

Notice 01  
2018  
Supplied Gratis



**NIGERIAN  
NOTICES TO MARINERS  
2018 EDITION  
PUBLISHED  
BY THE  
HYDROGRAPHIC OFFICE  
LAGOS**

# CONTENTS

- I Explanatory Notes and Index
- II Nigerian Navy Notices to Mariners. Updates to Standard Navigational Charts

## IMPORTANT

Mariners are requested to inform the Hydrographer, 5 Point Rd, Apapa, Lagos immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in Nigerian/Admiralty charts or publications. Copies of form NN HO-02, which is a convenient form on which to send in a report, is available on *www.nnho.ng*.

In addition to office contact, the following additional communication facilities are available:

<b>Notices to Mariners Web site :</b>	<b><a href="http://www.nnho.ng">www.nnho.ng</a></b>
<b>Urgent navigational information : (24 Hour Service)</b>	<b>E-mail : <a href="mailto:msi@nnho.ng">msi@nnho.ng</a> Call: +2348095039777/888</b>
<b>Other navigational information : (0730 - 1600 Mon - Fri)</b>	<b>Call: +2348095039777/888 E-mail : <a href="mailto:msi@nnho.ng">msi@nnho.ng</a></b>
<b>General information : (0730 - 1600 Mon - Fri)</b>	<b>Call: +2348095039777/888</b>

**Commodore CE Okafor  
Hydrographer, Nigerian Navy  
National Co-ordinator**

## INDEX OF CHARTS AND PUBLICATIONS AFFECTED

CHARTS	NOTICE	PAGES
<b>BA 3118 (INT 2088)</b>	-	-
<b>BA 1387 (INT 2810)</b>	-	-
<b>BA 3321 (INT 2892)</b>	-	-
<b>BA 1385 (INT 2808)</b>	-	-
<b>BA 1386 (INT 2809)</b>	-	-

### Spheroid / GPS Positions

All positions quoted in these Notices are referred to the **WGS Spheroid**, unless otherwise indicated. On chart scales of **1: 150 000 and smaller**, positions from **GPS receivers** set to **WGS 84** may be plotted directly on these charts. Mariners are warned that **insertion of Clarke 1880 (or other) positions on Automatic Plotters which are set to WGS 84 Spheroid can result in inaccurate navigation practices.**

### Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number. These are printed on one side of the paper in order that they may be cut and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

### Permanent Notices

Permanent corrections in Section II are marked by a star adjacent to the notice number to indicate that the notice is based on original information. Periodic lists of permanent corrections pertaining to affected navigational charts and publications are published annually and copies may be obtained from the Hydrographic Office.

## **Chart Corrections**

Further details are contained in NP100 The Mariner's Handbook which should be consulted for the correct procedures of filing, inserting and noting all types of corrections on nautical charts and other hydrographic Publications. The Handbook may be obtained from Nigerian Navy Hydrographic Office. Consult CHART 5011 (INT 1) for Symbols and Abbreviations used on British Admiralty Charts and NP735 for an illustrated explanation of the IALA Maritime Buoyage System.

2018

I Cont/...

## **Provision of Notices to Mariners**

These Notices are *gratis* and may be obtained on request from the Hydrographic Office. Additional copies required of "block" chart corrections can also be obtained through the above procedure. This publication is maintained electronically for each monthly Notice to Mariners and can be downloaded from <https://www.nnho.ng/NoticeMariners.html>

## **MISCELLANEOUS**

1. Mariners are advised that the primary and most reliable means of communication with the Hydrographic Office for all URGENT navigational correspondence is via number: +2348095039777/888 .
2. Current and archived Nigerian Notices to Mariners are available in PDF format on website **[www.nnho.ng](http://www.nnho.ng)**.

## **GENERAL: NIGERIAN NAVY HYDROGRAPHIC OFFICE CONTACT DETAILS**

1. Mariners and interested parties are advised to take note of the Nigerian Navy Hydrographic Office **24 hour service contact details**. This will assist to prevent late action being taken on important navigational information.
2. The relevant contact details can be found on the front page of the monthly Notices to Mariners, as well as at website [www.nnho.ng](http://www.nnho.ng).

