, centered at 20°42'47.0"N and 070°43'18.8"E. Vessels are generally turned in the turning basin before berthing.

2 **Current.** The peak magnitude of current during spring tide varies between 0.8m/sec to 1.2m/sec and the peak magnitude during neap tide varies between 0.4m/sec to 0.8m/sec. During flood tide, the direction of the current is towards East varying between 070° to 120° North and during ebb tide the current is towards West, varying between 260° to 320°.

3 **Local Weather.** The local wave conditions in the approaches to Chhara Port comprises of two main components, the long period swell from Indian Ocean, and shorter period locally generated waves caused by winds blowing from between ESE and WNW. Most waves come from south-west and westerly direction sectors (195°-285°N) with incident waves up to approximately Hs 5.7m predicted in the sector 225°-255°N. About 80% waves are within the range 5 to 9s mean period. There are a few longer period wave conditions with mean periods in the range 10 to 14s, though the associated wave heights are less than 3m Hs.

Seasons*	Significant wave height (m)	Max. wave height H max (m)	Mean wave period Tm (s)	Peak wave period Tp (s)	Wave Direction (deg. N)
SW Monsoon	0.89	1.6	7.0	9.0	255-275
NE Monsoon	0.29	0.5	3.3	4.3	255-275
Non-Monsoon	0.29	0.5	4.4	5.7	255-275

*Season months:

SW Monsoon: June to September

NE Monsoon: October to December

Non-Monsoon: January to May

4 **Maximum size of vessels handled.** Max draft allowed in Navigation Channel is 12.5m and max length is 345m.

Arrival Information

8.255

1 **Port Information/ operations.** LNG berth is operational which can handle up to max 345m Length of Vessel with max Draft 12.5m in fair weather condition.

Berth alignment is 284 degrees and Vessel are usually berthed starboard side alongside with mooring pattern (2+3+2+2) forward and aft. Pilotage is available round the clock from Chhara port. Pilot usually boards at anchorage area and tugs are made fast once the Vessel is inside the channel. The Port has 2 mooring boats for mooring operation. Security boat Tapi is available round the clock for Security related activities in the Port.

2 **Anchorage/ Lighterage area.** Chhara port has a designated anchorage area for waiting vessels or for emergency use prior or after berthing. The anchorage area is with a diameter of 1 NM, centered at 20°41'28.52"N, 070°42'0.23"E.

3 **Pilotage/ Embarkation position.** The pilot boarding station is located at 20°42'30.05"N, 70°42'2.71"E.

4 **Tugs.** 4 Nos. with 50 T Bollard pull.

5 **Regulation concern entry.** All port regulations and entry procedures are identified in Port information and Regulation Manual and Arrival Information and tariff structure booklet sent to all incoming vessels through their Local Agents.

6 **Quarantine.** Port Health Officer (PHO) usually boards the vessel at outer anchorage to give Quarantine Clearing to the inbound Foreign Going ships.

Harbour Information

8.256

1 **Development.** SPPL have planned port development in various phases. Phase-1 of the Project is currently operational. Phase 1 of the project consists of an LNG terminal with all associated facilities for receipt, unloading, storage and regasification of LNG and supply of re-gasified LNG to the gas grid. The LNG facilities have been Sub-Concessed to HPCL LNG Limited (HPLNG), a 100% subsidiary of Hindustan Petroleum Corporation Ltd (HPCL).

2 Simar Port Private Limited (SPPL) provides all necessary services associated with the safe transit and mooring of the LNG carriers at the port. The LNG terminal is designed for regasification capacity of 5 MMTPA. To achieve the tranquillity conditions required for safe operation of LNG berth, a breakwater of approx. 2 km length is being constructed as part of Phase 1 in line with Port's Master Plan. The LNG Terminal is developed with all associated facilities for receipt, unloading, storage and regasification of LNG and supply of regasified LNG to the gas grid.

3 The terminal can be majorly divided into three parts:

(a) Marine Facilities for Ship Unloading: For unloading LNG Carrier ships, a 1.2 Km long jetty with unloading arms and pipeline for transporting LNG to storage tanks is constructed. The unloading facility can cater to LNG carriers of 65,000 to 267,000 cubic meter capacity for unloading LNG.

(b) LNG Storage Facilities: LNG is stored in two numbers of full containment LNG storage tanks. The tanks at the terminal are the largest LNG

storage tanks in India, having capacity of 200,000 cubic meter each. These tanks are designed to store LNG at exceptionally low temperatures of -162° C.

(c) Regasification Facilities: The LNG stored in LNG tanks are converted back to natural gas at ambient temperature and transported to gas grid at high pressure. For regasification of LNG, facilities like LNG Vaporizers, Air Heaters, BOG Compressor and HP Pumps are used at the Terminal. Facility for loading LNG into tank trucks for transporting LNG to small LNG stations is constructed at the terminal. For send-out of Regasified LNG, a tie-in connectivity pipeline from Chhara Terminal to Lodhpur Terminal is laid by Gujarat State Petronet Limited (GSPL).

4 **Storm signals/ port signals.** Storm monitoring and warning signals are placed in Marine Control station of Chhara port and storm signals are displayed as required on Control tower building.

5 **Turning Circle.** There is a turning basin at the shore end of the channel with diameter of 700m, centered at 20°42'47.0"N and 070°43'18.8"E. Vessels are generally turned in the turning basin before berthing.

6 **Cranes.** No crane facility is available in port for Cargo Transfer.

The LNG jetty consists of:

(a) Four breasting dolphins (BD) fitted with fenders and quick release hooks, six mooring dolphins (MD) and accessible by catwalks.

(b) An unloading platform with a concrete deck providing support for piping and equipment.

(c) A trestle of 1.2 KM to shore accommodating piping, cables and a roadway for personnel access small vehicles, and Fire Tenders

(d) The LNG jetty is equipped with a mooring load monitoring system, a berthing aid system and an environmental monitoring system.

Directions

8.257

1 **Major light.** Diu Head (FL10s58m32M), Racond with AIS available around 10 miles east of Chhara port.

2 **Other aids to navigation.** Buoys are installed along the port and starboard sides of the channel as well as a fairway buoy near the channel entrance. There is also a special danger marker buoy installed near the West end of the breakwater for safety of navigation purpose.

