



INDIAN

CHARTS AND PUBLICATION
(ORIGINAL, AUTHENTIC AND MOST UP-TO-DATE)



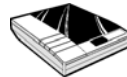
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INDIAN NOTICES TO MARINERS

EDITION No. 09, DATED 01 MAY 2003

(Notices 198 – 212)

CONTENTS

- I. Index of Charts Affected.
- II. Permanent Notices.
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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) - 2748373 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. 09 dated 01 May 2003)

INDIAN Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	210 (T)	460	32	199
211	3	210 (T) 211 (T)	671	36	207 (T)
255 (INT 7334)	3	210 (T) 211 (T)	1066	46	205
292	2	210 (T) 211 (T)	1358	45	204
308	5	212 (T)	1495 (INT 7736)	38	208 (T)
2002 (INT 7351)	3	201	1497 (INT 7735)	38	208 (T)
2016	3	198, 211 (T)	1964	46	205
2021	2	200	2403	45	204, 206 (P)
2040	2	209 (T)	2968 (INT 7000)	36	207 (T)
2052 (INT 7350)	3	201	3757	46	205
2068	2	200	3833	45	202, 204, 206 (P)
2076	3	198, 211 (T)	3947	45	204
2080	2	200	4030	45	202, 206 (P)
3002 (INT 7410)	5	212 (T)	4031	45	202, 206 (P)
7705 (INT 705)	1	210 (T)	4032	45	202, 206 (P)
7706 (INT 706)	1	210 (T)	4035	45	202
			4036	45	202
			4038	45	202, 206 (P)
			4039	45	202, 206 (P)
			4040	45	202, 206 (P)
			4041	45	202
			4043	45	203
			4044	45	203
			5502	32	206 (P)

II
PERMANENT NOTICES

***198 (09/03) MISCELLANEOUS UPDATES TO CHARTS**

<u>Chart No.</u>	<u>Last Correction</u>	<u>Details</u>
2076	(190/03)	Refer INM 190/03, delete (da), (db) from last correction
2016	(190/03)	Refer INM 190/03, delete (da), (db) from last correction

(NHO, Dehradun: HJ/NM/pub)

199 (09/03) RED SEA – Eritrea – Massawa Harbour – Wrecks

Move	⊕ from:	15° 36'.65N., 39° 28'.27E.
	to:	15° 36'.650N., 39° 28'.300E.
	○ <i>Wk</i> drying height <u>1</u> from:	15° 36'.60N., 39° 28'.32E.
	to:	15° 36'.600N., 39° 28'.333E.

Chart [Last correction]: –B.A. 460 [346/01]

(BA Notice 1948/03: HJ/1034/50)

***200 (09/03) India West Coast – Gulf of Kachchh – Mundra Port – Jetty, Turning circle, Channel, Buoys and Transit Lights**

Cancel INM 335 (P)/02

Insert	container terminal jetty joining:	(a) 22° 44'.67N., 69° 42'.62E. (b) 22° 44'.65N., 69° 42'.61E. (c) 22° 44'.45N., 69° 42'.91E. (d) 22° 44'.46N., 69° 42'.92E. (e) (a) above (f) 22° 44'.57N., 69° 42'.77E. (g) 22° 44'.53N., 69° 43'.07E. (h) (d) above (i) 22° 44'.07N., 69° 43'.48E. (j) 22° 44'.15N., 69° 43'.54E. (k) 22° 44'.39N., 69° 43'.20E. (l) 22° 44'.57N., 69° 43'.21E. (m) 22° 44'.66N., 69° 43'.07E. (n) 22° 44'.60N., 69° 42'.89E. (o) 22° 44'.75N., 69° 42'.69E. (p) (a) above (q) 22° 44'.50N., 69° 43'.03E.
	alongside depth 18m turning circle radius 250m centered on channel joining point	
	Maintain depth 14.5m centered on	
	Channel buoys:- Starboard hand No-1 with topmark <i>Q Fl G</i> Port hand No.2 with topmark <i>Fl R</i> Starboard hand No-3 with topmark <i>Fl G</i> Starboard hand No-5 with topmark <i>Fl G 2s</i> Starboard hand No-7 with topmark <i>Q Fl G</i> Starboard hand No-9 with topmark <i>Fl G 5s</i>	(r) (j) above (s) 22° 44'.20N., 69° 43'.29E. (t) (k) above (u) (l) above (v) (m) above (w) (n) above
	Transit lights No.1 <i>OCC</i> 19m No.2 <i>Q Fl</i> 34m	(x) 22° 45'.08N., 69° 42'.12E. (y) 22° 45'.44N., 69° 41'.60E.
Delete	Islands centred on: Coast line joining:	(z) 22° 44'.48N., 69° 42'.92E. (aa) 22° 44'.56N., 69° 42'.79E.

