

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.

II

139 (06/03) EGYPT, Red Sea Coast – East Zeit Oilfield – Platforms; Submarine pipeline; Depth

Insert	□ (lighted), (B.A.chart 5501, □)	(a) 27° 51'.38N., 33° 42'.75E.
	submarine pipeline joining :	(b) 27° 52'.52N., 33° 41'.26E. (c) (a) above (d) 27° 51'.49N., 33° 42'.60E. (E. border) (e) (b) above (f) close E. of (a) above
Delete	depth 74m	

Chart [*Last correction*]: – **B.A. 2374 (plan A, Zeit Terminals)** (b, d, e) & **2374** (a-c, e, f) [434/02]
– **2375** (a-c, e, f) [411/02] – **5501** (a) [216/02]

(B.A. Notice 1030/03: HJ/1134/76)

140 (06/03) KUWAIT – Jazirat Kubbar Eastnortheastwards – Buoy

Insert	special conical light-buoy, <i>FL.Y</i>	(a) 29° 07'.20N., 48° 44'.20E. (b) 29° 07'.07N., 48° 44'.16E.
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Chart [*Last correction*]: – **B.A. 3773** (a) [99/03]– **2882** (a) [76/03]– **2884** (b) [100/03]

(B.A. Notice 1033/03 : HJ/1133/91)

141 (06/03) OMAN – Approaches to Mina'al Fahl – Jazirat Fahl – Restricted areas

Insert	limit of restricted area, pecked line, joining :	(a) 23° 40'.50N., 58° 30'.04E. (existing limit) 23° 40'.50N., 58° 30'.50E. (b) 23° 41'.01N., 58° 30'.50E. (existing limit)
Delete	former limit of restricted area, pecked line, joining :	(a) above 23° 40'.65N., 58° 30'.04E. and 23° 41'.01N., 58° 30'.04E. (b) above

Chart [*Last correction*]: – **2097 (plan A, Muscat (Masqat) to Mina'al Fahl)** [230/01] – **2088** [230/01]

(B.A. Notice 1032/03: HJ/1132/31)

142 (06/03) OMAN, East Coast – Qalhat LNG Terminal Northeastwards – Pilot boarding place

Delete	⦿	22° 41'.3N., 59° 26'.0E.
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Chart [*Last correction*]: – **B.A. 3518 (plan E, Qalhat LNG Terminal)** [*New Edition* 7/3/02]– **2851** [101/03]

List of Radio Signals Vol 6,

(B.A. Notice 1031/03 : HJ/1132/20)

* 143 (06/03) INDIA – West Coast – Gulf of Kachchh – Buoys

Cancel Former INM 119/03

Move	Mithapur buoy <i>Fl.5s</i>	from:	(a) 22° 24'.70 N., 068° 51'.80 E.
		to:	(b) 22° 24'.72 N., 068° 51'.85 E
	VLCC buoy <i>Q (6) + LFl 15s</i>	from:	(c) 22° 35'.70 N., 069° 16'.40 E.
		to:	(d) 22° 35'.70 N., 069° 16'.36E

Chart [*Last correction*]: – **2031** (a) [*New Chart* 15/04/02]– **2055** [102/03]–**2068** [127/03]–**203** [127/03]

(Navarea VIII 136/03: HJ/1131/20)

II

* 144 (06/03) INDIA – West Coast – Gulf of Kachchh – Buoy

Move Narara buoy VQ (3) 5s from: (a) 22° 36'.00 N., 069° 36'.00E
to: (b) 22° 36'.00 N., 069° 36'.00E

Chart [Last correction]: – 2060 [186/02]– 2068 [143/03]– 203 [143/03]

(DLL, Jamnagar: HJ/1131/20)

*145 (06/03) INDIA – West Coast – Approaches to Mumbai Harbour –Submarine Trunk Pipelines