## II

### 1 Africa West Coast – Lagos to Gamba – Rig Movement

**Source: Shelf Drilling Nigeria Limited**

**BA 3118 (INT 2088)**

Rig Trident-8 to move from current position at  $05^{\circ} 29' 22.8''$ N  $004^{\circ} 49' 31.2''$ E to new position at  $6^{\circ} 25' 55.8''$ N  $003^{\circ} 23' 18''$ E on 14 Jan 18.

### 2. Africa West Coast –Calabar to Baa (Including Isla De Bioko)

**BA 1387(INT 2810)**

**Rig Movement**

Rig Trident-14 to move from current position at  $4^{\circ} 16' 06''$ N  $007^{\circ} 57' 49.8''$ E to new position at  $4^{\circ} 16' 0.6''$ N  $007^{\circ} 57' 49.8''$ E on 5 Jan 18.

### 3. Africa West Coast – Entrances to Escravos and Forcados Rivers – Rig Movement

**Source: Shelf Drilling Nigeria Limited**

**BA 3321(INT 2892)**

a. Rig SDR in position  $05^{\circ} 25' 45.6''$ N  $005^{\circ} 04' 39''$ E moves to position  $05^{\circ} 25' 28.2''$ N  $005^{\circ} 08' 33''$ E on 21 Feb 18.

### 4 Africa West Coast – Lagos to Gamba – Rig Movement

**Source: Shelf Drilling Nigeria Limited**

**BA 3118 (INT 2088)**

a. RIG TRIDENT-8 in position  $06^{\circ} 09'40.2''N$   $004^{\circ} 39'16.8''E$  moves to position  $06^{\circ} 25'55.8''N$   $003^{\circ} 23'18''E$  on 19 FEB 18.

b. RIG ADRIATIC-1 in position  $05^{\circ} 29'22.8''N$   $004^{\circ} 49'31.2''E$  moves to position  $06^{\circ} 25'55.8''N$ ,  $003^{\circ} 23'18''E$  on 24 FEB 18.

**5 Africa West Coast – Lagos to Gamba – Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

**BA 3118 (INT 2088)**

1. Rig ADRIATIC - 1 in position  $06^{\circ}25'19.8''N$   $003^{\circ}23'06''E$  moves to position  $04^{\circ}24'18''N$   $007^{\circ}49'20.4''E$  on 19 April 2018.

2. Rig TRIDENT - 8 in position  $06^{\circ}25'19.8''N$   $003^{\circ}23'10.2''E$  moves to position  $03^{\circ} 28.00'N$   $008^{\circ} 34.60'E$  on 19 April 2018.

**6 Africa West Coast – Entrance to Escravos and Forcados Rivers – Ship Wreck**

**Source: Shelf Drilling Nigeria Limited**

**BA 3321(INT 2892)**

MV CELINE Reportedly sank after hitting an unsuspected wreck at position  $05^{\circ}31'03.6''N$   $005^{\circ}07'12.00''E$  09 May 18.

**7. Africa West Coast – Calabar to Bata – Rig Movement**

**BA 1387 (INT 2810)**

Rig TRIDENT - 8 in position  $04^{\circ}14'37.26''\text{N}$   $008^{\circ}09'58.14''\text{E}$  moves to position  $04^{\circ}06'21.66''\text{N}$   $007^{\circ}41'40.38''\text{E}$  on 17 May 2018.

## **8. Africa West Coast – Calabar to Bata – Rig Movement**

### **BA 3118 (INT 2088)**

Joint Naval Operation from 30 to 31 May 18 in area bounded by:

- A.  $06^{\circ}02'59.70''\text{N}$   $003^{\circ}07'52.50''\text{E}$
- B.  $06^{\circ}23'36.30''\text{N}$   $003^{\circ}30'36.12''\text{E}$
- C.  $06^{\circ}15'43.44''\text{N}$   $004^{\circ}01'43.08''\text{E}$
- D.  $05^{\circ}52'40.02''\text{N}$   $004^{\circ}02'04.92''\text{E}$
- E.  $05^{\circ}55'05.34''\text{N}$   $002^{\circ}59'13.56''\text{E}$

## **9 Africa West Coast – Lagos to Gamba – Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

### **BA 3118 (INT 2088)**

a. Rig TRIDENT in position  $04^{\circ}18'44.76''\text{N}$   $007^{\circ}36'52.98''\text{E}$  moves to position  $04^{\circ}06'23.28''\text{N}$   $007^{\circ}41'40.32''\text{E}$  on 06 Jun 18.

b. Rig SDR in position  $05^{\circ}25'28.5''\text{N}$   $008^{\circ}08'33.3''\text{E}$  moves to position  $05^{\circ}29'22.98''\text{N}$   $004^{\circ}49'31.86''\text{E}$  on 15 Jun 18.

