



INDIAN NOTICES TO MARINERS FOR 2009

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

EDITION No. 05 DATED 01 MAR 2009

(CONTAINS NOTICES 111 TO 122)

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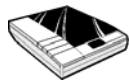
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Mariner's Obligation and A Chart Maker's Plea. Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the above mentioned address/fax number/ E mail ID immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and short comings in Indian charts/publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section IX with N to M editions 1, 7, 13 and 19.

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
Post Box No. 75
Dehradun 248 001
India**

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For the Indian Ocean Area
INSIST ON INDIAN CHARTS AND
PUBLICATIONS
(Original, Authentic and Most Up-to-date)

EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts affected by the notices contained in this edition. Where as 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 INT 1 (5020).
- (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 IX.

Temporary and Preliminary Notices. These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. SI 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. These corrections are not inserted on charts before they are issued to the users. 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 can not 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.

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 most 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 a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Where ever 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 & 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.

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE**(a) NEW INDIAN CHART**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2501	31-01-2009	NORTH MALE ATOLL AND APPROACHES <u>Limits</u> 04° 17'.50N; 73° 20'.00E. 04° 35'.00N; 73° 46'.50E.	50 000	4	Rs. 1360.00
2505	15-02-2009	APPROACHES TO MATHURIN HARBOUR <u>Limits</u> 19° 43'.00S; 63° 21'.25E. 19° 29'.70S; 63° 30'.50E.	25 000	7	Rs. 1360.00

(b) NEW EDITION INDIAN CHARTS

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
358 (INT 7394)	15-02-2009	APPROACHES TO PALK BAY <u>Limits</u> 08° 50'.00N; 78° 53'.00E. 10° 36'.00N; 81° 39'.00E.	300 000	4	Rs. 1360.00

(c) INDIAN CHARTS PERMANENTLY WITHDRAWN:

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
358 (INT 7394)	31-12-2003	APPROACHES TO PALK BAY	358 (INT 7394)(NE)	15-02-2009

(d) FORTHCOMING CHARTS

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
3035	GANGAVARAM PORT	15 000	New Chart
354 (INT 7408)	SACRAMENTO SHOAL TO KALINGAPATNAM	300 000	New Edition

(e) **NEW INDIAN ELECTRONIC NAVIGATIONAL CHART**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
NIL				

(f) **NEW EDITION ELECTRONIC NAVIGATIONAL CHART**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN53004M	3004	CHENNAI HARBOUR	30-06-2008

(g) **ENCs PERMANENTLY WITHDRAWN**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN53004M	3004	MADRAS(CHENNAI) HARBOUR	15-09-2000

AVAILABILITY OF ENCs:

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP) and UKHO. UKHO distributes Indian ENCs through the world wide net work of their agents and distributors. Details of UKHO agents / distributors may be obtained from UKHO web site www.ukho.gov.uk 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:

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Website: www.hydrobharat.nic.in	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in	United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk
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SECTION – I**List of charts affected by****The Notices 111 to 122 contained in this Edition**

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	117,118
204	2	111
252 (INT 7325)	2	111
289	1	117, 118
357(INT 7397)	5	121(T)
405	6	115
473(INT 7031)	6	115
2011	3	120(T)
2100	2	112
3010	5	122(T)
3019	7	114
3025	5	121(T)
3029	5	121(T)
3033	5	113
4030	6	115
8004	1	118
8010	1	116

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***111/(05/09) INDIA – WEST COAST – Dwarka to Navibandar - Light**

Indian List of Lights Vol F & K- 2003; F:- 0398

Source: Hydrographic Note INS Sutlej

(HJ/1131/10)

Chart 252(INT 7325) [previous update 599/08]

Amend light to, Fl(3)10s55m18M 21° 56′.50N., 69° 13′.90E.

Chart 204 [previous update 599/08]

Amend light to, Fl(3)10s55m18M 21° 56′.50N., 69° 13′.90E.

***112/(05/09) INDIA – WEST COAST – Approaches to Port Pipavav – Port Pipavav- Buoys.**

Source: Port Pipavav

(HJ/1130/08)

Chart 2100 [previous update 502/08]

Insert



20° 53′.20N., 71° 29′.90E.



20° 53′.80N., 71° 30′.15E.

Chart 2100(Plan Port Pipavav) [previous update 502/08]

Insert



Iso.3s

20° 53′.20N., 71° 29′.90E.



*Fl(3).G.8s
No1*

20° 53′.80N., 71° 30′.15E.