II

(ab) 22° 44'.64N., 69° 42'.79E.

(ac) 22° 44'.69N., 69° 42'.64E.

(ad) (h-p) above

All Hydrographic details within the area bounded by:
Chart [Last correction]: – 2021 [126/03] – 2068 (a-e, h-p, aa-ad) [189/03] – 2080 (a-e, h-p, aa-ad) [126/03]

(Mundra Port:HJ/1131/20)

***201 (09/03) INDIA WEST COAST – Ports of New Manglore and Manglore – Submarine Pipeline**

Insert Submarine pipeline joining

(a) 12° 57'.47 N., 74° 47'.72 E.

(b) 12° 57'.56 N., 74° 48'.02 E

Chart [Last correction]: – 2002 (INT 7351) [79/03] – 2052 (INT 7350) [79/03]

(MRPL, HJ/1030/25)

202 (09/03) SINGAPORE STRAIT – Singapore – Sinki Fairway – Pulau Sebarok Northeastwards – Buoyage, Wrecks, Depths

Insert  Fl.G. 5s Salu

(a) 1° 12'. 57N., 103° 40'.53E.

Substitute ○ wk least depth 20.4m for ○ wk least depth 18 m

(b) 1° 13'. 07N., 103° 48'.55E.

○ wk least depth 25.7m for ○ wk least depth 24.9 m

(c) 1° 13'. 95N., 103° 49'.35E.

depth 19₄ for depth 19₉,

(d) 1° 13'. 06N., 103° 48'.54E.

Move  Fl.G. from:

(e) 1° 12'. 70N., 103° 40'.96E.

to:

(f) 1° 12'. 57N., 103° 40'.53E.

Delete former Salu light buoy

(g) 1° 12'. 70N., 103° 40'.96E.

Chart [Last correction]: – B.A. 3833 (b, e, f) [158/03] – 4030 (a) [59/03] – 4031 (a, g) [158/03] – 4032 (a, g) [158/03] – 4035 (b-d) [366/02] – 4036 (b,d) [390/02] – 4038 (a) [40/03] – 4039 (a,b,g) [158/03] – 4040 (a-c,g) [158/03] – 4041 (b,c) [157/03]

(BA Notice1870/03:HJ/927/16)

203(09/03) JOHOR STRAIT – Singapore-Pulau Tekong Northwestwards – Pulau Ubin Westwards – Serangoon Harbour – Works, Buoyage, Depths

Insert limit of works area, pecked line joining

(a) 1° 26'. 02N., 104° 01'.03E.

(existing limit)

(b) 1° 26'. 27N., 104° 01'.34E.

(c) 1° 26'. 54N., 104° 02'.35E.

(d) 1° 26'. 28N., 104° 03'.40E.

(E. border)


and

(e) 1° 24'. 57N., 104° 01'.62E.

(existing limit)

(f) 1° 24'. 59N., 104° 01'.78E. (shore)

(g) (c) above

 (Topmark) QTJUT-19


BY legend, work in progress (2003), centred on:

(h) 1° 26'. 05N., 104° 02'.20E.

(i) 1° 26'. 26N., 104° 03'.48E.