Insert Submarine pipeline joining: (a) 19° 20.95N., 71° 18.13E.
(b) 19° 20.48N., 71° 15.87E.
(c) 19° 20.07N., 71° 15.38E.
(d) 19° 19.33N., 71° 14.83E.
(e) 19° 14.77N., 71° 18.15E.
(f) 19° 11.33N., 71° 23.05E.
(g) 19° 03.98N., 71° 34.05E.
(h) 19° 02.80N., 71° 35.53E.
(i) 18° 39.25N., W. Border.
(j) 18° 34.88N., 72° 13.57E.
(k) 18° 34.93N., 72° 14.40E. (existing)
legend, *Oil and Gas* (see note) (l) along (j)-(k) above.
Submarine pipeline joining: (m) 19° 16.72N., 71° 25.65E. (existing)
(n) 19° 15.23N., 71° 25.48E.
(o) (f) above
Submarine pipeline joining: (p) (k) above
(q) 18° 34.27N., 72° 15.83E.
(r) 18° 40.38N., 72° 21.47E. (existing)
Submarine pipeline joining: (s) 18° 37.17N., 72° 24.13E. (existing pipeline)
(t) 18° 42.12N., 72° 21.25E.
(u) 18° 42.22N., 72° 21.10E.
(v) 18° 42.52N., 72° 21.04E.
Submarine pipeline joining: (w) 19° 08.68N., 72° 07.03E. (existing)
(x) 19° 08.68N., 72° 06.53E.
(y) 19° 11.03N., 71° 53.02E.
(z) 19° 11'.45N., 71° 57'.45E.
(aa) 19° 18'.67N., 71° 30'.08E.
(ab) 19° 18'.62N., 71° 29'.33E.
(ac) 19° 18'.15N., 71° 29'.05E.
(ad) 19° 17'.05N., 71° 26'.57E.
(ae) (m) above
legend, *Oil and Gas* (see note) (af) along (z)-(aa) above
Submarine pipeline joining: (ag) (m) above
(ah) 19° 16'.90N., 71° 26'.00E.
(ai) 19° 17'.63N., 71° 26'.42E.
(aj) S. Border 71° 52.60E
(ak) 19° 40'.15N., 72° 00'.33E. (existing)
legend, *Oil and Gas* (see note) (al) along (ai)-(ak) above
Submarine pipeline joining: (am) 19° 20'.02N., 72° 01'.28E. (existing)
(an) 19° 19'.28N., 72° 01'.25E.
(ao) 19° 18'.75N., 72° 00'.75E.