Channel marker Buoys:

B7- 20°42'52.81"N, 70°40'40.33"E

B8- 20°43'04.53"N, 70°40'39.00"E

B9- 20°43'03.46"N, 70°41'08.03"E

B10- 20°43'13.31"N, 70°41'06.00"E

B11- 20°43'06.16"N, 70°41'54.51"E

B12- 20°43'16.96"N, 70°41'51.03"E

B13- 20°43'05.36"N, 70°42'09.47"E

B14- 20°43'18.22"N, 70°42'08.88"E

B15- 20°43'02.38"N, 70°42'23.71"E

B16- 20°43'13.90"N, 70°42'25.48"E

B17- 20°42'49.04"N, 70°42'52.11"E

B18- 20°43'6.38"N, 70°42'58.51"E

Fairway Buoy FB1- 20°42'45.57"N,
70°40'32.40"E

Special Marker Buoy near West End of Breakwater SMB 20°42'42.83"N, 70°42'32.53"E.

3 **Channel by entry.** Buoys are installed at locations along the periphery of the approach channel. The buoys are installed along the port side and starboard side of the approach channel as per IALA Region A.

The buoys are suitable for solar operated LED lighting systems. Radar reflectors are fitted on each buoy. For ease of navigation during daytime the buoys have been provided with pillar type day mark & shape and color of which are in accordance with IALA Region A.

4 **Useful marks/ Caution.** Fairway Buoy FB1 20°42'45.57"N, 70°40'32.40"E

Special Marker Buoy near West End of Breakwater SMB 20°42'42.83"N, 70°42'32.53"E

5 **Berths.** LNG Berth (20°42'57"N, 70°44'02"E) Heading 282°. The berth of the LNG jetty is orientated at the south side of Terminal.

Number of LNG berths: 1

Minimum depth on berth: 16.0 m

Capacity (max): 267000 cubic meters

Maximum Displacement (max): 180000 metric tones

LOA: 345 meters

Beam: 55.0 meters

Loaded Draft: 12.2 meters.

Ballast Draft: 9.6 meters

Product handled: LNG.

Ballast and slop reception: None.

Pollution control rules

8.258

1 Every vessel shall provide marine pollution control measures including contingency plan. Exchange of ballast water or discharge of dirty water ballast and bilges is prohibited. All vessels may be required to show logbook / oil record book to demonstrate compliance with international oil pollution measures and tier 1 oil contingency manual.

2 It is mandatory for vessel and port operator to report any incident of oil pollution to port officer and the nearest MMD / Coast Guard office by quickest means of communication and commence containment measures immediately. Dispersants if any should be of the approved type.

3 Mercantile Marine Department or its authorised representative may carry out port state control inspection, detention and arrest of vessels as permitted by law.

4 Offenses and penalties under port Regulations are subject to the provisions of Merchant Shipping Act, Indian Ports Act, MMB Act and Factories Act as amended.

Port services

8.259

1 **Search & Rescue.** Covered under Port crisis management plan and Disaster Management plan of Chhara port.

2 **Supplies.** Fresh water supply and Garbage disposal facility is available with prior intimation. Provision Supply can be arranged through ship chandlers.

3 **Facilities.** Custom clearance is available at nearby port however immigration facility is not available at Chhara Port. At present Crew Change/Crew shore leave is not allowed in Port except in emergency or case to case basis.

Communications

8.259

VHF Channel. 14

West Coast of India Pilot (INP-1)

Chapter - 9 (Page 364)

(Source: Sikka Ports and Terminals Limited)

Article 9.120, Para 6, Delete entry and replace by:

6 **Maximum size of vessels handled.** 350,000 DWT and LOA-345m for crude SPMs; 120,000 DWT and LOA - 256m at berth D & 150,000 DWT and LOA - 300m at product SPMs.

*Article 9.120, Para 7, Delete sub para **For Other Tankers**, and replace by:*

For Other Tankers:

(a) 22° 37'.3 N, 69° 53'.5 E

(b) 22° 40'.0 N, 69° 58'.3 E

(c) 22° 39'.0 N, 69° 58'.3 E

(d) 22° 36'.2 N, 69° 53'.5 E

Article 9.120, Para 9 & 10, Delete entry and replace by:

9 **Pilot Boarding Areas.** For jetty berths and SPM. For jetty and product SPM, during ebb Pilot boards in the position 22° 32.20' N, 069° 46.29'E.

For crude vessels, during flood Pilot boards in position 22° 37.98' N 069° 52.10' E

For crude vessels, during ebb Pilot boards in position 22° 36.05' N 069° 46.95' E

For Product vessel flood berthing Pilot boards in position 22° 36.49' N 069° 52.99'E

10 **Tugs.** Ten tugs are available and are compulsory for both jetty berths and SPM. Controlled by Sikka Port Control. Available 24 hours, on VHF channel 71.

Article 9.121, Para 1, Delete entry and replace by:

1 The passage between Goos and Munde reefs is marked by IALA region "A" buoyed channel. Buoy number TCA, TCB, TCC and TCD mark turning circle off D berth which is 520m in diameter and cardinal buoys mark turning circle off berth A2 off 400m diameter. Leading lights are provided to assist navigation from turning circle to Tanker berths. Caution must be exercised when transiting approach channel to prevent accidental release of anchor as the submarine pipelines pass through

the approach channel between buoys 5-6 and rise platform.

Article 9.121, Para 4, line 3 & 4, Delete entry and replace by:

from fairway buoy 22° 32'.75'N, 69° 45.3'E is through a buoyed channel between Goods and Munde reefs.

Article 9.121, Para 7, line 2, Delete entry and replace by:

SW monsoon and 25 kts in NE monsoon.

Article 9.121, Para 8, line 3, Delete entry and replace by:

radius 260 m, 4 cables NW of the jetty D.

Article 9.122, Para 1, 2 & 3, Delete entry and replace by:

1 The Terminal has eleven berths in total, comprising of 06 alongside berths and 05 SPM. SPM No 1 and SPM No 2 are about 1 ¾ miles in NE, with depth of 33m and 30.5m respectively. SPM 1, 2 & 3 handle crude oil and SPM 4 & 5 handle refined products.

