

INDIAN

CHARTS AND PUBLICATIONS
(Original, Authentic and most up-to-date)



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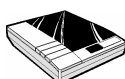
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INDIAN NOTICES TO MARINERS Edition No. 03, dated 01 FEB 2003 (Notices 68 – 91)

CONTENTS

- I. Index of Charts Affected.
- II. Permanent Notices.
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- V. Radio Navigational Warnings.
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- VIII. Correction to List of Radio Signals.

Mariners are requested to notify the Chief Hydrographer to the Government of India, National Hydrographic Office, Post Box No. 75, Dehradun -248001, INDIA [Fax: 0091- (135) - 748373 Grams: Hydro Dehradun immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation. A Hydrographic Note (IH 102), which is a convenient form on which to send in a report, is attached with Notices to Mariners Editions dated 1st January, 1st April, 1st July and 1st October.

KR Srinivasan
Rear Admiral
Chief Hydrographer
to the Government of India

(Published on 1st and 15th of every month)

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EXPLANATORY NOTES

Charts and Positions The Notices in section II give instructions for the corrections of Indian and Admiralty Charts including the information on new Indian Charts and Publications. Geographical positions refer to the horizontal datum of the current edition of the largest scale chart unless otherwise stated. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward. Symbols referred to are those shown on the chart 5020.

Alterations to depth contours, deletion of depths to make way for new detail, etc; are not mentioned unless they have some navigational significance.

Blocks and notes, if any, accompanying notices in Section II are placed after Section VIII.

Temporary and Preliminary Notices These are indicated by (T) and (P) after the notice number and are placed in Section III. A list of those in force published quarterly and text are published in Annual Edition of Indian Notices to Mariners. Charts are not corrected for them before issue, they should be corrected in pencil on receipt.

Original Information A star adjacent to the number of a notice indicates that the notice is based on original information.

Sailing Directions Corrections or the sailing Directions are given in Section VI. A summary of corrections in force will be issued in Section VI of the Edition dated 1st January, 1st April, 1st July and 1st October.

Lights When a light is affected by a notice its Lights List number is quoted. The correction of the Light List is given in Section VII and should be incorporated as per instructions given on page 11 of the list of Lights. It may be published in earlier or later Edition than the chart correcting notice.

The range of a light is the nominal range; geographical range is given in parenthesis if less than the nominal range.

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

Radio Navigational Warnings Updating information is published by fortnightly Notices to Mariners supplemented by the radio warnings for items of immediate importance. It should be borne in mind that they may be based on reports which can not always be verified before promulgation, and that is some time necessary to be selective and promulgate only the more important items to avoid over loading users; the reminder being included in the revised Edition of the charts and publications concerned.

Laws and Regulations While in the interest of the safety of shipping, the Hydrographic Office makes every endeavour 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 Indian Notices to Mariners contains important information and should be used to keep the specified charts and books up to date.

THE USE OF CHARTS AND ASSOCIATED PUBLICATIONS

Reliance on Charts and Associated Publications While every effort is made to ensure the accuracy of the information on Indian charts and other publication, it should be appreciated that it may not always be complete and up-to-date. The mariners must be the final judge of the reliance he can place on the information given, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

The positions of Hydrographic objects shown on the Indian charts and publications are given 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 variation in position obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum). Before plotting GPS positions on charts, datum shift values given on the chart are to be applied in order to agree with the charted position. These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshdweep Islands, as these places are not strictly adjusted to mainland network (datum). Mariners are advised to use alternate source of position information particularly when closing the shore or navigating in the vicinity of danger.

Charts Charts should be used with prudence; there are areas where the source data are old incomplete or of poor quality. The mariners should use largest scales appropriate for his particular purpose; apart from being the most detailed, the larger scale are usually corrected first. When extensive information (such as new hydrographic survey) is received, some months must elapse before it can be fully incorporated in published charts.

On small-scale charts of ocean areas where hydrographic information is, in many cases still sparse, charted shoal may be in error as regards position, least depth and extent. Undiscovered dangers may exist particularly away from well-established routes.

Further Guidance The mariner's Hand Book (NP 100) gives full explanation of the limitation of charts. In their own interest, all users should study it.

I

INDEX OF CHARTS AFFECTED (Edition No. 03 dated 01 Feb 2003)

INDIAN Chart No.	Folio No.	Notice No.			
20	1	76, 78, 87(P)	2056	2	79
21	2	88(T), 89(T)	2075 (INT 7366)	4	79
22	3	79, 88(T), 89(T)	2081	2	79
31	5	79, 90(T)	2099	1	72
32	5	79, 90(T)	2100	2	79
33	5	79	3001 (INT 7402)	5	79
209	2	89(T)	3002 (INT 7410)	5	91(T)
210	2	89(T)	3009	5	81
211	3	80, 89(T)	3011	5	83
217	3	79	3012 (INT 7411)	5	82, 91(T)
224	4	79	7071 (INT 71)	1	88(T)
253 (INT 7328)	2	88(T)	7703 (INT 703)	1	88(T)
255 (INT 7334)	3	79, 89(T)	7705 (INT 705)	1	88(T)
258 (INT 7348)	3	79	7706 (INT 706)	1	88(T), 89(T), 90(T)
262	4	79	8004	1	77
268 (INT 7358)	4	79			
273	4	79, 88(T)	ADMIRALTY Chart No.	Folio No.	Notice No.
288	1	76, 87(P)	15	32	69
289	1	78	1235	40	75
292	2	88(T), 89(T)	1265	40	75
301	5	83	2403	45	86
313	5	79	2443	40	74
351	5	83	2523	40	78, 87(P)
354 (INT 7408)	5	81, 90(T)	2780	46	85
355 (INT 7405)	5	90(T)	2851	40	71
357 (INT 7397)	5	90(T)	2882	40	76
358	4	84	2883	40	87(P)
359	4	84	2884	40	75, 76
2001	3	80	2886	40	78, 87(P)
2002 (INT 7351)	3	79	2887	40	77, 78
2015 (INT 7337)	3	80	3171	40	72
2016	3	80	3176	40	73
2052 (INT 7350)	3	79	3178	40	74
			3211 (INT 7696)	36	70
			3739 (INT 7220)	40	73

II

PERMANENT NOTICES

***68 (03/03) Amendment of Notice No. 8/99 of Special Edition 1999**

<u>Serial No. :</u>	<u>Details</u>	<u>Remarks</u>
1.	<i>Insert Notice No. 8A</i> Ship Report for Maritime Search and Rescue (M-SAR) – "INDSAR"	After Notice No. 8 in the INDEX page.
2.	<i>Insert 7.</i>	Before Reporting Format. (on page 57)
3.	<i>Insert 8.</i>	Before Receiving Stations. (on page 57)
4.	<i>Insert accompanying text :</i>	After serial (f) under Receiving Stations. (on page 57)
5.	<i>Insert 'legend' (Only for INSPIRES)</i>	for Message Groups on page 60 after Note *3
6.	<i>Insert accompanying as Appendix 'D' after Appendix 'C'</i>	on page No. 63

(Coast Guard Headquarters, Delhi: HJ/NM/Pub)

69 (03/03) RED SEA – Saudi Arabia – Approaches to Jizan – Farasan al Kabir Southwards and Southeastwards – Buoyage; Rock

Insert	N. cardinal pillar light-buoy, <i>Q S-1</i>	16° 21'.4N., 41° 53'.6E.
	S. cardinal pillar light-buoy, <i>Q (6)+LFl.15s S-2</i>	16° 24'.3N., 41° 58'.2E.
	N. cardinal pillar light-buoy, <i>VQ S-3</i>	16° 25'.4N., 42° 00'.6E.
	N. cardinal pillar light-buoy, <i>Q S-4</i>	16° 27'.8N., 42° 04'.8E.
	S. cardinal pillar light-buoy, <i>Q (6)+LFl.15s S-5</i>	16° 29'.4N., 42° 15'.4E.
Substitute	port-hand can light-buoy, <i>Fl.R.5s S-6</i>	16° 33'.8N., 42° 22'.0E.
	⊕ <i>PD</i> , for ⊕	16° 29'.3N., 42° 15'.6E.