## **2 Africa West Coast – Lagos to Gamba – Rig Movement**

- a. Rig SDR in position  $05^{\circ} 25' 27.6''\text{N } 005^{\circ} 08' 33''\text{E}$  moves to position  $05^{\circ} 29' 22.8''\text{N } 004^{\circ} 49' 30.6''\text{E}$  on 15 Jun 18.
- b. Rig TRIDENT-8 in position  $04^{\circ} 06' 22.8''\text{N } 007^{\circ} 41' 39.6''\text{E}$  moves to position  $04^{\circ} 09' 21.6''\text{N } 008^{\circ} 02' 18''\text{E}$  on 22 Jun 18.
- c. Rig Baltic move from position  $04^{\circ} 09' 54''\text{N } 008^{\circ} 05' 58.8''\text{E}$  moves to position  $04^{\circ} 00' 15''\text{N } 008^{\circ} 04' 34.8''\text{E}$  on 30 Jun 18.

## **10. Africa West Coast – Lagos to Gamba – Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

### **BA 3118 (INT 2088)**

- a. Rig TRIDENT- 8 move from current position ADUA ‘A’ platform  $04^{\circ} 06' 23.4''\text{N } 007^{\circ} 04' 40.2''\text{E}$  to new position YOHO ‘B’ platform  $03^{\circ} 59' 50.4''\text{N } 007^{\circ} 28' 53.4''\text{E}$  on 29 Jun 18.
- b. Rig BALTIC move from current position OFD-3 platform  $04^{\circ} 09' 54''\text{N } 008^{\circ} 05' 59.4''\text{E}$  to new position AMD -1 platform  $04^{\circ} 07' 35.4''\text{N } 007^{\circ} 30' 33''\text{E}$  on 18 Jul 18.
- c. Rig SDR to move from current position MEJI 20 JACKET (OML90)  $05^{\circ} 25' 28.8''\text{N } 005^{\circ} 08' 33.6''\text{E}$  to new position SONAM platform  $05^{\circ} 29' 22.8''\text{N } 004^{\circ} 49' 31.8''\text{E}$ . on 27 Jul 18.



**11. Africa West Coast – Lagos to Gamba – Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

**BA 3118 (INT 2088)**

OES Integrity Rig move from position 04<sup>0</sup>40'00"N 007<sup>0</sup>09'00"E moves to position 04<sup>0</sup>49'15.6"N 005<sup>0</sup>58'22.2"E from 09 Aug 18 to 26 Aug 18.

**12. Nigeria Southwest Coast – Entrance to Escravos and Forcados Rivers – Ship's wreck**

**Source: Shelf Drilling Nigeria Limited**

**BA 1385 (INT 2808)**

Vessel Reported Sunken in Vicinity 5<sup>0</sup>31'00"N 005<sup>0</sup> 06'60"E

**13. Africa West Coast Pennington River to Opobo River and Calabar to Bata Including Isla De Bioko – Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

**BA 1386 (INT 2809) and BA 1387 (2810)**

Rig TRIDENT-8 move from position YOHO B (OML 104) at 3<sup>0</sup>59'49.68"N 007<sup>0</sup>28'53.04" E to new position ETIM B (OML 67) 4<sup>0</sup>09'22.86"N 008<sup>0</sup>02'18.48"E on 28 Sep 18.

**14. Africa West Coast Pennington River to Opobo River and Calabar to Bata Including Isla De Bioko – Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

**BA 1386 (INT 2809) and BA 1387 (2810)**

a. RIG BATIC to move from current position AMD-1 PLATFORM (OML 99) at 4° 7'59.52''N, 007°30'55.92''E, to new position EBOK FIELD EDN-1(OML 70) PLATFORM at 4° 7'43.26''N 008°11'12''E ON 14 NOV 18.

b. ADRIATIC 1 to move from current position OKORO WH PLATFORM (OML112) 4°24'30.66''N 007° 49'34.02''E, to new position LIMBE,CAMEROUN PLATFORM 4° 0'0''N 008°12'0.18''E ON 13 NOV 18.

c. RIG TRIDENT XIV to move from current position YOHO B PLATFORM (OLM 112) 3° 59'49.68''N 007° 28'53.04''E, to new position ETIM B PLATFORM 04° 09'22.86''N, 008° 02'18.48''E ON 13 NOV 18.