(j) 1° 25'. 89N., 104° 03'.47E. (shore)

(k) (i) above

 Fl.Y.2s TJUT-20

Substitute depth 12.3 for depth 13.5

(l) 1° 23'. 28N., 103° 57'.91E.

depth 18.7 for depth 19.1

(m) 1° 25'. 34N., 103° 55'.22E.

depth 13.1 for depth 13.9


(n) 1° 25'. 45N., 103° 54'.08E.

depth 18.7 for depth 19.1

(o) 1° 25'. 34N., 103° 55'.22E.

depth 13.1 for depth 13.9

(p) 1° 25'. 45N., 103° 54'.08E.

Move  Fl. Y. 4s TJUT-18 from:

(q) 1° 25'. 88N., 104° 00'.87E.

Y

to:

(r) (b) above

II

Delete former limit of works area, pecked line joining: (s) (a) above
 (t) 1° 25'. 28N., 104° 01'.29E. (shore)
 and
 (u) (e) above
 (v) 1° 24'. 91N., 104° 01'.69E.
 (w) 1° 24'. 92N., 104° 01'.60E. (shore)

Chart [*Last correction*]: – **B.A. 4044** (*a-h, l-n, q-w*) **4044 (Plan B, Johor Port)** (*o, p*) [156/03] – **4043** (*a- c, e-k, q-w*) [157/03]

(B.A. Notice 1869/03: HJ/927/15)

204 (09/03) MALACCA STRAIT – Johore Tanjung Piai Westwards – Wreck, Buoy.

Insert  (a) 1° 15'. 11N., 103° 25'.24E.
 BRB  Fl(2)5s (b) close w. of (a) above
 (c) 1° 15'. 31N., 103° 24'.60E.
 PA (d) 1° 15'. 30N., 103° 24'.50E.
 (e) 1° 15'. 10N., 103° 25'.14E.
 (f) (a) above.

Chart [*Last correction*]: – **B.A. 1358** (*a, b*) [193/03] – **2403** (*d, e*) [86/03] – **3833** (*d, e*) [202/03] – **3947** (*c, f*) [110/03]
 (B.A. Notice 1866/03: HJ/927/16)

205 (09/03) INDONESIA – Kalimantan South Coast – Gosong Aling Northwestwards – Depths.

Insert depth 14 m enclosed by 10m contour 3° 25.57S., 109° 59.64E.
 (a) 3° 31.12S., 110° 07.48E.
 Delete depth 27 m close N. of (a) above.

Chart [*Last correction*]: – **BA 1066** [378/01]– **1964** [97/01] – **3757** [378/01]

(BA Notice 1919/03:HJ/827/60)

III

TEMPORARY AND PRELIMINARY NOTICES

206(P) (09/03) SINGAPORE STRAIT – Singapore – Jurong Island Southwards – Tanker mooring buoys. Restricted areas. Submarine pipelines

1. Mariners are advised of the removal of the following tanker mooring buoys and their associated restricted areas centred on the following positions:

PSA SPM 1° 13'.14N., 103° 39'.91E

Esso/Mobil SBM 1° 13'.85N., 103° 41'.40E.

2. During the period 8 February to 30 April 2003 work is being carried out to remove the associated submarine pipelines.

3. These amendments will be included on charts affected in due course.

Chart [Last correction]: – B.A. 2403 – 3833 - 4030 - 4031– 4032 - 4038 - 4039 - 4040 - 5502

(BA Notice 1871(P)/03: HJ/927/16)

207(T) 09/03 SOMALIA – Muqdisho (Mogadishu)– Port development. Pilot boarding place.

1. It has been reported that the Port of Muqdisho(Mogadishu) in Somalia is closed until further notice.

2. Alternative operations for discharging and loading are currently being conducted by a lighterage system in E1 Maan Harbour, 17 miles NE. of Muqdisho, in approximate position 02° 09'.92 N., 045° 35'.67E.