II

	(ap) 19° 21'.42N., 71° 50'.13E. (existing ☐)
Submarine pipeline joining:	(aq) 19° 01'.68N., 71° 32'.28E. (existing ☐) (ar) 19° 01'.32N., 71° 31'.25E. (as) 19° 14'.92N., 71° 30'.42E. (at) 19° 15'.65N., 71° 29'.80E. (au) 19° 16'.10N., 71° 29'.78E. (av) 19° 17'.43N., 71° 27'.97E. (aw) 19° 17'.43N., 71° 26'.70E. (ax) (m) above
Submarine pipeline joining:	(ay) 18° 55'.85N., 72° 10'.37E. (az) 18° 55'.83N., 72° 18'.52E. (existing ☐) (ba) 18° 55'.25N., 72° 18'.50E. (bb) 18° 55'.47N., 72° 19'.00E. (bc) 18° 44'.88N., 72° 21'.63E. (bd) 18° 42'.53N., 72° 20'.43E.
Submarine pipeline joining:	(be) 20° 35'.98N., 72° 02'.17E. (existing ☐) (bf) 20° 25'.50N., W. Border (bg) N. Border., 72° 12'.20E. (bh) 20° 23'.40N., E. Border (bi) 20° 11'.37N., 72° 25'.36E. (bj) 20° 10'.75N., 72° 26'.78E. (bk) 20° 10'.35N., 72° 29'.70E. (existing pipeline)
Submarine pipeline joining <i>from</i> :	(bl) 18° 53'.42N., 72° 56'.20E.
<i>to</i> :	(bm) 18° 53'.98N., 72° 56'.64E. (shore)
<i>from</i> :	(bn) 18° 54'.51N., 72° 57'.02E. (shore)
<i>to</i> :	(bo) 18° 55'.41N., 72° 57'.54E. (shore)
Submarine pipeline joining:	(bp) 18° 56'.91N., 72° 58'.06E. (shore) (bq) 18° 57'.65N., 72° 58'.38E. (br) 18° 58'.07N., 72° 58'.67E. (bs) 18° 58'.54N., 72° 58'.72E. (bt) 18° 58'.68N., 72° 58'.70E. (bu) 18° 59'.04N., 72° 58'.54E. (bv) 18° 59'.35N., 72° 58'.22E. (bw) 18° 59'.75N., 72° 57'.29E. (bx) 18° 59'.83N., 72° 56'.90E. (by) 18° 59'.78N., 72° 55'.27E. (bz) 18° 59'.78N., 72° 54'.43E. (shore)
legend, <i>Oil and Gas</i> (see note)	(ca) along (bx)-(by) above
legend, <i>Gas</i> (see caution No. 4)	(cb) along (be)-(bk) above
Submarine pipeline joining:	(cc) 18° 51'.25N., 72° 55'.45E. (shore) (cd) 18° 48'.01N., 72° 53'.90E. (shore) (ce) E. Border., 72° 54.85E.
legend, <i>Oil and Gas pipeline</i>	(cf) 18° 49'.00N., 72° 54'.45E.

Chart [*Last correction*]: – **2076** (bl-bm, bn-bo, bp-ca)[129/03] – **2015** (INT 7337) (cc, ce-cf) [80/03] – **2016** (bl-bm, bn-bo, bp-ca, cc-cd, cf) [129/03] – **209** (bf-bk) [415/02]– **207** (be, bh) [399/02] –**210** (az-ak, bg-bk) [*New Chart 31/05/01*] – **211** (i-k, p-v, ay-bd) [80/03] – **254** (be, bk, cb)[247/02] – **255** (INT 7334) (a-h j-ai, ak-bd) [136/03]
 (ONGC, Mumbai: HJ/1030/98)

II

***146 (06/03) INDIA – West Coast – Off Mumbai, Cape Comerin Murud Janjira Harbour, Ratanagiri, Port of Mormugao – Data buoy**





Insert	DS1  (Yellow) ODAS Fl(5) 15s 4M	(a)	15° 33'.25N., 69° 10'.38E.
	SW2  (Yellow) ODAS Fl(5) 15s 4M	(b)	16° 59'.85N., 72° 29'.62E.
	SW3  (Yellow) ODAS Fl(5) 15s (Charts 2078 & 2020, SW3  (Yellow) Fl (5)15s 4M)	(c)	15° 24'.30N., 73° 45'.30E.
Delete	DS1  (Yellow) ODAS with radar reflector Fl 3s 4M	(d)	15° 33'.60N., 69° 10'.67E.
	SW3  (Yellow) ODAS Fl3s (Charts 2078 & 2020, SW3  (Yellow) Fl 3s 4M ODAS)	(e)	15° 24'.53N., 73° 45'.30E.

Note: - Mariners are strongly advised not to anchor or trawl in the operation circle of moored data buoy within 500m and 1000m from SW2/ SW3 and DS1 respectively.