***113/(05/09) INDIA – EAST COAST – Chemplast Sanmar Karaikal- Lights.**

Indian List of Lights Vol F & K- 2003; F:- 0915, 0915.1

Source: Karaikal Port

(HJ/1130/10)

Chart 3033 [previous update 064/08]

Insert



Fl.R.4s.3M

10° 50′.85N., 79° 51′.80E.



Fl.G.4s.3M

10° 50′.94N., 79° 51′.83E.

***114/(05/09) MYANMAR – Sittwe (Akyab) Harbour – Buoys.**

Source: Hydrographic Note OSV Toisa Leopard

*(HJ/1128/07)***Chart 3019** [*previous update 272/08*]

Insert



20° 06′·68N., 92° 55′·26E.

20° 07′·71N., 92° 54′·54E.

***115/(05/09) INDIA - ANDAMAN SEA – Manner Strait and Duncan Passage – Light.**

Indian List of lights Vol. F & K, 2003.F.1211

Source: DLL Port Blair

*(HJ/1028/17)***Chart 473 (INT 7031)** [*previous update 561/08*]

Substitute ★ Fl(3)15s10M for ☉ (disused) Lt ho tower (10) 11° 20′·70N., 92° 36′·70E.

Chart 405 [*previous update 561/08*]

Substitute ★ Fl(3)15s10M for ☉ (disused) Lt ho tower (10) 11° 20′·70N., 92° 36′·70E.

Chart 4030 [*previous update 363/08*]

Substitute ★ Fl(3)15s10m 10M for ☉ (disused) Lt ho tower (10) 11° 20′·70N., 92° 36′·70E.

116/(05/09) DJIBOUTI - Golfe de Tadjoura -Daba Libâh North-eastwards - Depths.

Source: BA Notice 661/09

*(HJ/1033/17)***Chart 8010** [*previous update 045/09*] WGS84 DATUM

Insert depth 181 (a) 11° 38′·38N., 42° 54′·02E.

depth 312 11° 37′·88N., 42° 56′·82E.





depth 335 11° 41′·78N., 42° 56′·12E.

Delete depth 260, close SE of: (a) above

117/(05/09) IRAN - Shah Allum Shoal - Light. Landmark. Buoy.

Indian List of Lights Vol D & E 2003: D- 7683



Source: BA Notice 617/09

*(HJ/1132/67)***Chart 20** [*previous update 627/08*] COMPATIBLE WITH WGS84 DATUMSubstitute  Fl(2)6s18M for  Tower dest (a) 26° 25'·4N., 52° 29'·9E.Delete  Fl(2), close E of: (a) above**Chart 289** [*previous update 103/09*] COMPATIBLE WITH WGS84 DATUMSubstitute  Fl(2)6s18M for  Tower dest (a) 26° 25'·4N., 52° 29'·9E.Delete  Fl(2), close E of: (a) above**118/(05/09) IRAN - Strait of Hormuz - Jazireh-ye-Larak - Lights. Radar beacon.**

Indian List of Lights Vol D & E 2003: D- 7337, 7337.5

ILRS Vol 2 2007: 78510

Source: BA Notice 628/09

*(HJ/1132/67)***Chart 20** [*previous update 117/09*] COMPATIBLE WITH WGS84 DATUMInsert  Fl(2)18M 26° 53'·2N., 56° 21'·2E.Delete  Fl(2)9M and associated radar beacon, Racon (O) 26° 51'·7N., 56° 21'·6E.**Chart 289** [*previous update 117/09*] COMPATIBLE WITH WGS84 DATUMDelete  Fl(2)12s9M and associated radar beacon, Racon (O) 26° 51'·7N., 56° 21'·6E.**Chart 8004** [*previous update 103/09*] COMPATIBLE WITH WGS84 DATUMDelete  Fl(2)12s9M and associated radar beacon, Racon (O) 26° 51'·7N., 56° 21'·6E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***119(T)/(05/09) INDIA – WEST COAST – Gulf of Kachchh – Deep water route – Buoys.**

Source: DLL Jamnagar

(HJ/1131/20)

1. Channel Marking Buoy, Chanderi, Sonar and Dhani re-laid.
2. **Cancel former INM 096(T)/09 and 104(T)/09.**

***120(T)/(05/09) INDIA – WEST COAST – Jaigarh Harbour – Works.**

Source: Maharashtra Maritime Board

(HJ/1030/76)

1. Dredging activities towards the development of Greenfield Port are in progress at Dhamankhol Bay, Jaigarh Port, bounded by:
 - (a) 17° 18′.15N, 73° 12′.88E(Shore)
 - (b) 17° 18′.20N, 73° 12′.90E
 - (c) 17° 18′.60N, 73° 12′.50E
 - (d) 17° 19′.40N, 73° 09′.90E
 - (e) 17° 19′.10N, 73° 09′.80E
 - (f) 17° 18′.60N, 73° 11′.40E
 - (g) 17° 18′.25N, 73° 11′.58E(Shore)
2. Mariners to exercise Caution.