SPM No 1 - 22° 34'.35N, 69° 47'.2E

SPM No 2 - 22° 35'.50N, 69° 48'.50E

SPM No 3 - 22° 36'.55N, 69° 49'.92E

SPM No 4 - 22° 35'.27N, 69° 51'.84E

SPM No 5 - 22° 34'.59N, 69° 50'.09E

2 Six alongside berths (A1,A2, A, B, C and D) are located between Goos and Munde reefs and designed to accommodate vessels of LOA 105-256 m. Berth 'D', the deepest has a depth alongside of 14.5 m. All berths handle white oil products and petrochemical and in addition berth A & C also handle cryogenic products.

Bay of Bengal Pilot (INP-2)

Chapter – 2 (Page 136)

(Source: Udangudi Port correspondence)

Insert new entry:

UDANGUDI (Minor Port)

Chart 2127, ENC IN52127A

General Information

2.181

1 Udangudi port (08°26'N, 78°04'E) is established for coal power plant for supplying/ importing coal to the power plants own and operated by TNPGL. Transport of coal done through conveyor belt directly to the coal stock yard within port promise. It is a captive jetty for import of coal only.

2 Port authority

Tamil Nadu Power Generation Corporation Ltd (TNPGL), Government of Tamil Nadu Undertaking.

Udangudi STPP Stage 1/TNPGL, UDANGUDI, Tuticorin.

Email id: ceudstps@tnebn.org

sem1udstps@tnebn.org

Phone- +91 94990 55088 (Chief Engineer/Civil)

+91 94990 50507 (Superintending Engineer/Mechanical)

Limiting conditions

2.182

1 **Controlling depth/draught-** 17 metres

2 **Current-** 0.75m/s

3 **Local Weather.** As per climatology table published by India Meteorological Department (IMD) for an averaged data of 30 years (1981-2010) of wind, annual wind speed of Thoothukudi ranges from 11.4 kmph to 20.60 kmph with a mean of 16.0 kmph. Predominant wind direction observed is southwest and northeast.

4 **Maximum size of vessels handled.** 190 ships per annum with 15 metres draught per year.

Arrival Information

2.183

1 **Port Information/ operations.** Coal Jetty Captive Port exclusive for TNPGL Power Plants.

2 **Notice of ETA.** Udangudi Port control tower through Agent.

3 **Anchorage/ Lighterage area.** Outer anchorage, Depth: 18 to 20 metres Good rocky sand bed and pilot not required for Anchorage.

4 **Pilotage/ Embarkation position.** 3miles from berth.

5 **Tugs.** 3 x 60 tons bollard pull astern driven azimuth tugs.

6 **Regulation concern entry.** Local Indian customs and immigration

7 **Quarantine.** As per local Port health Office advice time to time.

Harbour Information

2.184

1 **Strom signals/ port signals.** As per Tamil Nadu Maritime Board direction.

2 **Turing Circle.** Dia of 480 meters.

3 **Cranes.** Grab unloader 2000TPH Outreach 35m, Height above wharf 25 mtrs.

Directions

2.185

1 **Landmarks.** Manapad light house and Thiruchendur temple,

2 **Major light.** Berth corner light (BCL) 2 nos at berth, breakwater light 2nos at corner of break water

3 **Other aids to navigation.** Marker buoy no 1 at turning circle

4 **Approach and entry.** Open jetty

5 **Useful marks/ Caution.** Small fishing vessels and small fishing nets near by

Berths

2.186

Berths. Size of berth 555 x 25m

Pollution control rules

2.187

As per Tamil Nadu Pollution Control Board rules applied along with Marpol regulations

Port services

2.188

1 **Search & Rescue:** Contact local agent and Indian Coast Guard

2 **Supplies:** Contact local agent

3 **Facilities:** Water bunkering and provision as per agent direction

4 **Repairs:** Not available

Communications

2.189

VHF Channel: 16

Nearest Airport: Tuticorin

Nearest Railway: Thiruchendur

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6960	EAST COAST Remove from list; deleted						
D7083-95	Port Raiatea. Sainte Marie. E Breakwater	20 53-51 S 55 32-26 E	Fl R 2-5s	11	3	White metal tower, red top	.. *
D7085-15	Sainte-Rose. Tenon	21 07-53 S 55 47-21 E	Q R	2	2	White round post, red top	.. *
D7090	MARINE NATURE RESERVE - Saint Leu. Jetty. Head	21 10-06 S 55 17-13 E	Fl G 4s	9	5	White post, green top 7	<i>fl 1</i> *
D7364-398	ABU ZABI Remove from list; deleted						
D7698-3	Bandar-e Bostaneh. N Breakwater	26 30-48 N 54 39-85 E	Fl G 5s	..	3	Green Δ on green pile	.. *
D7698-35	Bandar-e Bostaneh. S Breakwater	26 30-44 N 54 39-93 E	Fl R 5s	..	3	Red □ on red pile	.. *

8.1

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2024

(Last correction: Edition No. 01 dated 01 Jan 2025)

NIL

INP 31(2), 2024

(Last correction: INP 31(2), 2019, Edition No. 19 dated 01 Oct 2024)

NIL

INP 31(5), 2021

(Last correction: Edition No. 01 dated 01 Jan 2025)

NIL

INP 31(6), 2023

(Last correction: Edition No. 23 dated 01 Dec 2024)

PAGE 39, INDIA, above CUDDALORE

Insert new entry:

CHHARA

20°40'N 70°41'E

Pilots and Port

CONTACT DETAILS:

VHF 14

Port Authority

Chhara Port, Chhara Village, Kodinar Taluka, Gir-Somnath

District, Gujarat-362720

Email- ops.simar@shapoorji.com

mcr.simar@shapoorji.com

HOURS: H24

PROCEDURE:

(1) Notice of ETA:

The master of a vessel bound for Chhara Port should send his first arrival advice message as nearly as possible to seven days before his expected date of arrival, even if the vessel is in another port at the time. If the trip to Chhara Port is less than seven days, master should also send another arrival advice as soon as possible after leaving his loading/ discharging port. His next arrival advice should be sent 96 hours before the estimated time of arrival (ETA). The arrival advice should be transmitted and updated again at 72 hours, 48 hours, 24hours and 12 hours before the estimated time of arrival. An arrival advice message can and should be sent at any time when there is significant change in a previously estimated arrival time. These arrival advice messages should be sent to Chhara Port.