3. Pilotage is compulsory for all ships using E1 Maan Harbour. Pilots board in the following positions: 02° 06'.00 N., 045° 31'.00E. (South approach channel) and 02° 11'.83 N., 045° 39'.00E. (North approach channel).

4. Further information about procedures and regulations should be sought from the local port authority.

5. Former Notice 439(P)/00 is cancelled.

6. Charts will be fully updated when further details are known..

Charts affected – BA – 671–2968 (INT 7000)

(BA Notice 1766(P)/03: HJ/833/24)

208 (T) 09/03 INDIAN OCEAN – La Reunion – Approaches to La Reunion – Fish havens.

1. Fish aggregating devices have been, or shortly will be, established in the following positions:

20° 45'.00S., 055° 30'.00E.

21° 01'.00S., 055° 05'.60E

21° 08'.00S., 055° 10'.80E

21° 11'.20S., 055° 12'.40E

21° 20'.60S., 055° 22'.50E

21° 22'.60S., 055° 26'.40E

21° 26'.00S., 055° 39'.60E

20° 49'.60S., 055° 38'.60E

21° 26'.30S., 055° 26'.00E.

20° 56'.00S., 055° 05'.00E

20° 53'.80S., 055° 09'.20E

20° 50'.80S., 055° 20'.00E

20° 56'.20S., 055° 12'.40E

21° 07'.00S., 055° 06'.00E

20° 50'.40S., 055° 05'.40E

21° 25'.50S., 055° 33'.60E

20° 53'.60S., 055° 43'.80E.

21° 07'.20S., 055° 54'.00E

21° 16'.20S., 055° 14'.80E

21° 02'.00S., 055° 46'.00E

20° 47'.00S., 055° 25'.30E

20° 49'.50S., 055° 33'.00E

21° 28'.80S., 055° 36'.20E

21° 17'.05S., 055° 08'.00E

21° 11'.10S., 055° 05'.00E.

21° 10'.50S., 055° 14'.30E

21° 24'.00S., 055° 21'.00E

III

20° 46'.40S., 055° 19'.00E

21° 28'.50S., 055° 30'.00E

2. Former Notice 239(T)/02 is cancelled.

Charts affected – BA. 1495(INT 7736) – 1497 (INT 7735)

(BA Notice 1768(P)/03: HJ/632/94)

***209 (T) (09/03) INDIA WEST COAST – Porbandar Anchorages – Depths**

1. The draft being increased to 9.5m as a result of progressing dredging at GMB and SCL jetty at Porbandar Port.
2. Maximum length overall is restricted to 200m and loaded vessels may berth/unberth only on daylight high water with a minimum tide of 1.8m.

Chart Affected: – 2040

(Porbandar Port Trust: HJ/1131/10)

***210 (T) (09/03) INDIA WEST COAST – Approaches to Mumbai Harbour**

1. Seismic survey in the following area is in progress by MV Sagar Sandhani and will be completed by 15 Jun 2003.
 - (a) 19° 23' .50N., 72° 05' .00E.
 - (b) 19° 23' .50N., 72° 22' .70E.
 - (c) 19° 01' .00N., 72° 22' .70E.
 - (d) 19° 01' .00N., 72° 05' .00E.
2. All vessels operating in vicinity to keep well clear and exercise caution.

Chart Affected: – 21– 211 – 255 (INT 7334) – 292 – 7705 (INT 705) –7706 (INT 706)

(Navarea VIII 229/03: HJ/1030/97)

*** 211(T) 09/03 INDIA – West Coast – Mumbai Harbour – Buoy**

1. No. 2 Pirpau buoy in position 18° 58'.40 N., 072° 55'.10E. withdrawn temporarily.
2. Position marked by *QFl*. Green marker buoy.
3. Mariners to exercise caution

Charts affected – 211 – 255 (INT 7334) – 292 – 2016 – 2076

(Navarea VIII 237/03: HJ/1030/87)

***212 (T) (09/03) INDIA EAST COAST – Approaches to Visakhapatnam – Lighterage Operation**

1. Lighterage Operation in progress by MT New Circassia in position 17°36'. 7 N., 83° 19'. 1E.
2. All vessels operating in vicinity to keep clear 2NM radius from above position.