Chart affected – 2011.

***121(T) (05/09) INDIA – EAST COAST – Approaches to Tirukkadaiyur Port – Tirukkadaiyur Port – Pipe laying.**

Source: NAVAREA VIII Warning 093/09

(HJ/1030/10)

1. Pipe laying operation is in progress by DLB Sea Horizon till 30 Apr 2009 in area bounded by

(a) 11° 05′.00N,	79° 55′.00E	(b) 11° 05′.00N,	79° 57′.00E
(c) 11° 32′.00N,	79° 57′.00E	(d) 11° 32′.00N,	79° 55′.00E
2. Vessel would be displaying towing light
3. All vessels operating in area to exercise caution and keep clear of 05 NM.
4. **Cancel this message on 01 May 2009.**

Charts affected – 357(INT 7397)- 3025 - 3029

***122(T) (05/09) INDIA – EAST COAST – Approaches to Paradip – Paradip Port – Dumping Ground.**

Source: Paradip Port

(HJ/1129/03)

1. The area bounded by following coordinates is notified as dumping ground for disposal of dredge material.

(a) 20° 16′.65N, 86° 48′.57E (b) 20° 18′.30N, 86° 45′.67E

(c) 20° 16′.65N, 86° 44′.67E (d) 20° 15′.05N, 86° 47′.57E

2. All Vessels are hereby cautioned to keep well clear of the area.

Chart affected – 3010.

SECTION – IV: MARINE INFORMATION

MUMBAI NAVTEX COAST STATION

MSI Promulgation by Mumbai NAVTEX Coast Station position 19° 05'.00 N, 072° 50'.00 E is closed for maintenance.

(Source - NAVAREA VIII Warning 305/08)

Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:-

<p>*JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>*JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>	<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>	
<p>* Indicates C Map Norway AS has changed name to Jeppesen Marine Norway AS. Indicates C Map India has changed name to Jeppesen India.</p>		

TSUNAMI NOTICE

Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 27 Feb 09, covering the entire world are listed below against the respective NAVAREA.

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
I	N.E. Atlantic	037	2007 Series: 019 050 247 293. 2008 Series: 200 341 377 387 391. 2009 Series: 009 019 033 034 037.
II	E. Atlantic	040	2009 Series: 007 016 017 021 030 031 033 036 039 040.
III	Mediterranean	087	2008 Series: 412 512. 2009 Series: 019 031 034 035 040 041 042 043 049 051 052 053 055 057 067 068 069 071 080 083 084 085 086 087.
IV	N.W. Atlantic	060	2009 Series: Nil
V	W. Atlantic	398	2007 Series: 1078. 2009 Series: Nil.
VI	S.W. Atlantic	081	2009 Series: Nil.
VII	S.E. Atlantic	051	2009 Series: 021 022 025 028 035 039 040 045 048 049 050 051.
VIII	Indian Ocean	109	2009 Series - 012 039 060 061 065 066 067 078 080 084 086 088 089 091 093 094 095 096 097 099 101 102 103 104 105 106 107 108 109

- NAVAREA Warnings issued during the period from 13 Feb 09 to 27 Feb 09 (both dates inclusive) are as tabulated below:-

<p>084. India West Coast- Arabian Sea. Charts 21 22 253 293 INT 705. Seismic Survey in progress by Pacific Explorer till 28 Feb 2009 in area bounded by:</p> <p>(a) 19-17.00N 070-49.00E (b) 19-24.00N 071-06.00E (c) 19-02.00N 071-33.00E (d) 18-55.00N 071-16.00E</p> <p>2. Vessel travelling in South Easterly and North Westerly at heading of 129 and 309 degree. The vessel is towing underwater equipment extending 06 NM behind the vessel. The cable is below the surface at 07 metre depth and the trailing end is attached to yellow buoy with radar reflector and white flashing light.</p> <p>3. All vessels operating in the area are requested to exercise caution and give wide berth at least 06 NM all around the vessel.</p> <p>4. Cancel this message on 01 Mar 2009.</p>
085. Cancelled.
<p>086. India West Coast – Off Daman. Charts 21 209 210 254 292 INT 706. Gas leak from under sea pipeline approximate position 20-26.06N., 072-40.60E.</p> <p>2 Mariners to exercise caution.</p>
087. Cancelled.