The first message should contain the following information:

- (a) Vessel's name and call sign
- (b) Estimated time of arrival (ETA) at Chhara Port
- (c) Arrival draft fore & aft
- (d) Type(s) and amount(s) of cargo on board.
- (e) Basic discharge or loading times for bulk discharge downtime, & estimated completion time
- (f) Cargo manifold size and type
- (g) Type of mooring equipment installed.
- (h) Expected discharge rate or loading rate if applicable.
- (j) Expected number of ballast hours upon completion
- (k) Type of Emergency Towing Equipment
- (l) Any special requirements which need early actions

(m) Name and phone number of qualified individual and alternate as listed on the vessel response plan.

(n) MARSEC Level at which the Vessel is operating.

(2) **Pilot boards** in position 20°42'30.05", N70°42'2.71"E.

Note:

It is suggested that ETA advice also be sent to vessel's local agents.

Vessel Traffic Service

Marine control room at Chhara port is manned by IALA certified radio operators round the clock 24 x 7 basis. There is no VTS service designated for Chhara Port. Radio operator is standby on VHF Ch-14/16. MCR must be contacted when about 4 hrs /25 NM from Chhara Port by all incoming vessels and should report arrival details and updated ETA to Chhara.

PAGE 86, INDIA, above V.O Chidambarnar Port Authority, Tuticorin

Insert new entry:

UDANGUDI

08°26'N 78°04'E

Port

CONTACT DETAILS:

VHF 10 & 16

Port Control

Udangudi Port Control/ Signal station

Port Authority

Tamil Nadu Power Generation Corporation Ltd (TNPGL), Government of Tamil Nadu undertaking, Udangudi Super Critical Thermal Power Project, Udangudi, Tuticorin.

Email id: ceudstps@tnebnet.org,

sem1udstps@tnebnet.org

Phone: +91 94990 55088 (Chief Engineer/ Civil)

+91 94990 50507 (Superintending Engineer/ Mechanical)

HOURS: H24

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@nic.in, inho-navy@nic.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 recognized 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.

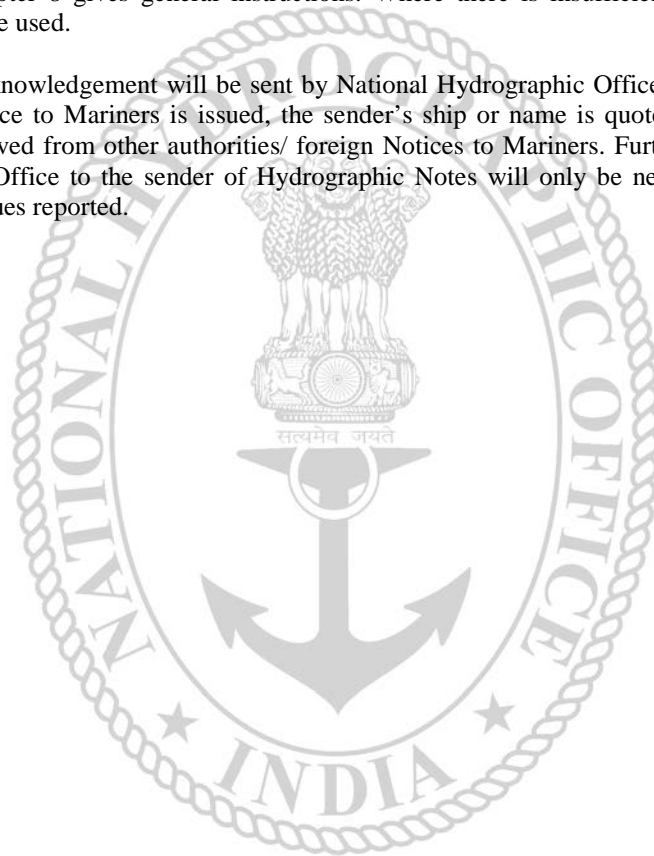
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

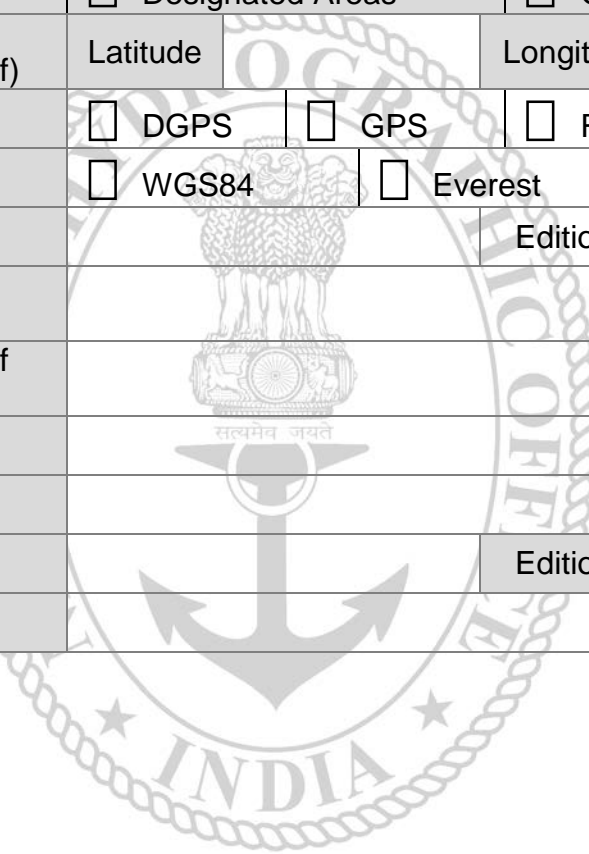
8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