Chart [*Last correction*]: – **B.A. 15** [357/02]

(B.A. Notice 426/03: HJ/1033/68)

70 (03/03) AFRICA – East Coast – Tanzania – Zanzibar Island – West Coast – Zanzibar Harbour – Depths; Pontoon

Insert	depth 9 ₄ m	(a)	6° 09'.320S., 39° 11'.515E.
	depth 5 ₉ m	(b)	6° 09'.355S., 39° 11'.510E.
Substitute	pontoon, single firm line, joining: legend, <i>Pontoon PA</i> , centred on: depth 9 ₁ m for depth 6 ₉ m		6° 09'.390S., 39° 11'.520E. (shore)
			6° 09'.385S., 39° 11'.495E.
			6° 09'.400S., 39° 11'.490E.
			6° 09'.405S., 39° 11'.515E. (shore)
			6° 09'.395S., 39° 11'.445E.
			6° 09'.275S., 39° 11'.520E.
Delete	depth 8 ₃ m		close NE. of (a) above
	depth 5 ₄ m		close SW. of (b) above

Chart [*Last correction*]: – **B.A. 3211** (INT 7696) [115/00]

(B.A. Notice 208/03: HJ/834/30)

II

71(03/03) ARABIA – Oman, East Coast – Ra's Al hadd Northwestwards – Qalhat – Pilot boarding place

Insert  22° 43'.0N., 59° 27'.5E.

Chart [*Last correction*]: – **B.A. 2851** [145/02]

List of Radio Signals, Vol. 6 (B.A. Notice 428/03: HJ/1132/20)

72 (03/03) ARABIA – Gulf of Oman – United Arab Emirates – Jabal Dadnah – Light

Insert ☆ *Q.R* 25° 31'.37N., 56° 21'.93E.

Chart [*Last correction*]: – **2099** [395/02]-**B.A. 3171** [58/01]

Light List Vol. D, 7332.3 (B.A. Notice 209/03: HJ/1132/53)

73 (03/03) ARABIA – United Arab Emirates – Mina Jabal Ali Northwards – Light

Insert ☆ *Fl(5)G.20s7m5M*, (chart B.A. 3176, ☆ *Fl(5)G.20s5M*) 25° 04'.16N., 55° 07'.32E.

Chart [*Last correction*]: – **B.A. 3739** (INT 7220) [35/03] – **3176** [35/03]

Light List Vol. D, 7358.21 (B.A. Notice 320/03: HJ/1132/54)

74 (03/03) ARABIA – United Arab Emirates – Jazirat Zarakkuh – Mooring buoys

Insert legend, *Mooring buoys*, centred on: 25° 51'.70N., 53° 06'.25E.

Chart [*Last correction*]: – **B.A. 2443** [300/02] – **3178** [54/02]

(B.A. Notice 427/03: HJ/1132/46)

75 (03/03) ARABIA – Iran – Approaches to Shatt al Arab – Rock; Buoy



Insert  (2₉) *Rep (2002) PA*, (chart B.A. 2884,  (2₉) *Rep (2002)*) (a) 29° 50'.40N., 48° 50'.20E.
isolated danger pillar buoy close SE. of (a) above

Chart [*Last correction*]: – **B.A. 1265** [468/02] – **1235** [468/02] – **2884** [323/02]

(B.A. Notice 321/03: HJ/1133/91)

76 (03/03) ARABIA – Iran – Soroosh Oilfield Westwards – Wreck

Insert  (a) 29° 04'.80N., 49° 22'.80E.
(b) 29° 04'.67N., 49° 22'.76E.

Chart [*Last correction*]: – **288** (a) [465/02] – **20** (a) [465/02] – **B.A. 2882** (a) [465/02] – **2884** (b) [75/03]

(B.A. Notice 322/03: HJ/1133/90)

77 (03/03) ARABIA – Iran – Jazireh-ye Qeshm Westwards – Drying height; Depth

Substitute drying height Q_2 m enclosed by drying contour, *SD*, for depth 2_1 26° 37'.7N., 55° 13'.5E.

Chart [*Last correction*]: – **8004** [412/02] – **B.A. 2887** [35/03]

(B.A. Notice 324/03: HJ/1132/64)

II

78 (03/03) ARABIA – Iran – Shah Allum Shoal Southwards – Platform; Submarine pipeline; Legend

Insert	<p>□ (lighted) <i>Balal Oilfield</i> (see Note), (chart 289, □ (lighted) <i>Balal Oilfield</i>), (chart 20, □ (lighted) <i>Balal</i>) submarine pipeline joining:</p>	<p>(a) 26° 18'.61N., 52° 32'.76E. (a) above 26° 18'.90N., 52° 32'.80E. (existing pipeline) 26° 19'.90N., 52° 31'.80E.</p>
Delete	legend, Bahram Oilfield (see Note), centred on:	

Chart [*Last correction*]: – 289 (a) [34/02] – 20 (a) [76/03] – B.A. 2523 [436/02] – 2886 (a) [465/02] – 2887 (a) [77/03]
 (B.A. Notice 323/03: HJ/1133/67)

*79 (03/03) INDIA – West, East & South Coasts – Off Goa, Lakshadweep, Chennai, Paradip, Machalipatnam, Cochin, Mahabalipuram and Ports of Pipavav, Mumbai, Goa, Manglore, Tuticorin, Ennore – Data Buoys

Former INM 259(T) & 260(T) of 2002 are cancelled

Insert	<p>SW₁ ⚡ ODAS (yellow) with radar reflector SW₅ ⚡ ODAS (yellow) with radar reflector and beacon light <i>Fl 2.5s</i> (chart 2075, SW₅ ⚡ ODAS (yellow) with radar reflector and beacon light <i>Fl 2.5s 4M</i>) DS₅ ⚡ ODAS (yellow) with radar reflector <i>Fl 2.0s</i></p>	<p>(a) 20° 52'.5N., 71° 29'.52E. (b) 8° 42'.35N., 78° 21'.53E. (c) 13° 59'.68N., 83° 16'.45E.</p>
Move	<p>DS₃ ⚡ ODAS (yellow) with radar reflector <i>Fl 3s</i> from: to: SW₂ ⚡ ODAS (yellow) with radar reflector <i>Fl(2) 5s 5M</i> from: to: DS₁ ⚡ ODAS (yellow) with radar reflector and beacon light <i>Fl 3s 4M</i> from: to: DS₂ ⚡ ODAS (yellow) with radar reflector <i>Fl(2) 5s 5M</i> from: to: SW₄ ⚡ ODAS (yellow) with beacon light <i>Fl(5) 23s</i> (chart 2002, 2052, SW₄ ⚡ ODAS (yellow) with beacon light <i>Fl(5) 23s 4M</i>) from: to: DS₄ ⚡ ODAS (yellow) with radar reflector <i>Fl 3s</i> from: to: DS₆ ⚡ ODAS (yellow) with beacon light <i>Fl 3s 4M</i> from: to: OT₁ ⚡ ODAS (yellow) with radar reflector <i>Fl 20s</i> from: to: MB₁₀ ⚡ ODAS (yellow) with radar reflector and beacon light <i>Fl 3s 4M</i> from: to:</p>	<p>(d) 12° 08'.40N., 90° 45'.60E. (e) 12° 08'.12N., 90° 45'.58E. (f) 18° 34'.99N., 71° 02'.77E. (g) 18° 34'.83N., 71° 02'.83E. (h) 15° 33'.25N., 69° 10'.38E. (i) 15° 33'.60N., 69° 10'.67E. (j) 10° 37'.55N., 72° 30'.82E. (k) 10° 37'.50N., 72° 30'.60E. (l) 12° 56'.57N., 74° 43'.92E. (m) 12° 56'.53N., 74° 43'.93E. (n) 18° 28'.20N., 87° 33'.00E. (o) 18° 28'.50N., 87° 33'.37E. (p) 8° 59'.45N., 74° 00'.35E. (q) 9° 00'.00N., 74° 00'.00E. (r) 8° 11'.37N., 78° 33'.73E. (s) 8° 11'.88N., 78° 33'.72E. (t) 12° 30'.60N., 84° 58'.95E. (u) 12° 30'.80N., 84° 58'.95E.</p>