<p>088. India West Coast- Okha Harbour. Charts 21 202 271 291 2031 INT 705. Hydrographic survey will be carried out by Hydrographic Vessel from 18 Feb to 07 Mar 2009 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>22-23.50N</td> <td>068-48.00E</td> <td>(b)</td> <td>22-37.50N</td> <td>068-48.00E</td> </tr> <tr> <td>(c)</td> <td>22-37.50N</td> <td>069-10.50E</td> <td>(d)</td> <td>22-23.50N</td> <td>069-10.50E</td> </tr> </table> <p>2. Extensive side scanning operation will be undertaken within the deep water channel and other selected areas using ship/boat. the side scan sonar will be towed 100 metre astern of the surveying platform.</p> <p>3. All vessels operating in vicinity are requested to maintain a safe distance from ship/boat and exercise caution.</p> <p>4. Cancel this message on 08 Mar 2009.</p>	(a)	22-23.50N	068-48.00E	(b)	22-37.50N	068-48.00E	(c)	22-37.50N	069-10.50E	(d)	22-23.50N	069-10.50E
(a)	22-23.50N	068-48.00E	(b)	22-37.50N	068-48.00E							
(c)	22-37.50N	069-10.50E	(d)	22-23.50N	069-10.50E							
<p>089. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 24 Feb and 27 Feb 2009 respectively. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>09-58.08N</td> <td>076-13.94E</td> <td>(b)</td> <td>09-58.08N</td> <td>075-59.94E</td> </tr> <tr> <td>(c)</td> <td>09-43.08N</td> <td>075-59.94E</td> <td>(d)</td> <td>09-44.08N</td> <td>076-17.94E</td> </tr> </table> <p>2. Safe flying height 10000 metres.</p> <p>3. Cancel this message on 28 Mar 2009.</p>	(a)	09-58.08N	076-13.94E	(b)	09-58.08N	075-59.94E	(c)	09-43.08N	075-59.94E	(d)	09-44.08N	076-17.94E
(a)	09-58.08N	076-13.94E	(b)	09-58.08N	075-59.94E							
(c)	09-43.08N	075-59.94E	(d)	09-44.08N	076-17.94E							
<p>090. Cancelled.</p>												
<p>091. India East Coast – Off Vishakhapatnam. Charts 31 33 352 353 INT 706. Seismic survey in progress by GGS Atlantic till 20 Mar 2009 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>19-00.0N</td> <td>086-30.0E</td> <td>(b)</td> <td>17-30.0N</td> <td>086-30.0E</td> </tr> <tr> <td>(c)</td> <td>19-00.0N</td> <td>089-00.0E</td> <td>(d)</td> <td>17-30.0N</td> <td>089-00.0E</td> </tr> </table> <p>2. Vessel is towing a single streamer of 5.4 NM lengths with white flashing light.</p> <p>3. All vessels operating in vicinity are to keep a safe distance of 6.5 NM and exercise caution.</p> <p>4. Cancel this message on 21 Mar 2009.</p>	(a)	19-00.0N	086-30.0E	(b)	17-30.0N	086-30.0E	(c)	19-00.0N	089-00.0E	(d)	17-30.0N	089-00.0E
(a)	19-00.0N	086-30.0E	(b)	17-30.0N	086-30.0E							
(c)	19-00.0N	089-00.0E	(d)	17-30.0N	089-00.0E							
<p>092. Cancelled.</p>												
<p>093. India East Coast – Bay of Bengal. Charts 32 357 3025 3029 INT 706. Pipe Laying operation in progress by DLB Sea Horizon till 30 Apr 2009 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>11-05.00N</td> <td>079-55.00E</td> <td>(b)</td> <td>11-05.00N</td> <td>079-57.00E</td> </tr> <tr> <td>(c)</td> <td>11-32.00N</td> <td>079-55.00E</td> <td>(d)</td> <td>11-32.00N</td> <td>079-57.00E</td> </tr> </table> <p>2. Vessel would be displaying towing light.</p> <p>3. All vessels operating in area are to requested to exercise caution and give wide berth at least 05 NM all around the vessel.</p> <p>4. Cancel this message on 01 May 2009.</p>	(a)	11-05.00N	079-55.00E	(b)	11-05.00N	079-57.00E	(c)	11-32.00N	079-55.00E	(d)	11-32.00N	079-57.00E
(a)	11-05.00N	079-55.00E	(b)	11-05.00N	079-57.00E							
(c)	11-32.00N	079-55.00E	(d)	11-32.00N	079-57.00E							
<p>094. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery 13-07.17N., 080-18.70E between 0530 UTC to 0730 UTC on 27 Feb 2009.</p> <p>2. Danger Zone Sector of radius 11 NM from gun position between 045 degree and 075 degree.</p> <p>3. Safe flying height 12800 meters.</p> <p>4. Cancel this message on 28 Feb 2009.</p>												
<p>095. Refer NAVAREA VIII message 067 of 2009. India East Coast- Bay of Bengal. Charts 31 32 INT 706. Rig Actinia moved to new position 15-22.32 N., 080-42.15E.</p> <p>2. Wide berth requested.</p>												
<p>096. Refer NAVAREA VIII message 067 of 2009. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Rig Aban II moved to new position 16-15.86N., 081-44.05 E.</p> <p>2. Wide berth requested.</p>												
<p>097. Refer NAVAREA VIII Message 067 of 2009. Cancel NAVAREA VIII Message 079 of 2009. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Drill Ship Deepwater Frontier moved to new position 16-30.08 N., 082-37.00 E</p> <p>2. Wide berth requested.</p>												
<p>098. Cancelled.</p>												
<p>099. Bay of Bengal Chittagong Port. Charts 31 361 3021 INT 706. MV Bengal Bridge sunk in position 22-18.16 N., 091-43.35 E.</p> <p>2. The position is marked with a light buoy showing Gp.Fl.2 white every 5 sec.</p> <p>3. Mariners to exercise caution.</p>												
<p>100. Cancelled.</p>												

