



# INDIAN NOTICES TO MARINERS FOR 2009

(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)  
EDITION No. 20 DATED 16 OCT 2009  
(CONTAINS NOTICES 333 TO 341)

REACH US 24 x 7 365 DAYS



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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 this notice. Please visit our website for downloading and filling up instruction for Hydrographic Note.

**Chief Hydrographer  
to the Government of India**

National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
Uttarakhand  
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) **FORTHCOMING CHARTS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2015 (INT 7337)</b>	<b>PORT OF MUMBAI</b>	20,000	New Edition
<b>2030</b>	<b>SRIVARDHAN AND BANKOT ANCHORAGES</b>	25,000	New Edition
<b>2036</b>	<b>MURUD JANJIRA HARBOUR</b>	25,000	New Edition
<b>2065</b>	<b>PORT DABHOL</b>	15,000	New Chart
<b>3026</b>	<b>APPROACHES TO VADAREVU AND NIZAMPATNAM BAY</b>	80,000	New Edition
<b>4014</b>	<b>RANGAT BAY TO DILIGENT STRAIT</b>	60,000	New Edition

(b) **FORTHCOMING ELECTRONIC NAVIGATIONAL CHARTS (ENCs)**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
<b>IN52027R</b>	<b>2027</b>	<b>ROZI ANCHORAGE</b>
<b>IN53013H</b>	<b>3013</b>	<b>HUGLI RIVER HALDIA TO KUKRAHATI REACH</b>
<b>IN52076J</b>	<b>2076</b>	<b>JAWAHARLAL NEHRU PORT AND TROMBAY</b>

**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 network of their agents and distributors. Details of UKHO agents / distributors may be obtained from UKHO web site [www.ukho.gov.uk](http://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:

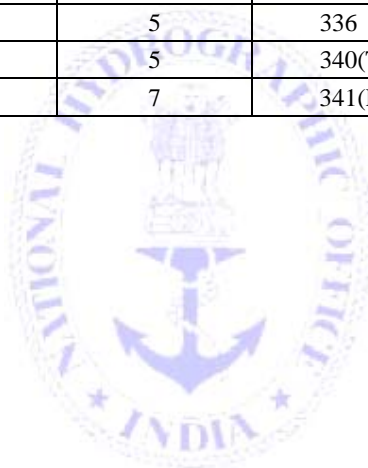
The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Tele: +91-135- 2747365 Fax: +91-135-2748373 Email: inho@dataone.in Inho_marinesafety@dataone.in Website: www.hydrobharat.nic.in	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja 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
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<p>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: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a></p>	<p>Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-<a href="mailto:gerry.larsson-fedde@statkart.no">gerry.larsson-fedde@statkart.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a></p>
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**SECTION – I****List of charts affected by****The Notices 333 to 341 contained in this Edition**

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	337,339
41	6	338,341(P)
288	1	337
289	1	339
352 (INT 7416)	5	340(T)
432	7	338
2001	3	335
2002(INT 7351)	3	333
2052(INT 7340)	3	333
2074	3	334
2076(INT 7338)	3	335
2077	3	334
3006 (INT 7423)	5	336
3010 (INT 7418)	5	340(T)
9001	7	341(P)



**SECTION – II: PERMANENT NOTICES**  
**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS**

**\*333/(20/09) INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Legend. Accompanying Note.**

Source: New Mangalore Port Trust.

(HJ/1030/25)

**Chart 2052 (INT 7340) [previous update 310/09]**

Insert	Legend, “LESSER DEPTHS (See Note)” orientation WSW/ENE, centered on:	12° 55′.25N., 74° 47′.15E.
	Accompanying Note ‘LESSER DEPTHS’ centered on:	13° 00′.70N., 74° 50′.90E.

**Chart 2002 (INT 7351) [previous update 309/09]**

Insert	Legend, “LESSER DEPTHS (See Note)” orientation WSW/ENE, centered on:	12° 55′.205N., 74° 46′.505E.
	Accompanying Note ‘LESSER DEPTHS’ centered on:	12° 58′.130N., 74° 49′.580E.

**\*334/(20/09) INDIA – WEST COAST – Pawas Bay – Ranpar Port – Jetty. Legend.**

Source: Silver Port Services Private Limited.

(HJ/1030/66)

**Chart 2077 [previous update 320/09]**

Insert	Jetty, firm line, joining:	(a) 16° 53′.563N., 73° 17′.197E.
		(b) 16° 53′.520N., 73° 17′.209E.
		(c) 16° 53′.517N., 73° 17′.198E.
		(d) 16° 53′.559N., 73° 17′.186E.

Delete	Jetty, pecked line, joining:	(a) - (d) above
--------	------------------------------	-----------------

	Legend, “Under Construction (2008)”, centered on:	16° 53′.495N., 73° 17′.445E.
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**Chart 2074 [previous update 320/09]**

Insert	Jetty, firm line, joining:	(a) 16° 53′.563N., 73° 17′.197E.
		(b) 16° 53′.520N., 73° 17′.209E.
		(c) 16° 53′.517N., 73° 17′.198E.
		(d) 16° 53′.559N., 73° 17′.186E.

Delete	Jetty, pecked line, joining:	(a) - (d) above
--------	------------------------------	-----------------

	Legend, “Under Construction (2008)”, centered on:	16° 53′.520N., 73° 17′.272E.
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**\*335/(20/09) INDIA – WEST COAST – Mumbai Docks – Wrecks.**

Source: NHO Dehradun.