Chart [Last correction]: – **2078** (INT 7346) (c,e) [453/02]– **2020** (c, e) [New Chart 30/09/02] –**2022** (c,e) [453/02]– **214** (c, e) [453/02] –**212** (b) [152/02]– **256** (INT 7340) (b) [452/02]– **22** (a, d) [125/03]

(NIOT Chennai & Navarea VIII 156/03: HJ/1031/50)

***147 (06/03) INDIA – West Coast – Lakshadweep Sea – Data Buoys**



Insert	DS 6  (Yellow) ODAS with radar reflector Fl(5)15s 4M	(a)	08° 18'.00N., 72° 45'.60E.
	DS 7  (Yellow) ODAS with radar reflector Fl(5) 20s 4M	(b)	08° 19'.32N., 72° 39'.85E.
	DS7-A  (Yellow) ODAS with Radar reflector Fl (5) 15s 4M	(c)	08° 18'.45N., 72° 39'.13E.
Delete	DS6  ODAS with beacon light Fl 3s 4M	(d)	09° 00'.00N., 74° 00'.00E.

Note: - Mariners are strongly advised not to anchor or trawl in the operation circle 1000m of moored data buoys.

Chart [Last correction]: – **273** [79/03] –**22** [146/03] – **23** (a-c) [385/02]

(Navarea VIII 139 & 150/03: HJ/930/87)

***148 (06/03) INDIA – South –East coast – Gulf of Mannar Manaipad to Setukkarai – Data buoy**

Insert	OT ₁  (Yellow) ODAS with radar reflector Fl (5) 20s 4M	(a)	08° 12'.20N., 78° 33'.30E.
Delete	OT ₁  ODAS with radar reflector Fl 20s	(b)	08° 11'.88N., 78° 33'.72E.

Note: - Mariners are strongly advised not to anchor or trawl in the operation circle 500m of moored data buoy.

Chart [Last correction]: – **224** [79/03]– **262** [79/03]

(Navarea VIII 137/03 : HJ/930/81)

***149 (06/03) INDIA – East Coast – Chennai Harbour –Jetty, Legend**

Cancel Former INM 62(P)/03

Insert	East quay berth joining :	(a)	13° 05'.72N., 80° 18'.29E.
		(b)	13° 05'.44N., 80° 18'.20E.
	South quay berth joining :	(c)	(b) above
		(d)	13° 05'.38N., 80° 18'.09E.
	Container terminal berth CTB-4 joining :	(e)	13° 06'.51N., 80° 18'.09E.
		(f)	13° 06'.04N., 80° 17'.95E.
Delete	South Quay berth No. 4 and 5 centred on :	(g)	13° 05'.48N., 80° 18'.19E.

Note: East quay berth & Container Terminal Berth 3 have been extended and extended portion is named as "NAVAL BERTH" & "CTB-4" respectively.

Chart [Last correction]: – **3004** (INT 7403) [111/01] – **3001** (INT 7402) [79/03]

(Chennai Port Trust: HJ/1029/39)

II

***150 (06/03) INDIA – East Coast – Approaches to Sandheads –Anchorage**

Insert  centred on : 21° 25'.86N., 87° 29'.22E.

Chart [*Last correction*]: – **351** [83/03]

(RoS, INS Darshak L(N)–68: HJ/1129/22)

***151 (06/03) INDIA – East coast – Mamallapuram to Point Pudi – Chimneys; Tower; Wrecks**


Insert  (Conspic) (a) 12° 41'.25N., 80° 11'.78E.
 (b) 12° 41'.30N., 80° 11'.80E.
 (Conspic) (c) 12° 43'.86N., 80° 10'.70E.
 Delete  (d) 13° 32'.60N., 80° 16'.70E.
 (e) 13° 45'.00N., 80° 14'.80E.

Chart [*Last correction*]: – **313** [79/03] – **357** (INT 7397) (a-c) [135/03]

(ROS INS Darshak I(N) - 99: HJ/1029/29)

***152 (06/03) INDIA – Andaman Sea – Port Anson – Rock**

Insert *Flat rock 1.2m high* 12° 13'.44N., 92° 40'.23E.