<p>101. Lakshadweep Sea – Off Androth Island. Charts 22 268 273 INT 705. MSV Muhiddin Bagddadi (Dhow) Sunk in position 11-04.37N., 074-03.00E with provisions and construction items.</p> <p>2. Mariners to exercise caution.</p>																		
<p>102. Cancelled.</p>																		
<p>103. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 03 Mar 06 Mar 10 Mar and 17 Mar 2009 respectively. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>09-58.08N</td> <td>076-13.94E</td> <td>(b)</td> <td>09-58.08N</td> <td>075-59.94E</td> </tr> <tr> <td>(c)</td> <td>09-43.08N</td> <td>075-59.94E</td> <td>(d)</td> <td>09-44.08N</td> <td>076-17.94E</td> </tr> </table> <p>2. Safe flying height 10000 metres</p> <p>3. Cancel this message on 18 Mar 2009.</p>	(a)	09-58.08N	076-13.94E	(b)	09-58.08N	075-59.94E	(c)	09-43.08N	075-59.94E	(d)	09-44.08N	076-17.94E						
(a)	09-58.08N	076-13.94E	(b)	09-58.08N	075-59.94E													
(c)	09-43.08N	075-59.94E	(d)	09-44.08N	076-17.94E													
<p>104. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 Mar to 07 Mar 2009. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>15-13.0N</td> <td>073-57.0E</td> <td>(b)</td> <td>15-13.0N</td> <td>073-52.0E</td> </tr> <tr> <td>(c)</td> <td>15-11.0N</td> <td>073-57.0E</td> <td>(d)</td> <td>15-11.0N</td> <td>073-52.0E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 08 Mar 2009.</p>	(a)	15-13.0N	073-57.0E	(b)	15-13.0N	073-52.0E	(c)	15-11.0N	073-57.0E	(d)	15-11.0N	073-52.0E						
(a)	15-13.0N	073-57.0E	(b)	15-13.0N	073-52.0E													
(c)	15-11.0N	073-57.0E	(d)	15-11.0N	073-52.0E													
<p>105. Refer NAVAREA VIII message 067 of 2009. India East Coast- Bay of Bengal. Charts 31 32 355 INT 706. Drill Ship Discoverer-534 moved to new position 16-31.70N., 082-31.80E.</p> <p>2. Wide berth requested.</p>																		
<p>106. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing practice by Naval Ships on Pigeon Island between 0230 UTC to 0630 UTC from 01 Mar to 07 Mar 2009. Danger area 10 NM around Pigeon Island.</p> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 08 Mar 2009.</p>																		
<p>107. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Seaward firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1500 UTC to 1700 UTC on 04 Mar 2009. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>17-42.0N</td> <td>083-18.0E</td> <td>(b)</td> <td>17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c)</td> <td>17-34.0N</td> <td>083-30.0E</td> <td>(d)</td> <td>17-28.0N</td> <td>083-18.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 05 Mar 2009.</p>	(a)	17-42.0N	083-18.0E	(b)	17-47.0N	083-32.0E	(c)	17-34.0N	083-30.0E	(d)	17-28.0N	083-18.0E						
(a)	17-42.0N	083-18.0E	(b)	17-47.0N	083-32.0E													
(c)	17-34.0N	083-30.0E	(d)	17-28.0N	083-18.0E													
<p>108. India East Coast- Bay of Bengal. Charts 31 351 352 3017 INT 706. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1030 UTC from 06 Mar to 07 Mar 2009.</p> <p>2. Danger Zone: Sector O-L1-L2-R2-R11 bounded by following points:</p> <table> <tr> <td>(O)</td> <td>20-45.82N</td> <td>087-05.01E</td> <td>(L1)</td> <td>20-59.40N</td> <td>086-59.40E</td> </tr> <tr> <td>(L2)</td> <td>21-25.85N</td> <td>088-43.78E</td> <td>(R2)</td> <td>20-33.65N</td> <td>088-43.51E</td> </tr> <tr> <td>(R11)</td> <td>20-33.45N</td> <td>087-08.30E</td> <td></td> <td></td> <td></td> </tr> </table> <p>3. No over flight and shipping activity is permissible within the above mentioned sector.</p> <p>4. Cancel this message on 08 Mar 2009.</p>	(O)	20-45.82N	087-05.01E	(L1)	20-59.40N	086-59.40E	(L2)	21-25.85N	088-43.78E	(R2)	20-33.65N	088-43.51E	(R11)	20-33.45N	087-08.30E			
(O)	20-45.82N	087-05.01E	(L1)	20-59.40N	086-59.40E													
(L2)	21-25.85N	088-43.78E	(R2)	20-33.65N	088-43.51E													
(R11)	20-33.45N	087-08.30E																
<p>109. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery Okha between 1030 UTC to 1230 UTC on 06 Mar 2009. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>22-22.0N</td> <td>068-50.0E</td> <td>(b)</td> <td>22-37.0N</td> <td>068-53.0E</td> </tr> <tr> <td>(c)</td> <td>22-42.0N</td> <td>069-08.0E</td> <td>(d)</td> <td>22-29.0N</td> <td>069-04.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 07 Mar 2009.</p>	(a)	22-22.0N	068-50.0E	(b)	22-37.0N	068-53.0E	(c)	22-42.0N	069-08.0E	(d)	22-29.0N	069-04.0E						
(a)	22-22.0N	068-50.0E	(b)	22-37.0N	068-53.0E													
(c)	22-42.0N	069-08.0E	(d)	22-29.0N	069-04.0E													