(HJ/1030/87)

**Chart 2001** [previous update 220/09]

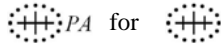
Delete



18° 57′.60N., 72° 52′.98E.

**Chart 2076(INT 7338)** [previous update NE 15 Jun 09]

Substitute



18° 58′.27N., 72° 53′.79E.

Delete



18° 57′.60N., 72° 52′.98E.



18° 58′.65N., 72° 54′.02E.

**\*336/(20/09) INDIA – EAST COAST – Kukrahatti Reach to Royapur Crossing – Leading Lines.**

Source: NHO Dehradun [IN Chart 3013].

(HJ/1029/21)

**Chart 3006(INT 7423)** [previous update 184/08]

Delete

leading line, pecked and firm line, and associated legend  
287°, extending in direction 107° from:

22° 12′.78N., 88° 04′.33E. [☉ SS (Tide)]

22° 11′.59N., 88° 08′.50E. (E Border)

leading line, pecked and firm line, and associated legend  
099° 30′, extending in direction 279° 30′ from:

22° 11′.23N., 88° 06′.12E.

(Puppy Column)

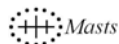
**337/(20/09) KUWAIT – Jazirat Faylakah Eastwards – Wreck.**

Source: BA Notice – 5494 /09.

(HJ/1133/81)

**Chart 20** [previous update 303/09] WGS84 DATUM

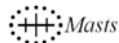
Insert



29° 27′.07N., 48° 24′.32E.

**Chart 288** [previous update 273/09] WGS84 DATUM

Insert



29° 27′.07N., 48° 24′.32E.

**338/(20/09) THAILAND – WEST COAST – Laem Ao Kham Westwards – Wreck. Depth.**

Source: BA Notice – 5515/09.

(HJ/928/81)

**Chart 41** [previous update 291/09]

Insert



(a) 8° 34′.40N., 98° 08′.10E.

Delete depth 34, close NW of:

(a) Above

**Chart 432** [previous update 630/08]

Insert



8° 34′.38N., 98° 08′.10E.




**339/(20/09) UNITED ARAB EMIRATES – Jazirat Dalma – North-eastwards and South – eastwards – Submarine cables.**

Source: BA Notice –5490/09.

(HJ/1132/47)

**Chart 20** [previous update 337/09]

Insert submarine cable, , joining:

24° 03′.7N., 52° 26′.2E. (shore)

24° 05′.2N., 52° 24′.2E.

24° 14′.6N., 52° 24′.3E.

(a) 24° 18′.1N., 52° 33′.2E.

and

(a) above

(b) 24° 28′.7N., 52° 19′.4E. (shore)

and


(b)above

24° 29′.6N., 52° 26′.0E.

24° 47′.4N., 52° 28′.8E.

24° 48′.0N., 52° 33′.0E. (shore)

**Chart 289** [previous update 327/09]

Insert submarine cable, , joining:

24° 03′.7N., 52° 26′.2E. (shore)

24° 05′.2N., 52° 24′.2E.

24° 14′.6N., 52° 24′.3E.

(a) 24° 18′.1N., 52° 33′.2E.

and

(a) above

(b) 24° 28′.7N., 52° 19′.4E. (shore)

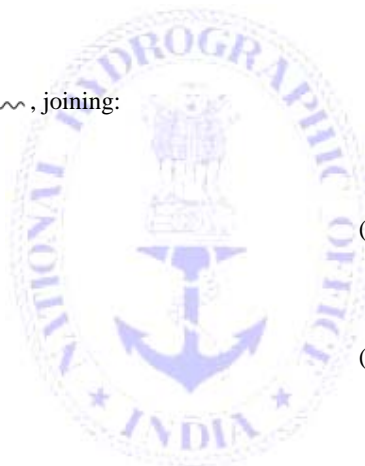
and

(b)above

24° 29′.6N., 52° 26′.0E.

24° 47′.4N., 52° 28′.8E.

24° 48′.0N., 52° 33′.0E. (shore)



**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*340(T)/(20/09) INDIA – EAST COAST – Paradip Port – Buoy.**

Source: Paradip Port Trust

(HJ/1129/21)

1. Fairway buoy position 20° 14′.60N., 86° 42′.75E has been sunk. A spherical buoy Fl(W)10s established temporarily has been shifted to new position 20° 14′.49N., 86° 42′.45E.
2. Mariners to keep clear off the area and exercise caution.
3. ***Cancel former INM 253(T)/09.***

**Charts affected – 352 (INT 7416) – 3010 (INT 7418).****341(P)/(20/09) INDONESIA – Sumatera – East Coast – Teluk Aru Eastwards – Submarine pipeline.**

Source: BA Notice – 5514(P)/09

(HJ/928/41)

1. Work is in progress to lay a submarine gas pipeline joining the following positions (WGS84 Datum):  
4° 15′.92N., 98° 40′.55E.  
4° 07′.34N., 98° 24′.12E.  
4° 04′.55N., 98° 20′.95E. (Shore)
2. Vessels are requested to navigate with caution in the area.