II

***79 (03/03) (continued)**








Delete	SW ₁  (yellow), Fl 2.5s 6M, ODAS with radar reflector	(v)	20° 53'.10N., 71° 29'.58E.
	SW ₅  ODAS (yellow) with radar reflector Fl 2.5s,		
	(chart 2075 SW ₅  ODAS (yellow) with radar reflector Fl 2.5s 4M)	(w)	8° 42'.18N., 78° 21'.37E.
	DS ₃  (yellow) Fl 2s ODAS	(x)	12° 10'.68N., 90° 44'.78E.
	OT ₁  (yellow) Fl W 20s ODAS with radar reflector	(y)	8° 15'.00N., 78° 37'.00E.
	SPL  (yellow) Fl 20s 6M ODAS with radar reflector		
	(chart 313, SPL  (yellow) Fl 20s ODAS with radar reflector)	(z)	13° 12'.13N., 80° 23'.80E.

Chart [Last correction]: – **2100** (a,v) [398/01] – **2002** (INT 7351) (l, m) [440/02] – **2056** (a, v) [398/01] – **2052** (INT 7350) (l, m) [440/02] – **2075** (INT 7366) (b, w) [329/02] – **3001** (INT 7402) (z) [55/03] – **2081** (a) [347/02] – **217** (l,m) [440/02] – **224** (b,r,s,w,y) [329/02] – **255** (INT 7334) (f,g) [348/02] – **313** (z) [55/03] – **258** (INT 7348) (l,m) [440/02] – **262** (b,r,s,w,y) [454/02] – **268** (INT 7353) (j,k) [383/02] – **273** (j,k,p,q) [418/02] – **22** (h,i,p,q) [37/03] – **31** (n,o) [472/02] – **32** (c) [386/02] – **33** (d,e,t,u,x) [471/02]

(NIOT Chennai: HJ/NM/Gen)

***80 (03/03) INDIA – West Coast – Mumbai Harbour – Buoys**

Cancel former notice 370/02

Insert	Indira Dock channel dam buoy Fl.3s	(a)	18° 56'.05N., 72° 50'.80E.
	▲ (Green) South entrance, Fl.G.5s	(b)	18° 50'.36N., 72° 48'.58E.
	△ (Red) Southwest prong's reef, Fl.R.5s	(c)	18° 51'.27N., 72° 47'.40E.
Move	▲ Prong's Reef (Fl.(2)R.10s from:	(d)	18° 51'.44N., 72° 48'.89E.
	to:	(e)	18° 51'.55N., 72° 48'.84E.
Delete	▲ (Green) South entrance, Fl.G.5s	(f)	18° 50'.23N., 72° 47'.86E.
	△ (Red) Southwest prong's reef, Fl.R.5s	(g)	18° 51'.50N., 72° 47'.70E.

Chart [Last correction]: – **2001** (a) [348/02] – **2015** (INT 7337) (a-e) [348/02] – **2016** (b-e) [416/02] – **211** (b-g) [348/02]

(Mumbai Port Trust: HJ/1030/87)

***81 (03/03) INDIA – East Coast – Approaches to Kakinada – Legend**

Insert	legend, 'Lighterage operation area (M ₁)', (chart 354, legend, 'M ₁ '), centred on:		16° 57'.00N., 82° 27'.00E.
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Chart [Last correction]: – **3009** [442/02] – **354** (INT 7408) [442/02]

(Kakinada Seaport Ltd: HJ/1029/67)

***82 (03/03) INDIA – East Coast – Vishakhapatnam Outer Harbour – Along side depth**

Insert	legend, dredged to 16.5 m (2002), centred on:		17° 41'.39N., 83° 17'.84E.
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Note: The General Cargo Berth in Outer Harbour opened to vessels of draft 14.5 m at 0.5 m rising tide.

Chart [Last correction]: – **3012** (INT 7411) [232/02]

(VSKP Port Trust: HJ/1029/76)

II

***83 (03/03) INDIA – East Coast – Hugli River – Buoy**

- | | | |
|--------|--|--------------------------------|
| Insert | ▲ (Green) <i>Middleton No. V, Fl.7s</i> | (a) 21° 32'.25N., 88° 06'.78E. |
| | ☒ (Red) <i>Upper Gasper Fl(4)20s.12M- Bell</i> | (b) 21° 29'.85N., 88° 06'.62E. |
| | ☒ (Red) <i>Eastern Channel Fl.10s.12M, Racon (0)</i>
(chart 351, <i>Fl.10s.11M, Racon (0)</i>) | (c) 21° 04'.32N., 88° 11'.12E. |
| | ▲ (Green) <i>Maragolia (MC III) Q. Fl</i> | (d) 21° 48'.50N., 88° 02'.83E. |
| Delete | ☒ (Red) <i>Upper Gasper Fl.(3)30s.8M- Bell</i>
(chart 301 <i>Fl.(4)20s.12M- Bell</i>) | (e) 21° 29'.95N., 88° 06'.50E. |
| | ☒ (Red) <i>Eastern Channel Fl.10s.12M, Racon (0)</i>
(chart 351, <i>Fl.10s.11M, Siren (2)</i>) | (f) 21° 01'.00N., 88° 11'.50E. |
| | ▲ (Green) <i>Maragolia (MC III) Q.Fl</i> | (g) 21° 48'.35N., 88° 02'.52E. |
| | ▲ (Green & White) <i>Middleton No. V, (VQ).(9)10s</i> | (h) 21° 32'.85N., 88° 06'.10E. |

Chart [*Last correction*]: – **3011** (a,d,g) [57/03] – **301** (a-c,f,h) [57/03] – **351** (b,c,e,f) [57/03]
(Kolkatta Port Trust: HJ/1129/11)

84 (03/03) SRILANKA – North-East Coast – Mullaittivu Shoals to Alphee Shoal – Less water

- | | | |
|--------|---|--------------------------------------|
| Insert | legend, <i>Less Water Reported (2001)</i> , orientated NNW./SSE.,
between: | (a) 9° 29'.75N., 80° 50'.25E. |
| | | (b) 9° 08'.50N., 81° 00'.00E.
and |
| | | (c) 8° 23'.50N., 81° 27'.50E. |
| | | (d) 8° 02'.00N., 81° 36'.00E.
and |
| | | (e) 7° 43'.25N., 81° 49'.00E. |
| | | (f) 7° 21'.00N., 81° 56'.25E. |