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, ENC's 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.102-A (Revised 2024)											
Date			D	D	M	M	Y	Y	Y	Y	Ref. No.											
Name of the Ship, Port or Sender																						
Mailing Address			Office Name																			
			Flat/ Room No.																			
			Building																			
			Street																			
			Landmark/ Locality																			
			City																			
			State																			
			Country																			
ZIP/ Pin Code																						
Contact Details (with ISD country code)			Tel:	+																		
			Fax:	+																		
			Mobile:	+																		
Email id																						
<p>Explanatory Notes for filling up the IH.102-A (Revised 2024)</p> <ol style="list-style-type: none"> All positional details be referred to WGS 84 in Latitude and Longitude, example: DD° MM' SS".SS (N/S), DDD° MM' SS".SS (E/W). All time details to be in format him. Clearly state the Time Zone adopted for field observations/ recording of data. Examples:- 00:00, UTC, GMT or +05:30 (IST) or ±hh:mm (LMT/ National Time Zone). Where applicable relevant data files may be shared in .txt, .pdf, .csv, files in the prescribed format. The photographs being forwarded be duly annotated, highlighting the object/ features to be referred for charting purpose and disseminating information to mariner as part of Sailing Directions. All diagrams are to be prepared with relevant Chart/ ENC in background where available. Where relevant, the diagrams, pictorial representation being forwarded are to be prepared with latest geo referenced satellite image in the background, appending the details, highlighting the information with adequate annotations for ready reference as visual representation. 																						



HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)		IH.102-A (Revised 2024)	
1. NAME OF PORT			
Port Location (WGS 84)	Latitude	DD° MM' SS".SS (N/S)	
	Longitude	DDD° MM' SS".SS (E/W)	
2. GENERAL REMARKS			
(a) Principal activities and trade			
(b) Number of ships and tonnage handled per year			
(c) Copy of Port handbook (if available)			
3. ARRIVAL INFORMATION			
(a) Notice of ETA required	At least ____ hours, prior to ETA, followed by ____ hours; confirmation or amendment must be made not less than ____ hours prior to arrival)		
(b) Port Radio VHF channel	Vessels arriving must establish VHF contact to Harbour Control on VHF channel _____, _____ hours before vessel arrival to pilot boarding ground.		
4. ANCHORAGES			
(a) Type/ Purpose (Describe Category of anchorage: Unrestricted anchorage, deep water anchorage, tanker anchorage, or any other specific category and limits for each separately.			
(b) Recommended Anchorage Area Limits	Limit	Position in WGS 84	
		Lat (N/S)	Long (E/W)
	A	DD°MM'SS".SSS	DDD°MM'SS".SSS
	B	DD°MM'SS".SSS	DDD°MM'SS".SSS
	C	DD°MM'SS".SSS	DDD°MM'SS".SSS
	D	DD°MM'SS".SSS	DDD°MM'SS".SSS
	Positions of all nodes of the polygon with diagrammatic representation on background of relevant Chart/ ENC.		
(c) Minimum depth at anchorage in Meters and Decimeters (mm.mm) and Max LOA with draught allowed for anchoring	Minimum depth in anchorage area (m)	Max LOA allowed for anchoring (m)	Max Draught allowed for anchoring (m)
(d) A brief (if any) on Shelter afforded, Holding ground, recommended pilotage to the anchorage			
(e) Restrictions: anchoring prohibited, trawling prohibited, entry prohibited, discharging prohibited, and, or any other specific category Information, provide details for each separately	Limit	Position in WGS 84	
		Lat (N/S)	Long (E/W)
	A	DD°MM'SS".SSS	DDD°MM'SS".SSS
	B	DD°MM'SS".SSS	DDD°MM'SS".SSS
	C	DD°MM'SS".SSS	DDD°MM'SS".SSS
	D	DD°MM'SS".SSS	DDD°MM'SS".SSS
	Positions of all nodes of the polygon with diagrammatic representation on background of relevant Chart/ ENC.		

5. PILOTAGE						
(a) State the Authority, to whom the request for Pilotage to be addressed (email id, telephone and Fax number).						
(b) Provide brief on Category of Pilot Boarding place: boarding by pilot-cruising vessel, boarding by helicopter, pilot comes out from shore.						
(c) Provide Pilot Boarding position in WGS 84,	Position	Lat (N/S)		Long (E/W)		
	A	DD°MM'SS".SSS		DDD°MM'SS".SSS		
	B	DD°MM'SS".SSS		DDD°MM'SS".SSS		
(d) Provide details of Pilot Boat and attach photographs	Pilot Boat Name	Pilot Boat Colour and LOA		Pilot Boat VHF Channel		
(e) Regulations						
(f) List of Documents to be provided by ships/ mariners calling the port						
(g) Recommended pilotage to approach of Harbour.						
(h) Information on VTMS						
6. DIRECTIONS						
(a) Entry and Berthing Information						
(b) Height of Tides (m.mm) during Springs (if available)	MHWS/ MHHW			MLWS/ MLLW		
(c) Seasonal Tidal Stream Information (if available)	Flood Rate (maximum)			Direction (Azimuth)		
				DDD°		
	Ebb Rate (maximum)			Direction (Azimuth)		
			DDD°			
(d) Seasonal Wind Speed and Direction	Month	Wind Speed (Knots)	Direction/ Azimuth	Month	Wind Speed (Knots)	Direction/ Azimuth
	Jan		DDD°	Jul		DDD°
	Feb		DDD°	Aug		DDD°
7. POLLUTION CONTROL						
(a) Compliance with MARPOL regulations, give details						
(b) Local regulation in force (If Any)						
8. TUGS						
(a) Number available / Tug type (Provide photographs and details such as registration number, call signs as an attachment to this document).	<u>Ser.</u>	<u>Tug Name</u>	<u>Tug Type</u>	<u>Max HP / Bollard pull</u>	<u>VHF Channel</u>	
(b) State the Authority, to whom the request for Tugs is to be addressed to along with email id, telephone number and FAX number as applicable.						
(c) Availability timings						
9. BERTHING AND WHARVES						
(a) Type & Number of berths available. Provide diagrammatic representation on background of relevant Chart/ ENC/CAD diagram if available	<u>Ser.</u>	<u>Berth Name/ Number</u>	<u>Length (m)</u>	<u>Lay (Azimuth) (DDD°-DDD°)</u>	<u>Least Depth Alongside (mm.mm)</u>	<u>Facilities available</u>