**Charts affected – 41 – 9001.**

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

## SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.
2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 15 Oct 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	286	<b>2008 Series:</b> 341. <b>2009 Series:</b> 055 180 205 219 220 227 245 253 262 270 272 276 282 283 285 286.
II	E. Atlantic	271	<b>2009 Series:</b> 104 225 229 236 247 254 255 259 260 261 262 264 265 269 270 271
III	Mediterranean	367	<b>2008 Series:</b> 412 512. <b>2009 Series:</b> 176 186 217 250 251 278 305 314 331 332 334 340 341 342 343 344 345 349 350 352 353 356 358 359 360 362 363 364 365 367.
IV	N.W. Atlantic	433	<b>2009 Series:</b> Nil
V	W. Atlantic	2129	<b>2009 Series:</b> 876.
VI	S.W. Atlantic	220	<b>2009 Series:</b> Nil.
VII	S.E. Atlantic	187	<b>2009 Series:</b> 125 126 128 152 156 162 174 183.
VIII	Indian Ocean	449	2009 Series: - 282 340 344 352 357 367 392 409 424 429 435 438 441 442 443 444 445 446 447 449 450 451

3. NAVAREA Warnings issued during the period from 01 Oct 09 to 14 Oct 09 (both dates inclusive) are as tabulated below:-

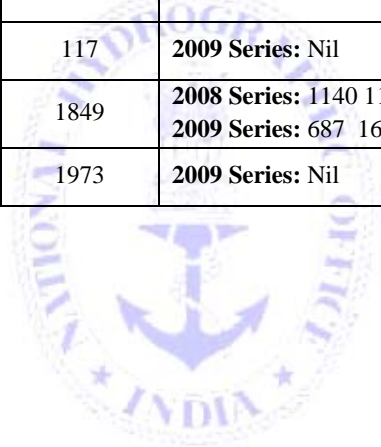
<b>432 to 434. Cancelled.</b>
<b>435. India West Coast – Pigeon Island.</b> Charts 22 216 257 272 293 2072 INT 706. Firing practice by Naval ships and air craft on Pigeon island between 0230 UTC to 0930 UTC from 01 Oct to 07 Oct and 15 Oct to 21 Oct 2009. Danger area 05 Nm around Pigeon island 2. Safe flying height 12000 metres. 3. Cancel this message on 22 Oct 2009.
<b>436 - 437. Cancelled.</b>
<b>438. India West Coast – Okha Port.</b> Charts 21 203 251 271 291 2068 INT 705. Okha light in position 22-28.6 N 069-04.2E unreliable 2. Mariners to exercise caution.
<b>439 - 440. Cancelled.</b>
<b>441. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 13 Oct 2009, 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 16 Oct 2009. Danger area bounded by (a) 09-57.50N                      075-59.50E                      (b) 09-57.70N                      076-14.20E (c) 09-44.00N                      076-17.50E                      (d) 09-42.50N                      076-09.50E 2. Safe flying height 10000 meters. 3. Cancel this message on 17 Oct 2009.

<b>442. India West Coast – Mormugao.</b> Charts 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 14 Oct to 21 Oct 2009. Danger area bounded by			
(a) 15-13.00N	073-57.00E	(b) 15-13.00N	073-52.00E
(c) 15-11.00N	073-57.00E	(d) 15-11.00N	073-52.00E
2.	Safe flying height 3500 metres.		
3.	Cancel this message on 22 Oct 2009.		
<b>443. India East Coast- Bay of Bengal.</b> Charts 31 301 351 352 353 371 INT 706. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1130 UTC from 12 Oct to 15 Oct 2009.			
2.	Danger area bound by following points		
(O1)	21-24.32N	086-54.97E	(L1) 21-22.71N 087-08.80E
(L2)	20-59.09N	087-27.20E	(L3) 19-06.68N 089-56.47E
(O2)	18-22.04N	088-58.13E	(R1) 21-11.77N 086-50.95E
(R2)	20-46.44N	087-06.74E	(R3) 17-52.86N 087-55.97E
3.	No over flight and shipping activity is permissible within the above mentioned sector		
4.	Mariners to exercise caution.		
5.	Cancel this message on 16 Oct 2009.		
<b>444. Cancel Navarea VIII message 393 and 426 of 2009.</b> India west coast – Arabian Sea. Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows			
	ABAN ICE	20-26.15N	072-12.06E
	ABAN II	20-06.65N	072-04.06E
	ABAN III	19-25.13N	071-21.11E
	ABAN IV	18-40.36N	072-21.46E
	ABAN V	18-48.40N	072-20.00E
	BADRINATH	18-36.36N	071-21.93E
	CE THROTON	19-20.48N	072-12.11E
	DHIRUBHAI DEEPWATER KG-1	09-57.80N	075-12.31E
	DISCOVERY 1	20-20.16N	072-01.35E
	ENERGY DRILLER	09-07.75N	075-54.83E
	FG MCCLINTOCK	17-45.38N	072-31.43E
	GREATDRILL CHETNA	20-32.30N	072-08.90E
	JT ANGEL	18-34.95N	072-14.45E
	KEDARNATH	19-00.00N	071-34.81E
	NOBLE GEORGE MCLEOD	18-39.66N	072-13.33E
	NOBLE CHARLIE YESTER	19-27.50N	071-22.93E
	NOBLE ED HOLT	18-33.63N	072-14.93E
	PRIDE HAWAI	19-21.80N	071-23.83E
	PRIDE PENNSYLVANIA	19-18.21N	071-15.95E
	RANDOLPH YOST	18-29.85N	072-15.00E
	RON TAPMEYER	19-12.00N	072-11.00E
	SAGAR GAURAV	19-28.60N	071-12.63E
	SAGAR JYOTI	19-36.61N	071-22.90E
	SAGAR KIRAN	19-24.05N	071-19.05E
	SAGAR LAXMI	18-36.15N	071-01.63E
	SAGAR PRAGATI	19-38.26N	071-19.93E
	SAGAR SAMRAT	19-32.13N	071-18.81E
	SAGAR SHAKTI	19-32.65N	071-21.35E
	SAGAR UDAY	19-21.96N	071-19.56E
	TRIDENT – 2	18-37.23N	072-14.93E
	TRIDENT – 12	19-18.28N	071-22.90E
	VIRTUE 1	19-23.48N	071-25.18E
	ENSCO 53	19-22.38N	072-00.60E
2.	Wide berth requested.		