Chart Affected: – 3002 (INT 7410) – 308

(Nav VIII 218(T)/03: HJ/1029/76)

V

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)

(29 April 2003)

139 Received

(2) Navarea II (E. Atlantic)

(29 April 2003)

Nil

(3) Navarea III (Mediterranean)

(29 April 2003)

248 Received

(4) Navarea IV (N.W. Atlantic)

(29 April 2003)

106 (Gen)

(5) Navarea V (W. Atlantic)

(29 April 2003)

Nil

(6) Navarea VI (S.W. Atlantic)

(29 April 2003)

Nil

(7) Navarea VII (S.E. Atlantic)

(29 April 2003)

056 Received

(8) Navarea VIII (Indian Ocean)

(29 Apr 2003)

240 Received

2003: 208 209 214 218 220 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237.

212 & 213. Cancelled.

214. Refer Navarea 209/2003. Following rigs moved to new position:

(a) Sagar Uday 19-31.1N., 071-16.1E

(b) Sagar Kiran 19-23.5N., 071-21.6E

Wide berth requested.

215 to 217. Cancelled.

218. India East Coast – Approaches To Visakhapatnam. Charts 308 345 3002 INT 706. Lighterage operation in progress by MT New Circassia in position 17-36.7N., 083-19.1E. All vessels operating in vicinity to keep clear by 02 NM.

219. Cancelled.

220. Refer Navarea 209/2003. Rig Transocean Nordic moved to new position 18-12.8 N., 071- 44.1 E. Wide berth requested.

221 & 222. Cancelled.

V

223. India East Coast – Gopalpur. Charts 31 353 INT 706. Firing exercise between 0030 UTC and 1230 UTC from 28 Apr to 29 Apr 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 30 Apr 2003.

224. India West Coast-Approaches To Magdalla. Charts 21 209 254 292 2019 2101 7072 INT 705 INT 706. Installation of Gauri-A Jacket in position 21-01.9N., 072-33.3E. in progress till 02 May 2003. All vessels operating in vicinity to keep clear by 01 NM. Cancel this message on 03 May 2003.

225. India West Coast – Ratnagiri. Charts 22 212 213 256 2028 INT 705. Ratnagiri DGPS station 16-59.2N., 073-16.4E. switched off.

226. India West Coast- Azhikod. Charts 32 220 259 273 2029 INT 706. Azhikod DGPS station 10-11.9N., 076-09.5E. switched off.

227. India West Coast – Porbandar. Charts 21 204 205 252 292 2040 INT 705. Firing exercise by coast battery 21-39.0N., 069-33.9E. from 0330 UTC to 0730 UTC on 29 Apr 2003 in sector of 13 NM radius between 200 degree and 280 degree. Safe flying height 1,300 metres. Cancel this message on 30 Apr 2003.

228. Andaman Sea – India-Andaman Islands. Charts 41 405 473 4030 INT 706. Firing exercise by Naval ships on Passage Island 11-10.8N., 092-40.6E. between 0430 UTC and 1030 UTC on 28 Apr and 29 Apr 2003.

Danger areas:-

a) Sector of 15 NM radius between 067 degree and 110 degree.

b) Sector of 15 NM radius between 210 degree and 252 degree.

Safe flying height 9,200 metres. Cancel this message on 30 Apr 2003.

229. India West Coast- Approaches To Mumbai. Charts 21 211 255 292 INT 705 INT 706. Seismic survey in progress by MV Sagar Sandhani from 25 Apr to 15 Jun 2003 in area bounded by: 19-23.5N., 072-05.0E; 19-23.5N., 072-22.7E; 19-01.0N., 072-22.7E; 19-01.0N., 072-05.0E. Vessel towing two streamer cables of 6,000 metres long with yellow buoys attached to tail end. All vessels operating in vicinity to keep well clear and exercise caution. Cancel this message on 16 Jun 2003.