(b) State the Authority, to whom the request for Berthing is to be addressed to including telephone number, email id, FAX number as applicable, prior notice required for berthing and procedure for requesting berth with hiring charges							
10. CARGO HANDLING							
(a) Containers							
(b) Lighters & Ro-Ro etc.							
11. CRANES							
*[Provide details of Category of Crane: container crane/gantry, Sheerlegs, travelling crane, A-frame Colour pattern: horizontal stripes, vertical stripes, diagonal stripes, Squared, stripes, border stripe for each separately]. Where applicable attach diagrammatic representation on relevant Chart/ ENC and also forward photographs with annotation.							
(a) Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	<u>Ser.</u>	<u>Crane Location on Berth/ Wharf</u>	<u>*Category of Crane</u>	<u>Max Lifting Capacity</u>	<u>Height of Boom at Berth/ wharf level</u>	<u>Outreach</u>	
(b) Provide Container handling facilities							
(c) State the Authority, to whom the request for Cranes is to be addressed to with contact information including email, Telephone and FAX numbers as applicable and Procedure							
12. BRIDGES							
*[Category of Bridge: fixed bridge, opening bridge, swing bridge, lifting bridge, bascule bridge, pontoon bridge, draw bridge, transporter bridge, foot bridge, viaduct, aqueduct, suspension bridge : Colour pattern: horizontal stripes, vertical stripes, diagonal stripes, Squared, stripes (direction unknown) . Vertical Clearance: from MHHW/MHWS							
Vertical clearance (Provide diagrammatic representation of Bridges on background of relevant Chart/ ENC, with Start and End of Positions of Bridges, duly annotated with names as an attachment)	<u>Ser.</u>	<u>Bridge Name</u>	<u>*Category of Bridge</u>	<u>Bridge Lay (Azimuth) (DDD°-DDD°)</u>	<u>Bridge Length (m)</u>	<u>Vertical Clearance (m)</u>	<u>Min and Max depths below Bridge</u>
13. REPAIR FACILITIES – describe facilities available with all relevant information							
(a) Hull machinery and underwater							
(b) Ship and Boat yards							
(c) Docking or Slipway facilities (Size/ Dimensions of vessels handled/ tonnage)							
(d) Hards and Ramps							
(e) Divers/ Diving assistance							
14. SERVICES							
(a) Radio / FAX / Telephone / Internet etc.							
(b) Medical							
(c) Quarantine							
(d) Consul							
(e) Ship chandlery and Stevedores							
(f) Compass adjustment							
(g) Tank cleaning							
(h) Hull painting							

(i) Nearest Police Station	Address	
	Telephone No.	
(j) Nearest Hospital	Address	
	Telephone No.	
	Details of Health Care and Lab Services	
(k) Ambulance	Telephone No.	
(l) Firefighting (Fixed and Mobile facilities) with telephone numbers		
(m) Nav. Warning and Weather bulletin		
(n) Garbage disposal / Waste oil disposal		
(o) Helicopter landing facilities. If available provide position details of Helipad with a diagrammatic representation on relevant Chart/ ENC		
15. RESCUE & DISTRESS		
Salvage, Lifeboat, Life guards, etc		
16. SUPPLIES		
(a) Fuel (Type, Quantities & Method of delivery)		
(b) Fresh water (Method of delivery and Rate of supply)		
(c) Provisions		
(d) Chart agents		
17. COMMUNICATIONS		
(a) Road, Rail and Air services available		
(b) Nearest airport or airfield		
(c) Port Radio and Information Service (Frequencies and Operating Hours)		
18. SECURITY		
(a) Security of ports / International Ship and Port Facility Security (ISPS) compliance		
(b) Custom and Immigration Regulations in force		
19. SMALL CRAFT FACILITIES		
(a) Information and facilities for small craft, yachts visiting the port		
(b) Yacht clubs, berths etc		
20. SHORT LEAVE		
21. CLUBS RECREATION		
(a) Information Kiosk (Location)		
(b) Foreign Exchange firms / Banks (within / near Port Area)		
(c) Places of interest near port		
22. VIEWS		
Annotated Photographs of the approaches, leading marks, the entrance to the harbour etc in soft copy if available.		
23. BATHYMETRY DATA (IF PROVIDED)		
(a) To be forwarded in 'XYZ/ASCII' format (#, *) with time stamp (&)	& - Time Stamp	hh:mm:ss
	# - Position WGS 84 Latitude, Longitude	DD°MM'SS".SSS N, DDD°MM'SS".SSS E
	* - Depth (Metres and decimeters)	mm.mm

&, #, *	Example of data string (hh:mm:ss, DD° MM' SS".SSS N, DDD° MM' SS".SSS E, mm.m)			
	Digital data file to be forwarded separately.			
(b) Time zone	+(hh:mm)			
(c) Sounding Accuracy (\pm m.mm) achieved if ascertained				
(d) Latest survey data being forwarded to include the following				
(i) Limits of surveyed area	Limit Point	Position in WGS 84		
		Lat (N/S)	Long (E/W)	
	A	DD°MM'SS".SSS	DDD°MM'SS".SSS	
	B	DD°MM'SS".SSS	DDD°MM'SS".SSS	
	C	DD°MM'SS".SSS	DDD°MM'SS".SSS	
D	DD°MM'SS".SSS	DDD°MM'SS".SSS		
Positions of all nodes of the surveyed area polygon. A diagrammatic representation with relevant Chart/ ENC/ Satellite image to be forwarded along with survey data				
(ii) Scale of survey (Resolution)				
(iii) Details of positioning equipment and update rate of positioning data (DGPS/ RTK), min and max positional outages (\pm m.mmm) observed during survey and provide a scatter plot)	Positioning System (GPS/ DGPS/ RTK)	Make/ Model of equipment	Position update rate	Maximum Outages in time/ distance if any
(iv) Details of sounding equipment (Multibeam/ Singlebeam) Frequency used for sounding	Make Model of Echosounder	Frequency Used (hz)	Depth update rate	Any filters/ gates applied
(v) Details of certified Hydrographic Surveyors employed	Ser.	Name	Designation	Hydrographic Certification
(vi) Provide diagrammatic representation with relevant Chart/ ENC/ CAD diagram if available in background with positional details earmarking the following:-				
(aa) Limits of Turning Circles	Position of Centre of Circle		Radius of Circle in metres	
	DD°MM'SS".SSS N/S, DDD°MM'SS".SSS E/W			
(ab) Dimensions, length and direction of approach Channels	Channel	Azimuth/ Lay	Width of the Channel (m)	Length (Nm)
	A	DDD°- DDD°		
	B	DDD°- DDD°		
	C	DDD°- DDD°		
(ac) Designation of channels, Channel 'A' and 'B' (Primary/ alternate or multiple)				
(ad) Dredged area with depths achieved in the designated Channels	Channel	Dredged Depth/ Minimum Depth Maintained at all times (mm.mm)	Limits of Channel Positions in WGS 84	Dredged Date
	A		From	DD-MMM-YYYY