<b>445. Cancel Navarea VIII messages 394 of 2009. India East Coast– Bay of Bengal.</b> Charts 31 32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present position of oil rigs / drill ships as follows			
	DEEP SEA MATDRILL	16-22.11N	081-57.75E
	HERCULES 258	16-40.43N	082-24.00E
	HERCULES 260	16-22.13N	081-55.60E
	SAGAR BHUSHAN	16-31.45N	082-22.65E
	DEEP DRILLER 8	11-30.45N	082-22.65E
	DEEPWATER EXPEDITION	16-10.40N	083-11.40E
	DEEP WATER FRONTIER	16-41.87N	082-41.56E
	DISCOVERER 534	11-25.30N	080-06.50E
	DISCOVERER SEVEN SEAS	15-58.43N	081-48.43E
	ESSAR WILD CAT	16-43.30N	082-34.30E
	PERRO NEGRO III	16-40.17N	082-25.70E
2. Wide berth requested.			
<b>446. India East Coast - Gopalpur.</b> Charts 31 352 353 354 3005 INT 706. Firing exercise will be carried out on following dates			
	Date	Time	
	17 Oct to 20 Oct 2009	2330 UTC to 1800 UTC	
2. Danger area bounded by			
(a)	19-14.60N	084-53.70E	(b) 19-37.05N 085-27.85 E
(c)	18-46.05N	085-22.86E	
and arc of 42 NM radius joining point (b) and (c)			
3. Safe flying height 6100 metres.			
4. Cancel this message on 21 Oct 2009.			
<b>447. India East Coast – Bay of Bengal.</b> Charts 31 32 354 355 INT 706. Firing practice by Naval ships between 0230 UTC to 0830 UTC from 19 to 21 Oct 2009 in area bounded by			
(a)	16-30.00N	083-15.00E	(b) 16-52.00N 083-29.00E
(c)	16-46.00N	082-52.00E	(d) 17-08.00N 083-06.00E
2. Safe flying height 10000 metres.			
3. Cancel this message on 22 Oct 2009.			
<b>448. Cancelled.</b>			
<b>449. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval coast battery from 0900 UTC to 1200 UTC on 20 Oct 2009, 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 23 Oct 2009. Danger area bounded by			
(a)	09-57.50N	075-59.50E	(b) 09-57.70N 076-14.20E
(c)	09-44.00N	076-17.50E	(d) 09-42.50N 076-09.50E
2. Safe flying height 10000 meters.			
3. Cancel this message on 24 Oct 2009.			
<b>450. Andaman Sea – India Andaman Islands.</b> Charts 33 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery at Ross Island from 0730 UTC to 0900 UTC on 21 Oct 2009. Danger area bounded by			
(a)	11-39.70N	092-46.30E	(b) 11-40.60N 092-47.00E
(c)	11-37.80N	092-57.10E	(d) 11-30.40N 092-48.90E
2. Safe flying height 9000 meters.			
3. Cancel this message on 22 Oct 2009.			
<b>451. Cancelled.</b>			

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	186	<b>2007 Series:</b> 062 172 200 212. <b>2008 Series:</b> 022 027 044 046 051 061 069 089 105 107 128 176 179 182 191 202 207 211 216. <b>2009 Series:</b> 002 092 136 142 150 151 155 163 166 170 176 180 181 182 183 184 185 186.

X	Australia, New Guinea	017	<b>2009 Series:</b> Nil.
XI	Malacca Strait, China Sea, N. Pacific	0659	<b>2001 Series:</b> 0775. <b>2003 Series:</b> 0106. <b>2004 Series:</b> 0361. <b>2005 Series:</b> 0307. <b>2007 Series:</b> 0002 0093 0133 0309 0344 0366 0513 0519 0523 0557. <b>2008 Series:</b> 0054 0113 0160 0210 0219 0322 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0475 0618 0675 0677. <b>2009 Series:</b> 0120 0125 0171 0215 0244 0251 0259 0265 0281 0311 0468 0490 0550 0570 0609 0611 0612 0620 0627 0632 0633 0638 0641 0645 0646 0647 0648 0649 0650 0653 0654 0655 0658 0659.
XII	N.E. Pacific	478	<b>2009 Series:</b> Nil
XIII	N.W. Pacific	042	<b>2009 Series:</b> Nil
XIV	S.W. Pacific	040	<b>2009 Series:</b> Nil.
XV	S.E. Pacific	123	<b>2009 Series:</b> Nil
XVI	E. Pacific	117	<b>2009 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	1849	<b>2008 Series:</b> 1140 1141 1473. <b>2009 Series:</b> 687 1669.
Hydrolants	Atlantic, Mediterranean	1973	<b>2009 Series:</b> Nil