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	024	2007 Series: 062 095 155 172 200 212. 2008 Series: 022 027 044 045 046 051 061 069 089 105 107 128 176 179 182 184 191 199 201 202 203 207 211 213 216 244. 2009 Series: 001 002 003 009 010 020 023 024.
X	Australia, New Guinea	037	2008 Series: 340 353 368 370 374 390 401. 2009 Series: 007 014 016 018 020 026 027 028 033 037.
XI	Malacca Strait, China Sea, N. Pacific	0116	2001 Series: 0775. 2003 Series: 0106. 2004 Series: 0361. 2005 Series: 0307. 2007 Series: 0002 0093 0133 0309 0344 0366 0513 0519 0523 0557 2008 Series: 0004 0006 0011 0014 0018 0020 0054 0113 0160 0210 0219 0322 0336 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0412 0475 0618 0675 0677. 2009 Series: 0062 0063 0078 0079 0081 0090 0091 0104 0106 0107 0108 0109 0110 0113 0114 0115 0116.
XII	N.E. Pacific	105	2009 Series: Nil
XIII	N.W. Pacific	053 of 2008	2009 Series: Nil
XIV	S.W. Pacific	005	2008 Series: 085. 2009 Series: 002 003 005.
XV	S.E. Pacific	009	2009 Series: Nil
XVI	E. Pacific	001	2009 Series: Nil
Hydropacs	Pacific, Indian Ocean	422	2008 Series: 1140 1141 1473 2198. 2009 Series: 247
Hydroplants	Atlantic, Mediterranean	371	2008 Series: 300. 2009 Series: 327