Chart [*Last correction*]: – **358** (a,b) [306/02] – **359** (b-f) [419/02]
(B.A. Notice 211/03: HJ/929/99)

85 (03/03) SUMATERA – West Coast – Pulau Pagai Utara – East coast – Bere – Light

- | | | |
|--------|-------------------------|----------------------------|
| Insert | ☆ <i>Fl. 3s49ft 10M</i> | 2° 46'.40S., 100° 13'.00E. |
|--------|-------------------------|----------------------------|

Chart [*Last correction*]: – **B.A. 2780** [237/02]
Light List Vol. K, 0883.4 (B.A. Notice 431/03: HJ/827/79)

86 (03/03) PENINSULAR MALAYSIA – East Coast – Johor – East Coast – Tanjung Balau Eastwards – Buoy

- | | | |
|--------|---------------------------------|--------------------------|
| Delete | special can light-buoy, Fl.Y.5s | 1° 37'.6N., 104° 18'.0E. |
|--------|---------------------------------|--------------------------|

Chart [*Last correction*]: – **B.A. 2403** [479/02]
(B.A. Notice 212/03: HJ/927/15)

III

TEMPORARY AND PRELIMINARY NOTICES

87 (P) (03/03) ARABIA – Qatar – Al Shaheen Oilfield – Platforms; Submarine pipelines

Mariners are advised of the following as part of the Al Shaheen Oilfield development programme:

1. New platforms will be installed in position:
 - (a) $26^{\circ} 37'.1N., 52^{\circ} 04'.7E.$
 - (b) $26^{\circ} 40'.3N., 52^{\circ} 00'.8E.$
 - (c) $26^{\circ} 32'.1N., 51^{\circ} 58'.3E.$
 2. Submarine pipelines carrying Gas have been laid between the following positions:
 - (d) (a) above
 - (e) $26^{\circ} 38'.9N., 52^{\circ} 02'.5E.$
 - (f) (b) above
 - (g) $26^{\circ} 39'.6N., 51^{\circ} 59'.9E.$
 - (h) $26^{\circ} 38'.4N., 51^{\circ} 57'.4E.$
 - (i) $26^{\circ} 38'.1N., 51^{\circ} 57'.1E.$
 - (j) $26^{\circ} 36'.6N., 51^{\circ} 56'.0E.$
 - (k) $26^{\circ} 34'.9N., 51^{\circ} 55'.6E.$
 - (l) (c) above
 - (m) $26^{\circ} 32'.6N., 51^{\circ} 58'.9E.$
 - (n) $26^{\circ} 34'.6N., 51^{\circ} 59'.6E.$
 - (o) $26^{\circ} 35'.5N., 52^{\circ} 00'.0E.$and between positions:
 - (p) $26^{\circ} 32'.1N., 51^{\circ} 56'.9E.$
 - (q) $26^{\circ} 31'.8N., 51^{\circ} 57'.4E.$
 - (r) $26^{\circ} 31'.8N., 51^{\circ} 58'.0E.$
 - (s) (c) above
 3. Submarine pipelines carrying Oil have been laid between the following positions:
 - (t) (c) above
 - (u) (m) above
 - (v) $26^{\circ} 34'.5N., 52^{\circ} 00'.7E.$
 - (w) (o) above
 - (x) $26^{\circ} 39'.4N., 52^{\circ} 01'.3E.$
 - (y) (b) aboveand between positions:
 - (z) (o) above
 - (aa) $26^{\circ} 36'.1N., 52^{\circ} 01'.4E.$
 - (bb) $26^{\circ} 36'.5N., 52^{\circ} 03'.5E.$
 - (cc) (a) above
 4. Mariners should exercise caution when navigating in the vicinity.
- Chart affected – 288 – 20 – B.A. 2523 – 2883 – 2886**

(B.A. Notice 364 (P)/03: HJ/1132/67)

III

***88 (T) (03/03) INDIA – West Coast – Arabian Sea – Seismic Survey**

1. Seismic survey in the following area is in progress by MV Mezen and will be completed by 15 May 2003.
 - (a) 20° 38'.0N., 66° 50'.0E.
 - (b) 18° 12'.0N., 65° 46'.0E.
 - (c) 11° 07'.0N., 69° 44'.0E.
 - (d) 09° 32'.0N., 74° 02'.0E.
 - (e) 20° 44'.0N., 68° 50'.0E.
2. Vessel towing a streamer cable of 6,00 metres in length with a red buoy.
3. Mariners operating in the area are advised to keep sharp look out and give wide berth.

Chart affected – 253 (INT 7328) – 273 – 292 – 21 – 22 – 7071 (INT 71) – 7703 (INT 703) – 7705 (INT 705) – 7706 (INT 706)

(Navarea 34/2003: HJ/1031/03)

***89 (T) (03/03) INDIA – West Coast – Arabian Sea – Oil Rigs**

Cancel former INM 485 (T)/ 2002 & 48 (T)/2003

1. The present positions of oil rigs as follows

Pride Pennvania	18-38.8N., 072-14.9E.
Hitdrill	19-21.9N., 071-12.7E.
Kedarnath	20-59.1N., 072-33.1E.
Trident-II	19-15.0N., 071-28.4E.
Ida	19-36.6N., 071-18.9E.
CE Thornton	20-48.7N., 072-22.9E.
JT Angel	19-26.6N., 071-20.6E.
Frontier Duchthess	19-01.1N., 072-12.3E.
Frontier Ice	19-10.0N., 071-57.9E.
PN III	19-30.9N., 071-21.4E.
Sagar Samrat	19-06.4N., 072-20.1E.
Sagar Bhushan	18-38.8N., 072-14.9E.
Sagar Pragati	18-41.5N., 072-20.9E.
Sagar Shakti	19-23.2N., 071-17.5E.
Sagar Jyoti	19-31.8N., 071-25.0E.
Sagar Ratna	19-35.4N., 071-16.8E.
Sagar Kiran	19-34.4N., 071-21.9E.
Sagar Laxmi	18-55.9N., 072-18.3E.
Sagar Uday	19-35.0N., 071-23.7E.
FGMC Clintok	19-24.6N., 071-21.3E.
Pride West Virginia	19-23.0N., 071-27.4E.
Sagar Gaurav	18-43.4N., 072-22.3E.
2. Mariners are advised to give wide berth while operating in these areas.

Chart affected – 209– 210 – 211 – 255 (INT 7334) – 292 – 21 – 22 – 7706 (INT 706)

(Navarea VIII 031, 040, 041 & 046/03: HJ/1130/87)

III

***90 (T) (03/03) INDIA – East Coast – Bay of Bengal – Oil Rigs**
Cancel former INM 487 (T)/2002

1. The present positions of oil rigs as follows:

- (a) Aban –II 16° 24'.5N., 82° 00'.7E.
- (b) Sagar Vijay 16° 01'.1N., 81° 48'.9E.
- (c) Discoverer - 534 16° 36'.7N., 82° 43'.8E.

2. Mariners are advised to give wide berth while operating in these areas.

Chart affected – 354 (INT 7408) – 355 (INT 7405) – 357 (INT 7397) – 31 –32 – 7706 (INT 706)

(Navarea 30/2003: HJ/1029/67)

***91 (T) (03/03) INDIA – East Coast – Vishakhapatnam outer harbour – Berth**

1. The maximum permissible dimensions of vessels at oil berth (O.S.T.T.) in outer harbour are LOA 280, beam 48 m, draft 17 m at 0.5 tide rising.