## **SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

### **Bay of Bengal Pilot (INP-2)**

#### **Chapter-2 (Page-115 to 117)**

**Source: INS Nirupak ROS [J(P)-173]**

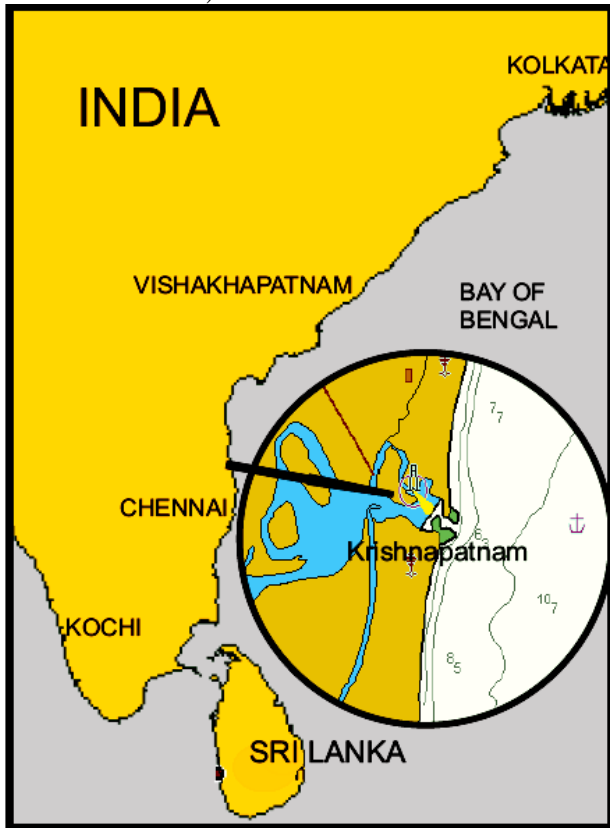
Delete Article 2.98 to 2.100 and replace by:

### **Krishnapatnam Port.**

#### **2.98**

Chart 356, 3034( New Edition-2009)

(ENC-IN3356MR)



*Map view Krishnapatnam Port*

**1 General Information.** One of the India's largest and fastest growing seaports, Krishnapatnam Port has emerged as a world-class port with outstanding services and facilities. It is fast becoming a port of choice for all international cargo originating from and destined to the Southern and Central India. The port has all weather capability. The port was privatised in 1996 and operated by Krishnapatnam Port Company Ltd (KPCL). The port is developing into a modern deep draught multipurpose all weather port, protected by two breakwaters, handling all kinds of dry bulk and break bulk cargoes.

**2 Position.** Krishnapatnam Port is located in the mouth of Upputeru river at position 14° 15'N, 80° 08'E.

**3 Function.** The Krishnapatnam Port handles:  
Principal Export Cargoes:- Iron Ore,  
Granite and break – bulk  
Principal Import Cargoes:- Coal, Fertilizers,  
Minerals and break – bulk

**4 Development.** The Port is also developing modern peripheral facilities. Presently there is a main wharf with 6 berths numbered 1 to 6 from the western side. Berths 3 to 6 are dredged to a depth of 15.5m. Berths 1, 2, 7, 8 and 9 are still under construction. Major civil and constructions works like dredging, constructions of berths, warehouses, positioning of nav aids etc are under progress. The port is exporting Iron ore, Granite and importing Coal, Fertilisers, Sugar, Minerals and Project cargoes.



*(Photo Courtesy: Krishnapattanam Port)*

***Krishnapatnam Port Company Ltd Jetty***

**5 Arrival Information.** Vessels should forward details of their ISS certificate, name and rank of Ship Security Officer, mobile contact number, working VHF/UHF channel, language, Inmarsat A, B and C numbers, vessel's email and telex number and last ten ports of call to the port authority at least 24 hours prior to arrival. Contact Krishnapatnam Port Control on VHF Channel 12/69.

#### **2.99**

**1 Port Radio.** Port control may be contacted on VHF channels 12, 16 and 69.

**2 Anchorages.** The coordinates of recommended anchorage areas are:-

Anchorage – 'A' (for vessels of LOA below 180m) – Area bounded by

14° 14'.00 N, 080° 12'.00E

14° 14'.00 N, 080° 13'.80E

14° 12'.80 N, 080° 12'.00E

14° 12'.80 N, 080° 13'.80E



3 Anchorage – 'B' (For vessels of LOA 180m or below) – Area bounded by  
 14° 14'.50N, 080° 13'.80E  
 14° 14'.50N, 080° 15'.80E  
 14° 12'.80N, 080° 15'.80E  
 14° 12'.80N, 080° 13'.80E

4 Anchorage – 'C' (Special anchorage for vessels awaiting quarantine inspection, Vessels under Port of refuge and Disabled vessels) - Radius of 0.5nm centered at 14° 16'.60N, 080° 11'.20E. The seabed consists of fine sand, clay and is free of any rocks.

5 **Pilotage.** Pilotage within port limit is compulsory. No movements other than anchoring within designated anchorages are to be undertaken without a licensed pilot on board and without express instructions from port control office. Requests for pilot should be sent to Krishnapatnam Port Control on VHF channels 12/16/69. The Coordinates of the Pilot Boarding Stations are as follows:-

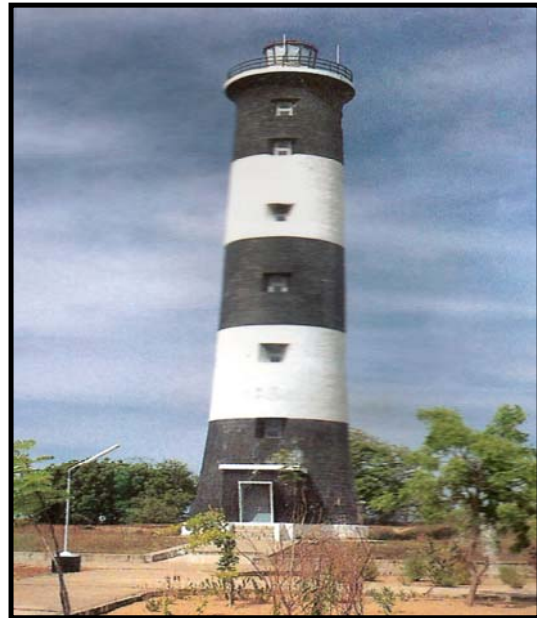
- (a) Pilot Boarding Station 'A' –  
 14° 14'.50N, 80° 12'.50E (for vessels having max draught up to 10.0m)
- (b) Pilot Boarding Station 'B' –  
 14° 14'.85N, 80° 15'.30E (for vessels having draught more than 10.0m)

6 IMO regulations with regard to Pilot Boarding arrangements apply. Following documents to be produced to pilot upon boarding.