Chart [*Last correction*]: – **4018** [*New Chart 15/06/83*]– **404** [293/01]

(RoS INS AndhayakM(N)–129: HJ/1028/27)

***153 (06/03) INDIA – Andaman Island –Elphinstone Harbour to Port Blair – Wreck**

Delete  12° 01'.80N., 92° 37'.38E.

Chart [*Last correction*]: – **404** [152/03]

(RoS INS Sandhayak M(N) 130: HJ/1028/27)

***154 (06/03) INDIA – South Andaman Islands – Port Blair – Wreck, Least Depth**

Insert  *wk* (a) 11° 40'.45N., 92° 43'.13E.
 least depth 6.7m (b) 11° 41'.07N., 92° 42'.97E.

Chart [*Last correction*]: – **4006** [93/00]– **4012** [93/00]

(ROS MPSO M(L) - 52: HJ/1028/17)

**155 (06/03) MALACCA STRAIT– Peninsular Malaysia, West Coast – Pelabuhan Klang – Dredged depths;
 Legend; Dredged area**

Amend dredged depth to, *14.5m*, centred on : (a) 3° 06'.52N., 101° 18'.73E.
 dredged depth to, *15.0m*, centred on : (b) 3° 01'.54N., 101° 21'.50E.
 dredged depth to, *12.0m*, centred on : (c) 2° 58'.85N., 101° 19'.66E.
 dredged depth to, *13.5m*, centred on : (d) 2° 58'.76N., 101° 19'.52E.
 Substitute legend, *Maintained Depth 15.0m*, for legend, Dredged to
 15.0m (1997), orientated SSW./NNE., centred on : (e) 2° 52'.82N., 101° 15'.69E.
 Delete limit of dredged area, pecked line and associated legend,
 11.9m, centred on : (f) 3° 06'.56N., 101° 18'.75E.

Chart [*Last correction*]: – **B.A. 2152** (a, b, f) [*New Edition 13/2/03*]– **2153** (panel A, Southern Approaches to
 Pelabuhan Klang) (e) & (panel B, Selat Klang Selatan) (c,d) [*New Edition 13/2/03*]– **2155** (a,f)
 [*New Edition 13/2/03*] – **2139** (e) [*New Chart 13/2/03*]

(B.A. Notice 1323/03 : HJ/927/38)

II

156 (06/03) JOHOR STRAIT – Singapore – Sembawang – Bethlehem Shipyard – Lights; Leading line

Delete ☆ Fl.2s (occas) (a) 1° 27'.76N., 103° 49'.15E.
 1° 28'.08N., 103° 49'.41E.
 leading line, pecked and firm line, and associated
 legend, 218.6° extending in 038.6°
 direction from (a) above

Chart [*Last correction*]: – **B.A. 4044 (plan C, Sembawang) & 4044** [111/03]
 Light List vol. F, 1762,1762.1

(B.A. Notice 1034/03 : HJ/927/16)

157 (06/03) SINGAPORE STRAIT – Singapore – Changi East Southwestwards – Buoy

Insert special pillar light-buoy, *Fl(4)Y.10s Ferry* 1° 16'.63N., 103° 58'.71E.

Chart [*Last correction*]: – **B.A. 4043** [111/03] – **4041** [38/03] – **3831** [112/03] – **3833** [479/02]

(B.A. Notice 1036/03 : HJ/927/16)

158 (06/03) SINGAPORE STRAIT – Singapore – Pualu Sudong Southwards, Selat Sinki, Pulau Salu Northwestwards and Pulau Busing, North Coast, Pasir Panjang Terminal Northwards – Buoyage; Dredged depths; Legends