Chart affected – 3012 (INT 7411) – 3002 (INT 7410)

(VSKP Trust: HJ/1029/76)

NAVIGATIONAL WARNINGS

Refer to Notice No. 12 (Special Edition, Notice to Mariners – 1999). Navigational Warning pertaining to Navigational Warning Area (NAVAREA VIII) is reproduced in this section. Text of NAVAREA VIII known to be cancelled prior to the date indicated are not given. Serial numbers only of Navigational warnings in force, pertaining to other NAVAREAS are given.

(1) Navarea I (N.E. Atlantic)
(01Feb 2003)
016 Received

(2) Navarea II (E. Atlantic)
(01Feb 2003)
Nil

(3) Navarea III (Mediterranean)
(01Feb 2003)
18 Received

(4) Navarea IV (N.W. Atlantic)
(01Feb 2003)
499 (Gen)

(5) Navarea V (W. Atlantic)
(01Feb 2003)
Nil

(6) Navarea VI (S.W. Atlantic)
(01Feb 2003)
447/02

(7) Navarea VII (S.E. Atlantic)
(01Feb 2003)
014 Received

(8) Navarea VIII (Indian Ocean)
(01Feb 2003)
065 Received

2002 720

2003 002 003 004 010 011 013 014 015 026 030 031 034 040 041 044 045 046 053 054 055 056 058 059 060
061 062 063 064

034. India West Coast- Arabian Sea. Charts 21 22 253 268 272 273 292 INT 71 INT 705 INT 706. Seismic survey in progress by MV Mezen till 15 May 2003 in area bounded by:

- | | |
|---------------------------|---------------------------|
| (a) 20-38.0N., 066-50.0E. | (b) 18-12.0N., 065-46.0E. |
| (c) 11-07.0N., 069-44.0E. | (d) 09-32.0N., 074-02.0E. |
| (e) 20-44.0N., 068-50.0E. | |

Vessel towing a streamer cable of 6,000 metres in length with a red buoy. All vessels operating in vicinity to keep well clear and exercise caution. Cancel this message on 16 May 2003.

035 to 039. Cancelled.

040. Refer Navarea 031/2003. Following rigs moved to new position:

- | | |
|-------------------|-----------------------|
| (a) Ida | 19-36.6N., 071-18.9E. |
| (b) Sagar Bhushan | 18-38.8N., 072-14.9E. |

Wide berth requested.

041. India East Coast-Off Kakinada. Charts 31 32 354 INT 706. Man overboard reported in approximate position 17-02.0N., 082-44.0E. at 160230 UTC. All vessels in vicinity to keep sharp lookout, render assistance and inform sighting to MOC (V) on Telephone 0891-2577147, Fax-0891-2577148, Telex 04957248 or to MRCC (CH) on INM-C 441907510, Telex 0416063, MSCG IN Telephone 00 91 44 25366206/25365437.

042 & 043. Cancelled.

V

044. Refer Navarea 031/2003. Rig Sagar Jyoti moved to new position 19-31.8N., 071-25.0E. Wide berth requested.
045. India East Coast – Bay Of Bengal. Charts 31 32 355 INT 706. Antervedi radio beacon 16-19.0N., 081-43.6E. will be off air from 0230 UTC on 23 Jan 2003 for installation of DGPS system.
046. Refer Navarea 031/2003. Rig Trident-II moved to new position 19-15.0N., 071-28.4E. Wide berth requested.
- 047 to 052. Cancelled.
053. India Andaman Sea. Charts 33 INT 706. MV TCI Vijaj drifting in approximate position 11-32.0N., 090-42.0E. due to engine breakdown. All vessels in vicinity to keep sharp lookout and render assistance.
054. Computerised Vessel Reporting System for SAR – 'INDSAR' being brought into force from 01 Feb 2003 for safety of life at sea in Indian Search And Rescue Region. Position reporting by merchant vessels plying through Indian Search And Rescue Region by using two digit INMARSAT service code 43 via LES ARVI is voluntary and free of charge. INDSAR System co-ordinated by MRCC Mumbai MMSI 004192203.
055. India East Coast-Paradip. Charts 31 352 3010 INT 706. Paradip radio beacon 20-15.3N., 086-39.5E. off air for DGPS installation.
056. India West Coast – Mormugao. Charts 22 214 215 257 INT 706. Air to ground firing practice on land and sea by air crafts between 0230 UTC and 1230 UTC from 01 Feb to 07 Feb 2003 in area bounded by: 15-13.0N., 073-57.0E; 15-13.0N., 073-52.0E; 15-11.0N., 073-57.0E; 15-11.0N., 073-52.0E. Safe flying height 3,500 metres. Cancel this message on 08 Feb 2003.
057. Cancelled.
058. India West Coast- Cochin. Charts 22 32 220 221 259 260 INT 706. Firing exercise by coast battery between 0330 UTC and 1530 UTC on 31 Jan and 04 Feb 2003 in area bounded by: 09-57.6 N., 075-59.5 E; 09-57.7 N., 076-14.2 E; 09-40.0 N., 076-14.5 E; 09-42.5 N., 076-09.5 E. Safe flying height 10,000 metres. Cancel this message on 05 Feb 2003.
059. India West Coast - Pigeon Island. Charts 22 216 257 INT 706. Firing exercise by Naval ships and aircrafts between 0230 UTC and 1130 UTC from 01 Feb to 07 Feb 2003 on Pigeon Island.
Danger area – circle of 06 NM radius around the position 14 – 01.0N., 074 – 19.6E.
Safe flying height 3,500 metres. Cancel this message on 08 Feb 2003.
060. India East Coast–Bay Of Bengal. Charts 31 32 308 354 INT 706. Firing exercise by Coast Guard ships and aircrafts from 0130 UTC to 0930 UTC from 29 to 30 Jan and 02 Feb 03 and 07 Feb 2003 in area bounded by: 13-15.0N., 080 –20.0E; 13-08.0N., 080-19.5E; 13-15.0N., 080 -30.0E; 13-10.0N., 080-30.0E. Safe flying height 1,000 metres. Cancel this message on 08 Feb 2003.
061. India East Coast - Bay of Bengal. Charts 31 32 308 354 INT 706. Firing exercise by Naval aircrafts from 0030 UTC to 0630 UTC on 01 Feb and 02 Feb 2003 in area bounded by:-
17- 48.0N., 84 - 05.0E; 17 - 34.0N., 83 - 50.5E; 17 - 19.5N., 84 – 05.0E; 17 - 34.0N., 84 – 20.0E.
Safe flying height 3,100 metres. Cancel this message on 03 Feb 2003.
062. India West Coast – Okha. Charts 21 202 203 251 2013 2055 2068 INT 705. Firing exercise by coast battery 22-28.7N., 069-04.0E. from 1030 UTC to 1300 UTC from 03 Feb to 05 Feb 2003 in sector of 13 NM radius between 240 degree and 020 degree. Safe flying height 13,000 metres. Cancel this message on 06 Feb 2003.
063. India West Coast – Bombay harbour. Charts 211 255 292 2015 2016 INT 706. Firing exercise by coast battery between 0730 UTC and 0930 UTC on 05 Feb 2003 in area bounded by: -
(a) 18-54.6N., 072-50.6E; 18-50.0N., 072-54.5E; 18-54.5N., 072-55.0E; 18-55.2N., 072-54.8E
(b) 18-54.6N., 072-50.6E; 18-50.0N., 072-54.5E; 18-48.0N., 072-52.0E; 18-54.1N., 072-49.8E
(c) 18-48.0N., 072-38.0E; 18-53.6N., 072-48.8E; 19-00.0N., 072-44.1E; 19-00.0N., 072-38.0E
Safe flying height 8,000 metres. Cancel this message on 06 Feb 2003.
064. India West Coast- St. George Islands. Charts 22 214 257 2020 2022 INT 705 INT 706. Grandi Island light 15-21.1N., 073-45.8E relit.