- (a) Standard Pilot Card/Master-Pilot Information Exchange.
- (b) Vessels Particulars.
- (c) Copy of Safe Manning document.
- (d) Copy of crew list.

7 **Tides.** Tides at Krishnapatnam are semi-diurnal in nature. Mean Spring range is about 0.7m and Mean Neap range is about 0.3m.

8 **Navigational Aids.** Krishnapatnam Light House (14° 15'.32N, 80° 07'.59E, Racon 'C') is exhibited from a white round masonry tower with black bands, 35m in height and 18M in range from a position about  $\frac{3}{4}$  mile NW of entrance to Upputeru River. The light house has the DGPS beacon and transmits the DGPS corrections.



(Photo Courtesy: INS Nirupak)

**Krishnapatnam Lighthouse**

9 **Channel Buoys.** The entrance channel is presently dredged to 15.5 m. The dredged channel is marked by 12 pairs of buoys with the corresponding lateral marks. The buoys mark a general flow of traffic in a direction 265° till the turning basin.



(Photo Courtesy: INS Nirupak)

**First pair of Port and Starboard Channel Buoys**

10 **Fairway Buoy.** A pillar shaped fairway buoy with red and white strips is placed at 14° 45'.52N, 80° 15'.14E.

11 **N Breakwater head light.** Pillar construction, 10m in height and range 5M.

12 **S Breakwater head light.** Pillar construction, 10m in height and range 5M.

13 **Front Transit Tower.** Black and White Lattice construction, 13m in height and range 12M.

14 **Rear Transit tower.** Black and White Lattice construction, 40m in height and range 12M.

15 **Tugs.** Three Azimuth Stern Drive tugs of 60 to 40 tonnes Bollard Pull capacity with a max 4800hp are presently available. The tug hiring charges are subject to prevailing tariff available on the port's website and through vessel agents.

Request for tugs should be sent to Krishnapatnam Port Control on VHF channels 16/69/12.

#### 16 Berthing and Wharves.

Following berth are available:

Berth no.	Length(m)	Depth(m)
3	300	15.5
4	300	15.5
5	300	15.5
6	300	15.5

#### 17 Following berth are under construction to be completed in 2009:

Berth no.	Length(m)
1	300
2	300
7	300
8	300
9	300

### 2.100

**1 Pollution Control.** It is an offence to discharge or allow escape willfully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Krishnapatnam Port limits. Replenishment of bunkers, whether from sea or shore, will be permitted only on special application monitored by the port's Marine/ Safety personnel and shall be carried out in day light hours only. Inter – tank transfers of oil or ballast water, de-ballasting or discharge over board of wash water etc. should not be carried out without permission of Port Control. Emission of dense smoke is prohibited from vessels within Port limits. It is an offence to throw or dump galley refuse, garbage, rubbish, hold sweepings etc. into the water or on the berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.

**2 Harbour Facilities.** Following facilities are available at the port:

- (a) Four mobile cranes of SWL upto 140 MT.
- (b) An import and export conveyor system capable of handling 3000 tph under development.
- (c) 2 X 110 tonnes mobile harbour cranes (Gottwald).

(d) 2 X 140 tonnes mobile harbour cranes (Liebherr).

(e) Dumpers, payloaders, diggers and stackers available to transport bulk cargo.

(f) Four computerized in-motion weigh bridges available.

(g) The port also provides open storage area for Dry Bulk Cargo, as well as Weigh bridges.

(h) A small boat shed has been constructed on the southern bank of the harbour for pleasure crafts.



(Photo Courtesy: INS Nirupak)

**Boat Shed near South Jetty**

**3 Repairs.** Hull, machinery and underwater repairs possible through workshops available at Nellore after obtaining permission from port control. However no ship/boat yards, docking or slipway facilities available.

**4 Diving Assistance.** The port provides diving services, which is available on request through agents.

**5 Supplies.** Fresh Water, Dry/Fresh provisions and Fuel can be arranged by agents alongside berths/anchorage through lorries/barges with sufficient notice after obtaining permissions from port control. Charts and publications can be arranged by agents through supplier at Chennai.

**6 Services.** Following services are available at the port:

- (a) The port is having operational VTMS
- (b) The Port is fully equipped with fire-fighting facilities including 03 tugs, a

number of fire tenders and portable fire pumps.

(c) The Port is having 02 Ambulance vehicles with specialized staff. The port is also having a good tie up with various multi-specialty hospitals for dealing with acute medical cases.

(d) Port Health Officer is situated in the near vicinity of the Krishnapatnam Port.

(e) The port is ISPS compliant.

(f) Customs and Immigration regulation in port is as per applicable law.

(g) Helicopter landing facilities are available at the port.

(h) Communication. Facilities such as phone, fax, internet etc. are available within and near port area.