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS



No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7406-1	- Wharves. Approach.SI4	26 11.3 N 50 37.5 E	Fl R 5s	Red beacon	
*	*	*	*	*	*	*	*
D7742	Ormara	25 11.3 N 64 41.2 E	Fl(2)W 20s	227	19	Grey metal framework tower on white base 8	TE 2009 *
E6017	Birkat Misallāt. Southwards	29 54.4 N 32 35.6 E	Fl W 3s	42	18	White daymark on metal framework tower 39	TE 2009
--	--	--	Racon	--	--	--	ILRS Vol 2 Station 75400. TD 2009 *
E6021	Ra's Muḥajjarah	29 48.6 N 32 28.2 E	Fl(4)W 15s	43	18	White daymark on framework tower 39	
--	--	--	Racon	--	--	--	ILRS Vol 2 Station 74980. TD 2009 *
E6021-8	Ayn Sukhna	29 36.1 N 32 20.5 E	Fl W 5s	44	22	White daymark on framework tower 39	
-	--	--	Oc WRG	40	15	--	G260°-273°(13°), W273°-298°(25°), R298°-306°(8°)
-	--	--	Racon	--	--	--	ILRS Vol 2 Station 74890. TD 2009 *
E6022-2	<i>North Ain Sukhna Port.</i> <i>South AS Lt F</i>	29 29.2 N 32 35.9 E	LFl W 10s	14	12	Red O on red and white striped float	<i>fl 2</i>
--	--	--	Racon	--	--	--	ILRS Vol 2 Station 74830. TD 2009 *
E6022-5	Ra's AbūDaraj	29 22.9 N 32 34.1 E	Fl(2)W 20s	50	19	White round tower on white square building	<i>fl 0-3, ec 3, fl 0-3, ec 16-4</i>
-	--	--	Racon	--	--	--	ILRS Vol 2 Station 74800. TD 2009 *
E6023	Ra's az Za'farānah	29 06.7 N 32 39.9 E	Fl W 10s	25	17	White round stone tower on white square dwelling 25	<i>fl 0-3.</i> TE 2006
-	--	--	Racon	--	--	--	ILRS Vol 2 Station 74770. TD 2009 *

K0885-51	- Pulaubaa. Ldg Lts 145°30'. Rear. 270m from front (I)	3 55.5 S 102 17.6 E	Oc W 3s	12	8	White ▽ on white beacon 12	<i>ec 1.</i> Ra refl. TE 2008	*
K0920-5	- Kuyit (I)	5 26.9 S 105 16.8 E	Fl W 3s	44	8	White beacon 40	<i>fl 1</i>	*
K0922-1	Panjang (I)	5 27.7 S 105 18.7 E	Fl Y 2s	7	6			*
*	*	*	*	*	*	*		*
K0922-7	Panjang. S Jetty. E Arm (I)	5 29.0 S 105 18.8 E	Fl W 5s	15	12			*
*	*	*	*	*	*	*		*
K1058	Pulau Payung Besar. S end (I)	5 49.4 S 106 33.2 E	Fl(2)W 10s	32	10	White metal framework tower 30	<i>fl 1, ec 2, fl 1, ec 6.</i> Partially obscured 113°-264°(151°)	*
K1060-5	Pulau Peniki (I)	5 41.5 S 106 42.7 E	LFl W 5s	32	16	White metal framework tower 30	<i>fl 2</i>	*
K1072-8	- Sunda Kelapa (I)	6 06.9 S 106 48.5 E	Fl R 6s	10	9	Red □ on red GRP beacon	<i>fl 0.6.</i> TE 2008	*
K1174	- Karang Queen Olga. N side of channel (I)	7 10.9 S 112 43.9 E	Fl R 10s	7	7	Red □ on red beacon 8	Collapsed; Light buoy Fl R 5s in situ (T) 2009	*
K1263-98	Wediombo (I)	8 11.0 S 110 42.3 E	Fl W 5s	105	6	White post	<i>fl 0.5</i>	*
*	*	*	*	*	*	*		*
K1264-7	Trisik (I)	7 58.3 S 110 11.4 E	Fl W 4s	11	6	White post 8	<i>fl 0.5</i>	*
		*	*			*		*

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 02 dated 16 Jan 2009)***PAGES 17, OMAN, MASQAT (MUSCAT)(WATTAYAH RADIO STATION) (A4M).**

Delete entry and replace by:

MASQAT (MUSCAT) (WATTAYAH RADIO STATION) (A4M)

23°37'N58°31'E			OBS	
 +968 24571400 & 24571500		 +968 24562995		
CALL: Muscat Radio				
NOTES: 1. Station accepts Ships' Weather Reports addressed OBS MET SEEB; reports can also be sent by FAX to +968 24519363 addressed for attention of Duty Forecaster, OBS MET SEEB, Muscat International Airport. 2. Accepts LOCUST REPORTS see Locust Reports by Radio).				