V

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea)
(01Feb 2003)
335/02

(10) Navarea X (Australia, New Guinea)
(01Feb 2003)
001

(11) Navarea XI (Malacca Strait, China Sea, N. Pacific)
(01Feb 2003)
014

(12) Navarea XII (N.E.Pacific)
(01Feb 2003)
358 (19) Received

(13) Navarea XIII (N.W.Pacific)
(01Feb 2003)
Nil

(14) Navarea XIV (S.W. Pacific)
(01Feb 2003)
196/02

(15) Navarea XV (S.E. Pacific)
(01Feb 2003)
Nil

(16) Navarea XVI (E. Pacific)
(01Feb 2003)
Nil

(17) Hydropacks
(01Feb 2003)
2387 (21, 22, 83) Received

(18) Hydrolants
(01Feb 2003)
2800 (23) Received

VII

CORRECTIONS TO LIST OF LIGHTS

Edition No. 03 dated 01 Feb 2003

D 6492.1	-- Inhaca. Rear. 814m from front	25 58.5 32 59.3	Fl(2+1)W 15s	109	23	White 6-sided tower 31	Vis 224°-212°(348°). Aeromarine
	---	...	Iso R 4s *	...	12	...	Vis 212°-224°(12°) over Baixo Danae Shoal *
D 6900	-Passe Bandele. Pointe Amoro. Ldg Lts 292° 42'. Front	12 52.5 45 12.9	Q R	21	5	White 8-sided tower, red band 8	Intens 284°-302°(18°). TE 2002 *
D 6900.1	----Rear. 273m from front	12 52.3 45 12.8	Q R	54	5	White 8-sided tower, red band 8	Intens 284°-302°(18°). TE 2002 *
D 7026.5	Ile Europa	22 19.1 40 20.4	Fl W 5s	21	15	Round pylon 18	* *
D 7287	-PASSE OUEST. Jeteo du Gouvernement.Head	11 36.1 43 08.2	Dir Oc(2) WRG 6s	13	...	Metal framework tower	ec 1, lt 1, ec 1, lt 3 G098°-099.3°(1.3°), W099.3°-100.7° (1.4°) R100.7°-102° (1.3°). Occas. F R on radio masts 0.75M NE and 1.2M SE and on tower 1.5M NNE. TE 2002 *
D 7314.3	-- Channel Lead S. Dir Lt 267°	16 56.9 54 00.7	Dir Oc WR 10s	8	W 10 R 8	...	ec 2. W257°-267°(10°), WR267°-270°(3°), R270°-277°(7°). Reported unreliable 2002 *
D 9165	-AL SHAHEEN OILFIELD	26 37.7 51 59.0	Mo(U)W 15s	...	...	...	Numerous installations, some marked by lights and fog signals, exist in this field. New platforms under construction (P) 2002 *
F 0515	-Gull Islet (Kansa RK)	18 50.0 72 53.8	Fl W 5s	26	7	Aluminium framework tower 20	<i>fl 0.5</i> *
F 0516	-Sunk Rock	18 53.4 72 50.0	Fl (2) WR 6s	20	W 13 R 7	Red and yellow chequered round tower 28	<i>fl 0.3, ec 1.4, fl 0.3, ec 4 W 186°-209°(23°),</i> R209°-015° (166°) W015°-031°(16°), R031°-069°(38°) *
F 0546	-Tucker Beacon	18 56.0 72 52.5	Oc WR 5s	21	13	White framework tower on red masonry beacon, white and black bands	ec 2. W007.5°-036.5° (29°), R036.5°-007.5° (331°) *
F 0628	Saint George's Islands. Grandi Island	15 21.1 73 45.8	Fl(4)WR 20s	93	W 9 R 6	White round concrete tower, black stripes 16	<i>fl 0.5, ec 1.5, fl 0.5, ec 1.5, fl 0.5, ec 1.5, fl</i> <i>0.5, ec 13.5.</i> R 185°-225°(40°), W 225°-185°(320°) *

VII

F 1586	-Pulau Angsa	3 11.2 101 13.1	Fl WR 10s	36	W 22 R 15 *	White round concrete tower 11	W 145°-315°(170°), R315°-145°(190°), but partially obscured 323.5°-010.5°(47°) by Air Obstruction light F R 28m close by *
F 9526.305	-- E I I K -A	4 20.0 112 40.7	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
F 9526.305	-- E I I R -C	4 18.4 112 43.7	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
F 9526.32	-- B I I D R -A	4 43.5 113 06.1	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
F 9527.495	-- K N D P -A	5 25.8 114 42.5	Lit	...	...	Platform	
*	*	*	*	*	*	*	*

VIII

CORRECTION TO LIST OF RADIO SIGNALS

Edition No. 03 dated 01 Feb 2003

VOL. 1, 1987

(Last correction: Edition No. 23 dated 01 Dec 2002)

NIL

VOL. 2, 1995

(Last correction: Edition No. 01 dated 01 Jan 2003)

NIL

B.A. VOL. 3 Part 1, NP 283(1), 2002/03

(Last correction: Edition No. 23 dated 01 Dec 2002)

NIL

VOL. 5, 1997/98

(Last correction: Edition No. 24 dated 15 Dec 2002)

Page 184, Chapter 11: DISTRESS, SEARCH AND RESCUE, INDIA, delete section and replace by:

INDIA

See figure 25, 26

National SAR Agency: Indian Coast Guard

Address: Coast Guard Headquarters, National Stadium Complex, Purana Quila Road, New Delhi – 110001, India

Tel: 11 233 84425

Fax: 11 23383196

Telex: 31 65359 CGHQ IN

E-mail: vprotect@vsnl.com

Inmarsat C: 873 441907610

Inmarsat M: 873 641901510

The Indian Coast Guard is responsible for co-ordinating SAR operations in the Indian Maritime SRR. The Indian SRR is divided into three sub-regions, each with an assigned MRCC at Mumbai (Bombay), Chennai (Madras) and Port Blair.

The MRCCs are co-located with Coast Guard Regional Headquarters (RHQs) and co-ordinate missions with other agencies via a network of MRSCs.