(j) Foreign exchange is possible through banks situated at Nellore City at a distance of 26 kms from the port.

(k) Tourism. Tirupati, Konduru Beach, Maipadu Beach, Pulicat Lake, Nallapattu Sanctuary, Ranganatha Temple, Jonnawada etc .

(l) Hotel and restaurants. Four star hotels are available at Nellore and all types of food is being served in these hotels.

(m) Garbage removal facility available on requisition on chargeable basis. Waste oil disposal is available through agents by registered contractors.

7 **Search and Rescue.** The port has liaison with various governmental agencies for the purpose.

8 **Shore Leave.** Shore leave to ships crew is granted by immigration authorities as per the existing government rules.

9 **Rail, Road and Air Services.**

**Nearest Highway** – NH-5 (17km)

**Nearest Railhead** – Nellore (45km)

**Nearest Airport** – Chennai (150km)

10 **Weather.** Weather is seasonal and generally warm with average maximum temperature up to 40 degree Celsius during May and average minimum temperature of 20 degree Celsius during January. Average rainfall is 1100mm and humidity is 76% per year. Average Mean Wind speed is 14 Km/hour. Wind direction is SW from June to September and NE during remaining part of the year. Visibility at Krishnapatnam is rated 'good' to 'very good'.

11 **Port Authority.**

Capt. Pradeep Kant Gaur

Vice President (Marine) & Deputy Conservator  
Krishnapatnam Port Company Ltd.

Post Box No.-1, Muthukur

Dist. Nellore - 524344

Andhra Pradesh, India

Mobile: +91 9704123301

Fax: +91 861 2377046

Email:

pradeepgaur@krishnapatnamport.com

portcontrol@krishnapatnamport.com

Web: www.krishnapatnam.com

**Bay of Bengal Pilot (INP-2)**  
**Chapter-3 (Page 143 and 144)**

**Source: Hydrographic Note, INS Shardul**

Article 3.26, Para 1, Line 1.

Delete position "(20° 16'N, 86° 25'E)" and replace by "(20° 16'N, 86° 41'E)".

Article 3.29.

Delete Para 2 and replace by.

2 **Outer Pair of transits in line of bearing 300°.** The outer pair of transits in line on bearing 300°, consists of three sets of transit marks namely; the centre transit which are leading lights, one set south of centre transit acting as port limiting transit marking the south edge of the approach channel and one set to the north of the centre transit acting as the starboard limiting transit marking the north edge of the approach channel. These transits are difficult to identify till late in the morning due to low visibility caused by fog, and numerous other towers situated close in the background. When in centre of the dredged approach channel approaching the breakwater on course 300, the leading marks (centre transit) can be sighted just left of a blue roof shed and right of the water tower in position 20° 16'.00N, 86° 40'.16E. The port limiting mark can be sighted just right of the blue roof shed and left of the PSS building.

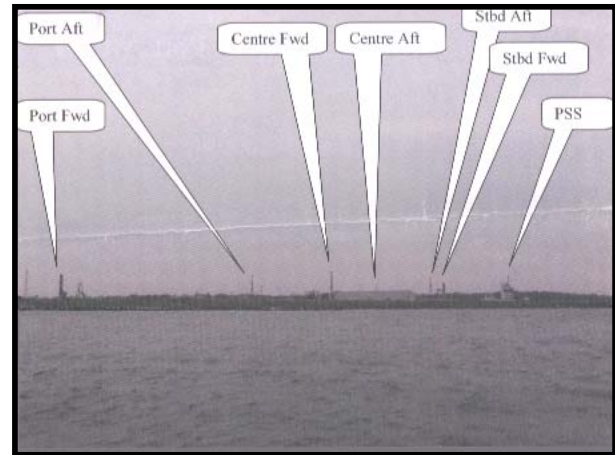
(a) The Centre Transit. It consists of a tall lattice structure with a plate painted with white and black horizontal bands mounted in the front. The forward mark is shorter than the aft mark.

(b) The South Limiting Transit. It consists of a forward mark which is a circular masonry structure with white and red bands. The aft mark is a lattice structure with a plate painted with red and white bands mounted in the front.

(c) The North Limiting Transit. It consists of a forward mark which is a circular masonry structure with white and green bands. The aft mark is a lattice structure with a plate painted with green and white bands mounted in the front.

(d) Green and red colour band of the limiting transits are discernable only at

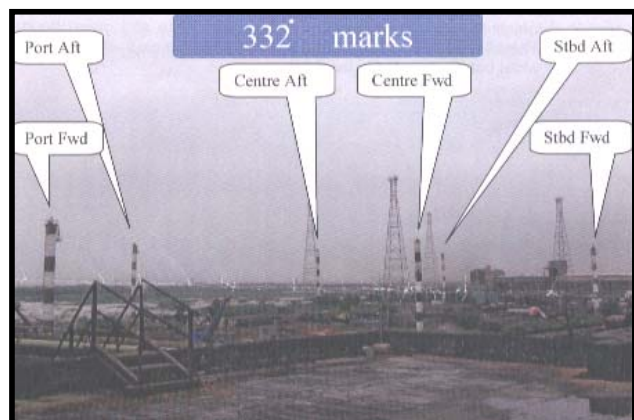
about 7-10 cables from the breakwater making it difficult to differentiate the leading transit from the limiting transits on either side.