VHF

Al Ashkara	Ch 16 81 86	21°51'N 59°34'E
Khasab	Ch 16 23 82	26°09'N 56°14'E
Masqat (Wattayah)	Ch 03 04 16 26 27	23°37'N 58°30'E
Salalah	Ch 16 26 27	17°02'N 54°17'E
HOURS OF WATCH: Ch 16: H24		

RT (MF)

	Transmits	Receives	Hours of Watch
	2182 2604 2607 3742 3745	2182	H24
TRAFFICLISTS: 2182 kHz: 0403 0703 1103 1703			

RT (HF)

	Transmits	Receives	Hours of Watch
	4366 (Ch 404)	4074	1500 - 0300
	4417 (Ch 421)	4125	
	8779 (Ch 821)	8255	0300 - 1500
	8788 (Ch 824)	8264	

WT (MF)

	Transmits	Receives	Hours of Watch
	442.5 500 521.5	454 500	H24
TRAFFIC LISTS: 442.5 kHz: every even H+00			



WT (HF)

	Transmits	Receives	Hours of Watch
	4233	4 MHz (3 4 5 6)	0400--0500 1500--1700
	8445	8 MHz (3 4 5 6)	0500--0700 1300--1500
	12675.5	12 MHz (3 4 5 6)	0700--0900 1100--1300
	17223.4	16 MHz (3 4 5 6)	0900--1100
TRAFFIC LISTS: 4233 kHz: 0400 1500 8445 kHz: 0500 1300 12675.5 kHz: 0700 1100 17223.4 kHz: 0900			
NOTES: The channels that a coast station keeps watch are indicated in brackets following the band. For example, the 4 MHz (3 4 5 6) indicates that a watch is maintained on channels 3, 4, 5 and 6 of the 4 MHz band.			

PAGE 28, INDIA, CHENNAI MRCC.

Delete entry and replace by:

CHENNAI MRCC

13°06'N80°18'E	MMSI 004194401	DSC VHF		
 +91 44 23460405	 +91 44 25395018			
Inmarsat C: (IOR) 441907510 Inmarsat M : (IOR) 641901410		E-MAIL: isareast@dataone.in		

Special Edition 2008**05/09****PAGE 32, INDIA, OKHA MRSC, contacts table,**

Delete telephone number +91 289 2263384 and replace by:

2892 262 257 , 2892 263 421

Special Edition 2008**05/09****INP 31(2), 2007***(Last correction: Edition No. 04 dated 16 Feb 2009)***PAGE 32, INDIA section.****79125 Tirukkadalyur Power Station.**

Delete entry and replace by:

Tirukkadaiyur Power Station 11°04'·41N 79°51'·16E **79125**
 Racon
 (3&10cm) 360° **O**

(PPN Power Generating Company Private Ltd.)**05/09****PAGE 84, Egypt.**

Delete entry and replace by:

Egypt	--02	--03	Last Fri in April 0000h LT	20 Aug 2009 2400h LT 23 Sept 2010 2400h LT
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BA 07/09**05/09****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01Aug 2006)***NIL**

INP 31(5), 1997

(Last correction: Edition No. 03 dated 01 Feb 2009)

NIL

INP 31(6), 2005

(Last correction: Edition No. 03 dated 01 Feb 2009)

PAGE 71, KUWAIT, MĪNĀ' ABD ALLĀH, Pilots and Port, PROCEDURE, section (5).

Delete section and replace by:

(5) **Pilot boards** in the following position for Mīnā' Abd Allāh Sea Island Terminal and Mīnā' Ash Shu'aybah Petroleum Products Pier: 29°01'75N 48°14'00E.

BA 06/09

05/09

PAGE 72, KUWAIT, MĪNĀ' ASH SHU'AYBAH, Pilots and Port, PROCEDURE, section (4).

Delete section and replace by:

(4) **Pilot boards** as follows:
(a) Mīnā' Ash Shu'aybah Petroleum Products Pier: 29°01'75N 48°14'00E
(b) Port: 1.5 n miles E of the Petroleum Products Pier

BA 06/09

05/09

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102) [Enclosed with editions 1,7,13 & 19 of N to M]

Appeal to all Mariners:

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours 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,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - inho@dataone.in; inho_marinesafety@dataone.in
 inho_navwarnings@dataone.in; inho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

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. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether 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 applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102) [Enclosed with editions 1,7,13 & 19 of N to M]

Appeal to all Mariners:

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours 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,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - inho@dataone.in; inho_marinesafety@dataone.in
 in角度_navwarnings@dataone.in; inho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

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. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether 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 applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.