230. Refer Navarea 209/2003. Rig JT Angel moved to new position 19-19.9 N., 071- 20.1 E. Wide berth requested.

231. Andaman Sea- Great Nicobar Islands. Charts 33 41 471 472 409 4007 INT 706. Indira Point radio beacon 06-45.1N., 093-49.6E. off air. DGPS transmission commenced on trial basis. Frequency 289 KHz.

232. 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 May to 07 May 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 May 2003.

233. India West Coast- Cochin. Charts 22 32 220 259 260 2004 2029 INT 706. Firing exercise by coast battery between 0330 UTC and 1530 UTC on 29 Apr and 02 May 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 03 May 2003.

234. 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 on 30 Apr and 01 May 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 02 May 2003.

V

235. Andaman Sea - India Andaman Islands. Charts 41 404 405 473 4006 4016 INT 706. Firing exercise by coast battery at Ross Island in area 15 NM around 11-40.5N., 092-46.3E. between 0530 UTC and 1030 UTC on 01 May 2003.

Safe flying height 7,600 metres. Cancel this message on 02 May 2003.

236. India East Coast – Vishakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by coast battery from 0230 UTC to 0530 UTC and 1230 UTC to 1430 UTC on 01 May 2003 in area bounded by: 17 - 42.2 N., 083 - 18.6 E; 17 – 42.1 N., 083 – 29.9 E; 17 - 36.7 N., 083 - 28.5 E; 17 – 32.7 N., 083 – 24.3 E. Safe flying height 13,000 metres. Cancel this message on 02 May 2003.

237. India West Coast – Mumbai Harbour. Charts 211 255 292 2016 2076. No 2 Pir Pau Buoy in position 18-58.4N., 072-55.1E. withdrawn temporarily. Position marked by Green Marker Buoy showing light quick flashing one second.

238 to 240. Cancelled.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea)

(29 April 2003)

051 Received

(10) Navarea X (Australia, New Guinea)

(29 April 2003)

011 Received

(11) Navarea XI (Malacca Strait, China Sea, N. Pacific)

(29 April 2003)

0133 Received

(12) Navarea XII (N.E.Pacific)

(29 April 2003)

76 (Gen) Received

(13) Navarea XIII (N.W.Pacific)

(29 April 2003)

Nil

(14) Navarea XIV (S.W. Pacific)

(29 April 2003)

046 Received

(15) Navarea XV (S.E. Pacific)

(29 April 2003)

Nil

(16) Navarea XVI (E. Pacific)

(29 April 2003)

Nil

(17) Hydropacks

(29 April 2003)

494 Received

(18) Hydrolants

(29 April 2003)

593 (37) Received

VII

CORRECTIONS TO LIST OF LIGHTS

Edition No. 09 dated 01 May 2003

E 6034.7	-Southwestwards	27 45.2 33 51.0	Fl(2)W 8s	Black on buoy 6	Racon	
*	*	*	*	*	*	*		*
E 6036.5	Shab Abu Nuhas	27 34.6 33 56.0	Q(3)W 10s	11	7	Red □ on beacon	<i>fl.</i> Racon	
								*
F 0367.7	--	22 58.6 70 13.7	Q W					
*	*	*	*	*	*	*		*
F 0367.72	--	22 58.2 70 13.6	Fl R 2s					
*	*	*	*	*	*	*		*
F 1321.65	<i>Remove from List</i>							
F 1408	- Tg Balai	1 23.0 102 09.0	Fl W 7s	12	7	White framework tower 12	<i>fl 1. Destroyed; north cardinal light buoy Q W (fl 0.5) 4M in situ close NE (T) 2002</i>	
								*
F 1414.4	-	1 00.2 102 36.6	Fl G 5s	15	5	Green Δ on green beacon *		*
			*	*	*	*		*
K 0928.6	Bakauheni. Limau Balak Island (Gosong Barak)	5 52.2 105 46.5	Q Y	10	6	Yellow ○ on yellow beacon	Destroyed (T) 2002	
								*
K 1038	Beting Eka	5 17.5 106 54.5	Fl(2)W 10s	15	11	Black on black beacon, red bands 10	<i>fl 0.5, ec 1.5, fl 0.5, ec 7.5.</i> Ra refl. TE 2002	
								*
K 1053.24	Merak Mas. Terminal. Breakwater. Head	5 55.2 105 59.7 *	Fl G 4s	15	6	Green round metal tower	Reported 2002	
								*
K 1061	Gosong Dapur	5 55.5 106 43.6	Fl(2)W 8s	15	10	White metal beacon		*
								*
K 1072.9	-	6 06.1 106 51.4	Fl Y 3s	7	11	Yellow ○ on yellow beacon	<i>fl 1.</i> Ra refl. TE 2002	
								*