	Telephone +91	Fax +91	Others
Western Region			
MRCC MUMBAI (Bombay) CGRHQ (West)	(0)22 24376133 1718 (toll free from anywhere in India)	(0) 22 24933727	Telex + 81 01171381 BMCG IN + 81 01173038 Inmarsat C (IOR) 441907210 Inmarsat M (IOR) 641901610 E-mail opswest@vsnl.net
MRSC PORBANDAR	(0)286 2241793	(0)286 2244056	Telex + 81 0166209 GJCG IN Inmarsat C (IOR) 441908210 Inmarsat M (IOR) 641900510 E-mail comdislad1@sancharnet.in
MRSC GOA	(0)832 2521051	(0)832 2520734	Telex + 81 0191201 CGGO IN Inmarsat C (IOR) 441907410 Inmarsat M (IOR) 641901310 E-mail cgaegoa@goate.com
MRSC NEW MANGLORE	(0)824 407745	(0)824 407371	Telex + 81 0832216 CGGO IN Inmarsat C (IOR) 441908310 Inmarsat M (IOR) 641900710 E-mail cgman@sancharnet.in

VIII

MRSC KOCHI	(0)484 218323	(0)484 217164	Telex + 81 08857094 DHQ IN Inmarsat C (IOR) 441907310 Inmarsat M (IOR) 641900410 E-mail
Eastern Region			
MRCC CHENNAI (Madras) CGRHQ (East)	(0)44 25366206 (0)44 25365437	(0)44 25365437	Telex + 81 0416063 MSCG IN Inmarsat C (IOR) 441907510 Inmarsat M (IOR) 641901610 E-mail cgpoorav@md2.vsnl.net.in
MRSC VIZAG	(0)891 25688798	(0)891 2568875	Telex + 81 04955512 CGDV IN Inmarsat C (IOR) 441907010 Inmarsat M (IOR) 641900410 E-mail
MRSC PARADIP	(0)6722 220174 (0)6722 223380	(0)6722 222712	Telex + 81 0674220 DHQP IN Inmarsat C (IOR) 441907710 Inmarsat M (IOR) 641901710 E-mail cgdhqdp@dte.vsnl.net.in
MRSC HALDIA	(0)3224 263407 (0)3224 266565	(0)3224 226454 (0)3224 263404	Telex + 81 0645216 DHQH IN Inmarsat C (IOR) 441907110 Inmarsat M (IOR) 641901210 E-mail cgdhq8@cal2.vsnl.net.net.in
Andaman & Nicobar Region			
MRCC PORT BLAIR CGRHQ (A&N)	(0)3192 232681	(0)3192 235612	Telex + 81 0695 209 CGPB IN Inmarsat C (IOR) 441908010 Inmarsat M (IOR) 641900910 E-mail pblcgrhqan@sancharnet.in
MRSC DIGLIPUR	(0)3192 272423	(0)3192 272345	Inmarsat C (IOR) 441908110 Inmarsat M (IOR) 641900610 E-mail
MRSC CAMPBELL BAY	(0)3192 264235 (0)3192 264215	(0)3192 264205	Inmarsat C (IOR) 441907910 Inmarsat M (IOR) 641900810 E-mail
INDIA MCC (INMCC) (COSPAS-SARSAT SPOC)	(0)80 809 4546 (0)80 809 4534	(0)80 809 4248 (0)80 809 4444	Telex + 81 84 52996 E-mail nks@istrac.vsnl.net.in
(B.A. 02/03)			(03/03)

VOL. 6, 1987

(Last correction: Edition No. 01 dated 01 Jan 2003)

Page 63, **INDIA**

After **CHENNAI (MADRAS)** entry, insert new entry as follows:

OTHER PORT IN THE CHENNAI (MADRAS) AREA:

Ennore

13° 15'N., 80° 20'E.

Pilots and Port

TELEPHONE: Port: +91(0)44 4983051 & +91(0)4119 250004

Pilots: +91(0)4119 260883

FAX: Port: +91(0)44 4662077 & +91(0)4119 260883

E-MAIL: marine@ennoreportltd.com

WEBSITE: www.ennoreportltd.com

VIII

FREQUENCY: Ch 16;74

HOURS: H24

PROCEDURE:

- (1) Pilotage is compulsory.
- (2) Vessels should advise ETA 48h, 24h and 3h in advance. Any changes of more than 2h should be advised immediately.
- (3) ETA message should contain the following information:
 - (a) Vessel's name, callsign, GT, NRT, DWT, LOA & beam
 - (b) Draught forward and aft
 - (c) Cargo grade and quantity on board
 - (d) ETA at the Fairway Lt buoy (LT)
 - (e) Local agent.
- (4) Pilot boards in the following positions:
 - (a) 1 cable S of the Fairway Lt buoy (13° 12'.92N., 80° 22'.40E.)
 - (b) 13° 14'. 8N., 80° 23'.3E. (in the Waiting Area)
 - (c) 13° 13'. 0N., 80° 22'.0E. (in the Waiting Area for Ennore minor port))

(B.A. 02/03)

(03/03)

page 28, OMAN, QALHAT LNG TERMINAL

*Delete **Pilots and Terminal** section and replace by:*

Pilots and Terminal

CALL: Qalhat Control

TELEPHONE: Shift Superintendent: +968 447858 (H24)

Marine Superintendent: +968 447705 (Office Hours)

FAX: Shift Superintendent: +968 447774

Marine Superintendent: +968 447788

E-MAIL: Shift Superintendent: olnngops@omanlng.co.om

Marine Superintendent: olnngmarine@omanlng.co.om

FREQUENCY: Ch 16; 06 **14**

HOURS: H24

PROCEDURE:

- (1) Pilotage is compulsory.
- (2) ETA should be advised on departure from previous port, then 96h, 48h, 24h and 5h in advance.
- (3) The terminal should be advised should the ETA deviate more than:
 - (a) 12h from that initially advised on departure
 - (b) 6h following the 96h advice and before the 24h advice
 - (c) 2h following the 24h advice
- (4) Pilot boards in position 22° 43'.0N., 59° 27'.5E. (approximately 3.5-4 n miles NE of the LNG jetty).

(B.A. 02/03)

(03/03)

B.A. VOL. 7, 1997/98-PART 2

(Last correction: Edition No. 16 dated 15 Aug 2000)

NIL

VOL. 8, 1999

(Last correction: Edition No. 02 dated 15 Feb 2003)

NIL

To accompany Notice to Mariners 68/03

accompanying text for **Serial No. 4**

Notice No. 8A SHIP REPORT FOR MARITIME SEARCH AND RESCUE (M-SAR) – "INDSAR"

Description

1. With effect from 01 Feb 2003, the ship report for search and rescue services was brought into operation for participation of merchant vessels of more than 300 GRT operating / transiting in the Indian Search and Rescue Region (ISRR). The new reporting system INDSAR is an advanced computerised system designed to contribute to safety of life at sea and is operated and maintained by the Indian Coast Guard through Maritime Rescue Co-ordination Centre in Mumbai. This will be supplement of INSPIRES. Participation in INDSAR is voluntary and the ships do not incur any charges or additional responsibilities than already exists under SOLAS 74 and SAR 79.

Geographical Coverage

2. The vessels entering the Indian Search and Rescue Region (ISRR) bound by following co-ordinates are to provide information as enumerated in succeeding paragraphs.

- (a) 21° 00'.00N., 68° 15'.00E.
- (b) 12° 00'.00N., 63° 00'.00E.
- (c) 12° 00'.00N., 60° 00'.00E.
- (d) 06° 00'.00S., 60° 00'.00E.
- (e) 06° 00'.00S., 68° 00'.00E.
- (f) 00° 00'.00S., 68° 00'.00E.
- (g) 08° 00'.00N., 73° 00'.00E.
- (h) 06° 10'.00N., 78° 00'.00E.
- (i) 10° 00'.00N., 80° 00'.00E.
- (j) 10° 00'.00N., 82° 00'.00E.
- (k) 06° 00'.00N., 92° 00'.00E.
- (l) 06° 00'.00N., 97° 32'.00E.

Purpose

3. INDSAR is an integral part of the maritime search and rescue (M-SAR) system in India. The objective of the INDSAR system is to contribute to safety of life at sea by: -

- (a) Limiting the time between the loss of a ship and the initiation of search and rescue action, in cases where no distress signal is sent out.
- (b) Limiting the search area for a rescue action.
- (c) Providing up-to-date information on shipping resources available in the area in the event of a search and rescue incident.