Insert special pillar light-buoy, *Fl. Y.4s Kuda* (a) 1° 11'.476N., 103° 42'.216E.
 (B.A.chart 3833, special pillar light-buoy, *FL.Y.4s*) (b) 1° 13'.362N., 103° 42'.109E.
 starboard-hand conical light-buoy, *Fl(2)G.10s Bujor* (c) 1° 14'.321N., 103° 44'.938E.
 Amend dredged depth to, *15.0m (2002)* (d) 1° 14'.337N., 103° 45'.040E.
 dredged depth to, *12.5m (2002)* (e) 1° 17'.550N., 103° 45'.750E.
 Substitute legend, *WEST COAST PIER*, for legend, FERRY TERMINAL 2 (f) 1° 11'.289N., 103° 42'.248E.
 Delete former Kuda light-buoy, (B.A.chart 3833, special pillar light-buoy, Fl. Y.4s) (g) 1° 13'.057N., 103° 41'.742E.
 former Bujor light-buoy (h) 1° 17'.780N., 103° 45'.740E.
 legend, West Coast Pier

Chart [*Last correction*]: – **B.A. 4031** (a,b,f,g) [39/03] – **4032** (b,c,d,g) [39/03] – **4034** (e,h) [406/02]
 – **4039** (a,b,f,g) [*New Chart* 26/09/02] – **4040** (a,b,f,g,h) [39/03] – **3833** (a,f) [157/03]

(B.A. Notice 1035/03: HJ/927/16)

V

140. India West Coast – Bombay Harbour. Charts 211 255 2015 2016 2076.

Wave rider buoys deployed in following positions:-

- (a) 18-52.2N., 072-49.9E.
- (b) 18-56.8N., 072-54.9E.

Mariners to exercise caution and keep well clear of the buoys.

141. India South East Coast- Tuticorin. Charts 32 224 262 263 2037 2075 INT 706. Partially submerged and damaged barge anchored in approximate position 08-45.7N., 078-12.8E. Dangerous to navigation. Mariners to exercise caution.

142 & 144. Cancelled.

145. Andaman Sea - India Nicobar Islands. Charts 33 407 472 4032 INT 706. Keating Point DGPS station 09-15.7N., 092-46.5E. switched on.

146. Cancelled.

147. Cancel Navarea 079 of 2003. India East Coast. Charts 31 32 354 355 357 INT 706. Present position of oil rigs as on 07 Mar 2003 as follows:

- (a) Aban-II 16-17.0N., 081-42.0E.
- (b) Sagar Vijay 16-01.3N., 081-48.0E.
- (c) Discoverer-534 16-31.6N., 082-31.8E.

Wide berth requested.

148. Cancel Navarea 078 100 112 135 of 2003. India West Coast. Charts 21 22 209 210 211 255 292 INT 706. Present position of oil rigs as on 07 Mar 2003 as follows:

- (a) Pride Pennvania 18-38.8N., 072-14.9E.
- (b) Hitdrill 19-21.9N., 071-12.7E.
- (c) Kedarnath 20-59.1N., 072-33.1E.
- (d) Trident-II 19-15.0N., 071-28.4E.
- (e) CE Thornton 20-27.6N., 071-48.4E.
- (f) JT Angel 19-26.6N., 071-20.6E.
- (g) Frontier Duchthess 19-01.1N., 072-12.3E.
- (h) Frontier Ice 19-10.0N., 071-57.9E.
- (i) PN III 19-30.9N., 071-21.4E.
- (j) Sagar Samrat 18-59.2N., 071-56.2E.
- (k) Sagar Bhushan 19-15.1N., 072-02.1E.
- (l) Sagar Pragati 18-41.5N., 072-20.9E.
- (m) Sagar Shakti 19-23.2N., 071-17.5E.
- (n) Sagar Jyoti 19-31.8N., 071-25.0E.
- (o) Sagar Ratna 19-35.4N., 071-16.8E.
- (p) Sagar Kiran 19-19.1N., 071-23.8E.
- (q) Sagar Laxmi 18-55.9N., 072-18.3E.
- (r) Sagar Uday 19-32.3N., 071-24.1E.
- (s) FGMC Clintok 19-26.2N., 071-18.6E.
- (t) Pride West Virginia 19-23.0N., 071-27.4E.
- (u) Sagar Gaurav 18-16.2N., 071-24.1E.
- (v) Trans Ocean Nordic 23-07.4N., 068-20.3E.
- (w) ENSCO-54 21-04.1N., 072-56.9E.