VIII

CORRECTION TO LIST OF RADIO SIGNALS

Edition No. 09 dated 01 May 2003

VOL. 1, 1987

(Last correction: Edition No. 04 dated 15 Feb 2003)

NIL

VOL. 2, 1995

(Last correction: Edition No. 08 dated 15 April 2003)

NIL

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

(Last correction: Edition No. 07 dated 01 April 2003)

NIL

VOL. 5, 1997/98

(Last correction: Edition No. 07 dated 01 April 2003)

NIL

VOL. 6, 1987

(Last correction: Edition No. 05 dated 01 Mar 2003)

*page 20, SUDAN, BASHAYER HARBOUR MARINE TERMINAL (MARSA AIN HAREES)
Delete **Pilots and Terminal** sections and replace by:*

Pilots and Terminal

TELEPHONE: Marine Supervisor & Pilots: +249(0)311 60360 (0700-1200 & 1400- 1700 LT)
Marine Supervisor (Mobile): +249(0) 123 10392 (0700- 1900 LT)
Pilots (Mobile): +249(0) 123 10394 (0700- 1900 LT)

FAX: Marine Terminal: +249(0)13 7032869

E-MAIL: Marine Supervisor: omarine.portsudan@gnpoc.com

Pilots: pilots.portsudan@gnpoc.com

FREQUENCY: Pilot Office: Ch 10 (0700- 1200 & 1700 LT)
SPM Base: Ch 10 (When a vessel is loading at the SPM)
PV: Ch 10 (0700- 1900 LT)

HOURS: H24 (berthing HJ only)

PROCEDURE:

- (1) Pilotage is compulsory and is available HJ.
- (2) Vessels should advise ETA via agent 72h, 48h, 24h and 12h prior to arrival
- (3) Any changes in ETA of more than 2h are to be notified.
- (4) On arrival off Port Sudan, vessels are required to contact Port Sudan Signal Station on VHF Ch 14 to obtain pilot boarding time if known, together with further instructions.
- (5) Channel Pilot boarding times commence between 0600 and 0700 LT depending on the time of year.
- (6) Pilot boards in the following positions:
 - (a) Channel Pilot: 19° 35'.5N., 37° 16'.0E.
 - (b) SPM Pilot: 3 n miles N of the SPM. This pilot boarding position is used as the 'handover' with the Channel Pilot.

NOTE: Terminal is operated by the Greater Nile Petroleum Operating Company (GNPOC)

(B.A. 16/03)

(09/03)

VIII

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. 08 dated 15 April 2003)

Ratnagiri DGPS Stn Switched Off	16° 59'.20N., 73° 16'.40E.	2173
(Nav 225/03)		(09/03)
Azhikode DGPS Stn Switched Off	10° 11'.90N., 76° 09'.50E.	2180
(Nav 226/03)		(09/03)
Indira Point DGPS Stn <i>Switched On on trial</i>	06° 45'.10N., 93° 49'.60E.	
(DLL Port Blair)		(09/03)