Operating Authority

4. The Maritime Rescue coordination Centre (MRCC) Mumbai will co-ordinate the INDSAR with support from VSNL, BSNL / MTNL and INMARSAT for receiving ships position report for SAR.

Concept of INDSAR System

5. On departure from an Indian Port or on entering the INDSAR area from overseas:

- (a) Master are to send a Sailing Plan (SP) or Entry Report (ER) to MRCC Mumbai by INMARSAT C when entering Indian SRR.

- (b) A computerized plot will be maintained of the ships position.
- (c) Masters are to send a Position Report (PR) each day at a convenient time nominated by the ship, the maximum time between any two reports is not to exceed 24 hours. Dates and times contained in INDSAR reports are to be in UTC.
- (d) A Final Report (FR) is to be sent on arrival at the destination or on departure from the INDSAR area.

Participation

6. Participation of ships in INDSAR system is voluntary. There are no charges incurred if ships pass INDSAR report through INMARSAT 'C' through code 43. The INDSAR efficiency is tied directly to the number of merchant vessels regularly reporting their position. The more ships on plot, the greater the chance, a ship will be identified near the position of distress. Since INDSAR will identify the best ship or ships to respond to a ship in distress, the MRCC (Mumbai) will release other vessels to continue their voyage, saving fuel, time and payroll costs. Information sent to INDSAR is protected and used only in a bona fide maritime emergency.

Types of Reports

7. The main reports are : (a) Sailing Plan (SP) or Entry Report; (b) Position Report (PR); (c) Deviation Report (DR); (d) Final Report (FR). The basic format of these reports follows the International Maritime Organisation (IMO) standard. The first line in every report begins with INDSAR followed by a slash (/), the report type (SP, PR, DR, FR), and ends with a double slash (//). Each remaining line begins with a specified letter followed by a slash (/) to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (//). All reports should end with a "Z" end-of-report line.

- (a) **Sailing Plans (SP) or Entry Report (ER).** This report contains the complete routing information and should be sent within a few hours before departure, upon departure, or within a few hours after departure. It must contain enough information to predict the vessel's actual position within 25 nautical miles at any time during the voyage, assuming the Sailing Plan is followed exactly, Sailing Plans require A, B, E, F, G, I, L and Z lines. The M, V and X lines are optional.

Sailing Plan example

```

INDSAR/ SP//
A/ VSL NAME/ CS//
B/ 300700Z NOV //

E/160//
F/150//
G/MUMBAI/1920N/07208E//
I/CHENNAI/1400N/07810E//
L/GC/160/0810N07600E/CAPE/
021000Z DEC
L/RL 130/0610N 07800E/ DONDRA/
030900 Z//
L/RL/340//
M/INMARSAT C//
V/NONE//
X/NEXT PORT 041000Z DEC//
Z/EOR//

```

Entry Report Example

```

INDSAR/ ENR//
A/VSL NAME/ CS//
B/ 220830 Z NOV//
C/1214N/06218E//

E/050//
F/165//
G/DURBAN/ 3000S/02300E//
I/MUMBAI/1920N/07208E//

M/INMARSAT A//
V/ NONE//
X/ NEXT REPORT 230830Z//
Z/EOR//

```

- (b) **Position Reporting (PR).** This report should be sent within 24 hours of departing port and at least once every 48 hours thereafter. The destination should be included (at least in the first few reports) in case INDSAR has not received the sailing plan information. Position Reports require A, B, C, E, F and Z lines. The I line is strongly recommended. The M and X lines are optional.

Position Report Example

INDSAR/PR//
A/VSL NAME/CS//
B/241340Z NOV//
C/2200N/07100E//
E/180//
F/165//
I/TUTICORIN/0930N/07515E//
M/INMARSATC//
Z/EOR//

(c) **Deviation Report (DR).** This report should be sent as soon as any voyage information changes which could affect INDSAR's ability to accurately predict the vessel's position. Changes in course or speed due to weather, change in destination, diverting to evacuate a sick or injured crewmember, diverting to assist another vessel, or any other deviation from the original Sailing Plan should be reported as soon as possible, Deviation Reports require the A, B, C, E, F and Z lines. The I and L lines are required if destination or route changes. The I line always strongly recommended, even when not required. The M and X lines are optional.

Deviation Report Example

INDSAR/DR//
A/VSL NAME/ CS//
B/221830Z NOV//
C/2012N/06715E//
E/330//
F/045//
I/PORBANDAR/2201 N06515E/231800Z NOV//
X/SEARCHING FOR CONTAINER OVERBOARD/NEXT REPORT 230200Z NOV
Z/EOR//

(d) **Final Report (FR).** This report should be sent upon arrival at the port of destination OR when the vessel exits the INDSAR area. This report properly terminates the voyage in INDSAR's computer, ensures the vessel will not appear on an INDSAR SURPIC until its next voyage, and allows the number of days on plot to be correctly updated. Final Arrival Reports require the A, K and Z lines. The X line is optional

Final Report Example

INDSAR/FR//
A/ VSL NAME / CS//
K/ MUMBAI/1915N/07215E/151200Z JUL//

Z/ EOR//

EXIT REPORT example

INDSAR/FR//
A/ VSL NAME / CS//
X/ LEAVING AREA
0505N/
09510E/ 230800 Z NOV//
Z/ EOR//

8. **Reporting Format :**

INDSAR Reporting format and Procedure will be same as given in Appendix 'A' for INSPIRES. Ships to pass INDSAR reports through code 43 of INMARSAT 'C', Number 441907210. The procedure for position reporting on code 43 of the INMARSAT 'C' is given in Appendix 'D'.

9. **Receiving Stations**

(a) All the reports are to be prefixed INDSAR and transmitted to the MRCC (Mumbai) whose details are given below:-

Tele: +91-22-24376133
Telex: 011-71381 BMCG IN
Fax: +91-22-24933727
INMARSAT 'C' : 441907210
E-mail: cgmumbai@bom3.vsnl.in

- (b) The reports to be sent by any of the following methods
 - (i) Telephone
 - (ii) Facsimile (Fax)
 - (iii) Telex (INMARSAT 'C')
 - (iv) E-mail

10. Mariners are advised to strictly adhere to INDSAR reporting system and if for any reason a Master is unable to pass his PR or FR he should attempt to pass a message through another ship, or harbour or other shore authority as appropriate. The MRCC Mumbai does not forward reports to other reporting systems. Ships are requested to pass this reports direct.

accompanying text for **Serial No. 6**

Appendix 'D'

PROCEDURE FOR POSITION REPORTING FOR 'INDSAR'

Open Address Book (F3)

- Select New
- Write pos or 43
- Choose Special access (use space bar to choose)
- Write 43 against special access code
- Choose 7 bit
- The **OK**
- ESC

Now 43 has an entry in your address book

- Go to File (use ESC to do this or Alt F)
- Select New telex
- And then compose your message
- Latitude
- Longitude
- Course
- Speed
- Time

Add whatever relevant information required as per INDSAR

- Then press Alt T to open Transmit window
- Write pos or 43 (whatever you have mentioned in the address book) Enter.
(Also up down arrow can be used)
- Choose Earth Station (use space bar to choose from list) Enter
- Text in editor Enter
- Routine Enter
- Request confirmation Enter
- Immediate transmission Enter
- Then Send Enter

After some time go to logs choose trans and see whether your message has been transmitted successfully. If not, goto the MRN and contact LES.