*(Photo Courtesy: INS Shardul)*

***Outer pair of Transit in line of bearing 300°***

3 **Inner Pair of transits in line of bearing 332°.** The inner pair of transits in line on bearing 332°, consists of three sets of transit marks namely, the centre transit which are leading lights, one set south of centre transit acting as port limiting transit marking the south edge of the entrance channel and one set to the north of the centre transit acting as the starboard limiting transit marking the north edge of the entrance channel. The centre and north set of transits are generally obscured by ships berthed on fertilizer berth. All the transits consist of a round masonry structure painted with bands of alternating colour. The centre transit is painted black and white, north transit (starboard) green and white and south transit (port) red and white. In addition, all marks except the port limiting marks have a tall lattice structure just aft of the masonry structure. These lattice structures are very tall and are not obscured by the vessels berthed on fertilizer berth, but they are not marked by any colour band.



*(Photo Courtesy: INS Shardul)*

***Inner Pair of Transit in line of bearing 332°***

4 Pairs of red fixed lights near these leading light-beacons indicate the dredged channel limits. A submarine pipeline has been laid across the outer mouth of the inner channel from positions 20° 15'.95N, 86° 40'.45E to 20° 16'.10N, 86° 40'.62E.

*Article 3.29.*

*Rename Para 3 and 4 as Para 5 and 6.*

**SECTION – VII: CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7742	Ormara	25 11-39 N 64 41-38 E	Fl(2)W 20s	227	19	Grey metal framework tower on white base 8	*
E5788	Remove from list.						
E6142-9	Jaz al Hanish al Kabir. (Hanish al Kubrá). NE end	13 46-31 N 42 47-11 E	Fl(2)W 12s	..	14	Red framework tower, white top 10	*
F0952-1	Krishnapatnam. S Breakwater. Head	14 14-75 N 80 08-87 E	Fl R	10	5	Pillar	
F0952-11	Krishnapatnam. N Breakwater. Head	14 15-08 N 80 08-80 E	Fl G	10	5	Pillar	
F0952-15	Krishnapatnam. Ldg Lts 264-5°. Front	14 14-76 N 80 07-34 E	Fl G	13	12	Lattice Tower	
F0952-151	Krishnapatnam. Ldg Lts 264-5°. Rear. 650m from front	14 14-73 N 80 06-98 E	Fl G 10s	40	12	Lattice Tower	
F1557-3	- NW3	4 16-22 N 100 33-08 E	Oc R 3s	6	3	Beacon	<b>TE; Q R Port hand buoy in situ (T) 2009</b>
F9531-38	- Song Doc Marine Terminal. FPSO. Song Doc Pride MV19 (VNM)	7 09-59 N 104 03-86 E	Mo(U)W 15s	..	10	Storage tanker	
K1050-06	Labuan. Pulau Popole. E (I)	6 23-87 S 105 49-13 E	Fl WRG 3s	20	12	White beacon	<i>fl 0-5. G055°-057°(2°), W057°- 060°(3°), R060°-062°(2°)</i>
K1050-065	Labuan. Pulau Popole. S (I)	6 24-42 S 105 48-43 E	Fl G 4s	14	5	Green %on green beacon	<i>fl 0-5. Ra refl</i>

## **SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**

### **INP 31(1), 2005**

*(Last correction: Edition No. 07 dated 01 Apr 2009)*

**NIL**

### **INP 31(2), 2007**

*(Last correction: Edition No. 14 dated 16 Jul 2009)*

**NIL**

### **BA, VOLUME 3 Part 1, NP 283(1), 2006/07**

*(Last correction: Edition No. 15 dated 01 Aug 2006)*

**NIL**

### **INP 31(5), 1997**

*(Last correction: Edition No. 07 dated 01 Apr 09)*

**NIL**

### **INP 31(6), 2005**

*(Last correction: Edition No. 14 dated 16 Jul 2009)*

*Page 88, India Section,*

*Insert after Karwar:*

**KRISHNAPATNAM PORT**                      14° 15'N, 80° 08'E

#### **Pilots and Port**

CALL: Krishnapatnam Port Control

TEL: +91 9704123301

FAX: +91 861 2377046

EMAIL: pradeepgaur@krishnapatnamport.com;

portcontrol@krishnapatnamport.com

WEB: www.krishnapatnam.com

FREQUENCY: Ch 16; 12 and 69

HOURS: H 24

PROCEDURE:

(1) Pilotage is compulsory. Pilot boards at following positions:

(a) Pilot Boarding Station 'A'- 14° 14'.50N, 80° 12'.50E

(b) Pilot Boarding Station 'B'- 14° 14'.85N, 80° 15'.30E

(2) All arriving vessels are advised to contact Krishnapatnam Port Control on VHF Ch 16, 12 and 69 at least 24 hrs prior to arrival.

(3) ETA Notices are required to be sent either through agents or directly by E-mail to Krishnapatnam Port Operations Centre ID "poc@krishnapatnamport.com". Content required are ETA Krishnapatnam Pilot Station and arrival drafts.

Note: The Port is operated by Krishnapatnam Port Company Ltd (KPCL).

## **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,  
Dehradun - 248001  
(UTTARAKHAND), INDIA  
e-mail: - inho@dataone.in; inho\_marinesafety@dataone.in  
Fax No.: +91-0135- 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.



*To accompany Indian Notice to Mariners 333/09*

*Chart 2052*

LESSER DEPTHS

Lesser depths may be encountered due to siltation from time to time.  
Mariners are advised to consult Port Authorities for latest information.

*To accompany Indian Notice to Mariners 333/09*

*Chart 2002*

LESSER DEPTHS

Lesser depths may be encountered due to siltation from time to time.  
Mariners are advised to consult Port Authorities for latest information.