		DD° MM' SS".SSS N/S, DDD° MM' SS".SSS E/W To DD° MM' SS".SSS N/S, DDD° MM' SS".SSS E/W	
	B	From DD° MM' SS".SSS N/S, DDD° MM' SS".SSS E/W To DD° MM' SS".SSS N/S, DDD° MM' SS".SSS E/W	DD-MMM-YYYY
(ae) Self explaining annotations and legend as applicable	Diagrammatic representation of layout on relevant Chart/ ENC/ satellite/CADE image background if available		
24. HORIZONTAL CONTROL			
Geodetic Control Stations established by Survey of India in Port Premises.	Details of Horizontal Control - Reference Station		
	(a) Name of ITRF/ GCP/ Reference Station with Authority letter if available		
	(b) Description of the Reference Station along with photograph if available		
	(c) Position in WGS 84 datum if available	Latitude	DD° MM' SS".SSS (N/S)
		Longitude	DDD° MM' SS".SSS (E/W)
Ellipsoidal Ht		mm.mmm (metres)	
25. VERTICAL CONTROL			
Benchmark/ Local Bench Mark established by Survey of India in Port Premises	Details Required		Data, Description and Remarks
	(a) Name and description of Benchmark along with authority		
	(b) Photographs in soft copy if available		
	(e) Position in WGS 84 Datum		
	Latitude		DD° MM' SS".SSS (N/S)
	Longitude		DDD° MM' SS".SSS (E/W)
	Ellipsoidal Ht		mm.mmm (metres)
(d) Height of Bench Mark above Sounding/ Chart Datum mm.mmm (value in meters)			
26. TIDE GAUGE			
Pertains to tide gauge employed for tide observation. The details to be included area as follows:-	Details of Tide Gauge		
	Details Required		Data, Description and Remarks
	(a) Type of Tide gauge used for observations		
	(i) Manual Tide Gauge Type(Flat/ Round Tide Pole)/ATG		
	(ii) Position of Tide Gauge		Latitude DD° MM' SS".SSS (N/S)
			Longitude DDD° MM' SS".SSS (E/W)
	(iii) Resolution of Tide Gauge		
	(iv) Level of Zero of Tide gauge with respect to Benchmark		
	(v) Level of Zero of Tide gauge with respect to Sounding/ Chart Datum		
	(b) Calibration details of ATG provide by OEM (Provide a copy as attachment)		Calibration Date
			Valid up to
	(c)Details offset/ reduction values if any.		
	(d) State whether tide observations carried out round the clock or for duration of survey		

(e) State the tide observations interval (Example 1min, 5 min, 10 min, 15 min etc).	___ Minutes
(f) State whether the observed tides were compared with predicted tides if any. If yes please provide relevant comparison with tables of difference and tide graphs	
(g) State whether the time used is Local Mean Time/ UTC	IST/ UTC (Time Zone \pm him)
(h) State whether, the clocks of ATG/ manual tide observation team and survey systems were regularly synchronised	Yes / No
(i) State whether regular periodic check leveling was undertaken to rule out shift in tide gauge (ATG/ manual) and change in zero of tide gauge level with respect to Chart Datum/ Benchmark.	
(j) Attach a diagram representing relation between the Chart Datum, Local Bench Mark and Zero of Tide Gauge or Reference level of ATG as applicable.	

27. TIDE OBSERVATION BE FORWARDED IN FORMAT

Tide observed data is to be forwarded in the format given. The details to be included area as follows:-

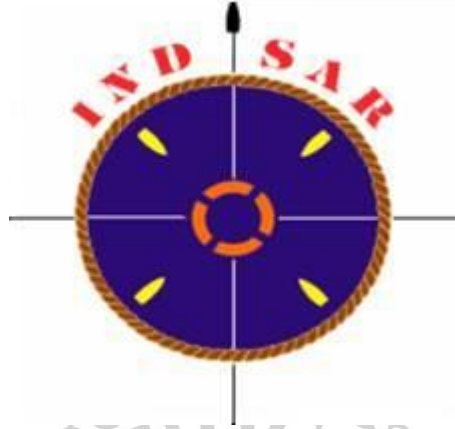
Observed Tide					
<u>Date</u> DD-MMM- YYYY	<u>Time</u> (IST/UTC) HH:MM: SS	<u>Height of Tide (HoT_{Obs}) m</u> Observed on gauge (m.mm m metres)	<u>Reduction applied with respect to value of Zero of tide gauge above / below Chart Datum.</u> + if above Chart Datum - if below Chart Datum (m.mmm metres)	<u>Corrected/ Reduced Tide with respect to Chart Datum HoT</u> <u>Reduced</u> (m. mm metres)	<u>Smoothed and Reduced tide used for correcting observed soundings</u> <u>HoT</u> <u>Applied</u> (m.mmm metres)
DD-MMM- YYYY	HH ₁ :MM ₁ :SS ₁	m.mm m ₁	m.mmm _r	m.m mm _c 1	m.mmm actual1
DD-MMM- YYYY	HH ₂ :MM ₂ :SS ₂	m.mm m ₂	m.mmm _r	m.m mm _c 2	m.mmm actual2
DD-MMM- YYYY	HH ₂ :MM ₂ :SS ₂	m.mm m ₂	m.mmm _r	m.m mm _c 3	m.mmm actual3
DD-MMM- YYYY	HH _n :MM _n :SS _n	m.mm m _n	m.mmm _r	m.m mm _c n	m.mmm actualn