Wide berth requested.

149. Cancelled.

V

150. India West Coast- Lakshadweep Sea. Charts 22 273 INT 706. White coloured Data Buoy with light quick flashing 15 seconds and radar reflector deployed in position 08-18.0N., 072-45.6E. Mariners are advised to keep clear by 1,000 metres.

151 & 152. Cancelled.

153. 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 14 Mar to 21 Mar 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 meters. Cancel this message on 22 Mar 2003.

154. Andaman Sea – India Andaman Islands. Charts 33 41 473 INT 706. Two semi submerged wooden country boats 6m x 2m drifted in approximate position 12-45.4N., 093-57.5E. Mariners to exercise caution.

155. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing exercise by Naval ships and aircrafts between 0230 UTC and 1130 UTC from 15 Mar to 21 Mar 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 22 Mar 2003.

156. India West Coast – Off Ratnagiri. Charts 22 212 256 INT 705. Yellow coloured data buoy with light quick flashing 15 seconds and radar reflector deployed in position 16-59.9N., 072-29.6E. Mariners are advised to keep clear by 500 metres.

157. Cancelled.

158. India East Coast – Gopalpur. Charts 31 353 INT 706. Firing exercise between 0030 UTC and 1230 UTC from 19 Mar to 21 Mar 2003 in area bounded by: 19 - 14.6 N., 084 - 53.7 E; 19 - 10.5 N., 085 - 01.0 E; 19 - 01.7 N., 084 - 56.8 E; 19 - 05.1 N., 084 - 48.4 E; 19 - 12.6 N., 084 - 51.6 E. Safe flying height 6,500 metres. Cancel this message on 22 Mar 2003.

159. India West Coast – Trivandrum. Charts 22 32 222 260 261 INT 706. Rocket launching from Thumba Equatorial Rocket Launching Station 08-31.9N., 076-52.1E. between 1330 UTC and 1600 UTC from 19 Mar to 20 Mar 2003.

Danger zones:

- (a) Sector of 5 NM radius between azimuth 190 degree and 300 degree from launcher.
 - (b) Sector of 45 NM and 75 NM radius between azimuth 220 degree and 260 degree from launcher.
- Cancel this message on 21 Mar 2003.

160. India West Coast – Cochin. Charts 22 32 220 259 260 2004 INT 706. Firing exercise by coast battery between 0330 UTC and 1530 UTC on 18 Mar and 21 Mar 2003 in area bounded by:-
09-57.6N., 075-59.5E; 09-57.7N., 076-14.2E; 09-40.0N., 076-14.6E; 09-42.5N., 076-09.5E
Safe flying height 10,000 meters. Cancel this message on 22 Mar 2003.

161. Cancelled.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea)
(15 Mar 2003)
026 Received

(10) Navarea X (Australia, New Guinea)
(15 Mar 2003)
033 Received

(11) Navarea XI (Malacca Strait, China Sea, N. Pacific)
(15 Mar 2003)
068 Received

(12) Navarea XII (N.E.Pacific)
(15 Mar 2003)
25 (18) Received

V

(13) Navarea XIII (N.W.Pacific)
(15 Mar 2003)
Nil

(14) Navarea XIV (S.W. Pacific)
(15 Mar 2003)
032 Received

(15) Navarea XV (S.E. Pacific)
(15 Mar 2003)
Nil

(16) Navarea XVI (E. Pacific)
(15 Mar 2003)
Nil

(17) Hydropacks
(15 Mar 2003)
174 (74,75) Received

(18) Hydrolants
(15 Mar 2003)
215 (24) Received