28. PORT LIMITS				
Pertains to Port Limit authorized vide Govt. of India gazette. (Copy of gazette to be enclosed), as follow	Port Limits (WGS-84)			
	Ser.	Latitude(N/S)	Longitude (E/W)	Remarks (Brief Description if any)
	(a)	DD°MM' SS".SSS	DDD°MM' SS".SSS	Start point on shore line (landward)
	(b)	DD°MM' SS".SSS	DDD°MM' SS".SSS	Seaward point
	(c)	DD°MM' SS".SSS	DDD°MM' SS".SSS	Seaward point
(d)	DD°MM' SS".SSS	DDD°MM' SS".SSS	End□ point on shore line (landward)	
29. DETAILS OF DUMPING GROUND				
(a) Name of the dumping ground with details regarding *category of Dumping ground: chemical waste dumping ground, nuclear waste dumping ground, explosives dumping ground, spoil ground, vessel dumping ground. Details for each dumping ground be provided separately	Name of Dumping Ground		*Category of Dumping Ground	
(b) Area and limits of the dumping ground	Limits and Area of Dumping Ground			
	Ser.	Latitude (N/S)	Longitude (E/W)	Remarks (Brief Description if any)
	(a)	DD°MM'SS".SSS	DDD°MM'SS".SSS	
	(b)	DD°MM'SS".SSS	DDD°MM'SS".SSS	
	(c)	DD°MM'SS".SSS	DDD°MM'SS".SSS	
(d)	DD°MM'SS".SSS	DDD°MM'SS".SSS		
(c) Least known depth	Least Depth Observed date			
	Specify the means by which least depth was ascertained (Example singlebeam sounding, multibeam survey, wire drag etc)			
	Confirm whether the Least depth observed is corrected for tide and referred to chart datum			
	List Restrictions in dumping ground: anchoring prohibited, trawling prohibited, entry prohibited, discharging prohibited, and, or any other specific category.			
30. DETAILS OF FOUL AREA				
(a) Nomenclature of the foul area with *Category of Obstruction: snag/stump, diffuser, Crib, fish haven, foul area, foul ground, ice boom, ground tackle, boom	Nomenclature of Foul Area		*Category of Foul Area	
(b) Area and limits of the foul area. Provide details of each foul ground/ area separately.	Limits and Area of Foul Area			
	Ser.	Latitude (N/S)	Longitude (E/W)	Remarks (Brief Description if any with debris and seabed sample)
	(a)	DD°MM'SS".SSS	DDD°MM'SS".SSS	
	(b)	DD°MM'SS".SSS	DDD°MM'SS".SSS	
	(c)	DD°MM'SS".SSS	DDD°MM'SS".SSS	
(d)	DD°MM'SS".SSS	DDD°MM'SS".SSS		
(c) Least known depth	Least Depth Observed date and Time			
	Specify the means by which least depth was ascertained (Example singlebeam sounding, multibeam survey, wire drag etc)			

	Confirm whether the Least depth observed is corrected for tide and referred to chart datum		
31. DETAILS OF DRY DOCK AREA			
To include the following:-			
(a) Nomenclature of the Dry Dock. *Category of Dock area: tidal, non-tidal (wet dock)	Nomenclature of the Dry Dock	Category of Dock area	
(b) Area and limits of the Dry Dock. Provide details of each dock separately.	Dry Dock Limits		
	Ser.	Latitude (N/S)	
		Longitude (E/W)	
		Remarks (Brief Description if any)	
	(a)	DD°MM'SS".SSS	
	(b)	DDD°MM'SS".SSS	
	(c)	DD°MM'SS".SSS	
	(d)	DDD°MM'SS".SSS	
(c) Details of the Dry Dock Gate			
(d) Depth at the entry gate			
(e) Any other significant information			
32. RELEVANT DRAWINGS OF THE PORT AREA/ DRY DOCKS ETC.			
33. AIDS TO NAVIGATION			
<p>(a) Detail of buoys *Cardinal, Installation, isolated danger, lateral, safe water special purpose.</p> <p>§Conical/nun/ogival, can/cylindrical, Spherical, Pillar, spar/spindle, Barrel, super-buoy, ice buoy.</p> <p>%Can, Cone, sphere etc</p>	Buoys		
	Details Required		Data, Description and Remarks
	(a) Name of Buoy		
	(b) *Category of buoy		
	(c) Number		
	(d) Colour		
	(e) Position of buoy in WGS 84		
	Latitude	DD° MM' SS".SSS (N/S)	
	Longitude	DDD° MM' SS".SSS (E/W)	
	(f) Purpose of buoy (Example IALA buoy fairway, safe water mark)		
	(g) §Type of Structure		
	(h) %Top Mark		
	(i) Identification by day Shape and colour		
(j) Identification by night (Characteristics of the light and Colour of light)			
(k) <u>Photography</u> . Attach two photographs with the Buoy in centre focus and other with relevant prominent features			
Details of transit marks/ beacons			
(b) Fwd transit mark position	DD°MM' SS".SSS N/S, DDD°MM'SS".SSS E/W		
(c) Fwd transit Name, Number			
(d) Fwd transit mark structure			
(e) Fwd transit mark shape			
(f) Fwd transit mark colour			
(g) Fwd transit mark top mark shape for day			
(h) Fwd transit mark top mark and colour for day identification			
(i) Fwd transit mark top mark light colour and characteristics for night identification			
(j) Aft transit mark position	DD°MM' SS".SSS N/S, DDD°MM'SS".SSS E/W		

(k) Aft transit Name, Number		
(l) Aft transit mark structure		
(m) Aft transit mark shape		
(n) Aft transit mark colour		
(o) Aft transit mark top mark shape for day		
(p) Aft transit mark top mark and colour for day identification		
(q) Aft transit mark top mark light colour and characteristics for night identification		
(r) Line of bearing of Transit Azimuth	DDD°MM'SS".SSS	
(s) Shape of Beacon		
(t) Colour of Beacon		
(u) Port signal mast position		
(v) Fixing marks (Jetty light, structures, building, conspicuous object)		
34. DRONE IMAGERY OF THE PORT AREA IF AVAILABLE		
SIGNATURE OF THE OBSERVER / REPORTER / MASTER With Contact details including email id, Fax and Telephone number as applicable.	Sign	
	Name	
	Designation	
	Telephone No.	
	FAX No.	
	Email id	
	Address	





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