**15. Nigeria Southwest Coast Calabar to Bata Including Isla De Bioko, Pennington River to Opobo River, Entrance to Escravos and Forcados Rivers and Lagos to Gamba - Rig Movement**

**Source: Shelf Drilling Nigeria Limited**

**BA 1387 (INT 2810), 1386 (INT 2809), 3321 (2892) AND 3118 (2088)**

1. Baltic to move from current position EBOK FIELD EDN-1 (OML 70) at 4-5.975N 8-10.374E, to a new position EBOK WFB PLATFORM at 4-5.266N 8-10.106E on 10 Jan 19.

2. ADRIATIC 1 to move from current position LIMBE, CAMEROUN at 4-0.000N 8-12.000E, to a new position OMA 3 OPL 227 at 5-5.247N 7-10.652E in progress.

3. TRIDENT 8 to move from current location LUBA STANDBY at 3-28.3N 8-34.2E, to a new location IMA STANDBY at 4-16.6N, 7-24.0E on 07 Jan 19.

4. TRIDENT 14 to move from current location YOHO B PLATFORM (OML 1040 at 3-59.828N 7-28.884E to a new location UNAM C PLATFORM at 4-17.313N 8-13.691E on 07 Jan 19.

5. SDR to move from current location SONAM PLATFORM (OML 91) at 5-29.383N 4-49.531E to a new location MEREN 102 at 5-46.193N 4-54.325E ON 30 Jan 19.

**NIGERIAN NAVY HYDROGRAPHIC OFFICE  
HYDROGRAPHIC NOTE**

For the reporting of navigational dangers and changes  
observed at sea by mariners navigating beyond harbours

<b>GENERAL LOCALITY</b>			
<b>CHART(s) AFFECTED</b>		<b>Edition Date</b>	
<b>ENC(s) AFFECTED</b>		<b>Edition/Update Number</b>	
<b>DETAILS OF CHANGES/ DANGERS OBSERVED</b> Changes in navigational aids or dangers or useful new aids			
<b>Date of Observation</b>		<b>Time Observed (in UTC)</b>	
<b>POSITION OF DANGER OR FEATURES DESCRIBED ABOVE</b>			
<b>Latitude</b>	<b>Longitude</b>	<b>Positional Method</b>	<b>Vertical Datum</b>
		GPS/Radar/Sextant/other	
<b>Position System Details</b>			
<b>Sextant Angle Details</b>			
<b>Echo Sounder Used</b>		<b>Transducer Depth</b>	
<b>Accompanying Plots And Photographs (if any)</b>			
<b>VESSEL AND OBSERVER DETAILS</b>			
<b>Vessel name</b>		<b>Vessel Type</b>	
<b>Master/Observer's Name</b>		<b>Signature</b>	
<b>E-mail</b>		<b>Telephone</b>	

Fax		Other	
<b>PLEASE RETURN THIS COMPLETED FORM TO</b>			
The Hydrographer, Nigerian Navy 5, Point Rd, Apapa Lagos	Telephone: Call: +2348095039777/888	E-mail: <a href="mailto:msi@nnho.ng">msi@nnho.ng</a> info@nnho.ng	

## INSTRUCTIONS

1. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Form *NN HO-02a* lists the information required for Nigerian Sailing Directions and should be used as an aide memoir to this form if necessary. Mariners are requested to notify the Hydrographer of the Nigerian Navy, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary. *The Mariner's Handbook (NP 100) Chapter 8* gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.

2. When a **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar should be quoted if available. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.

3. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

4. When **soundings** are obtained and a paper echo sounding trace is available, the echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of the echo sounder should also be given.

5. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m,

550m or even 1050m. Soundings recorded beyond the set's nominal *November 2017* usually be recognized by the following:

- (a) the trace being weaker than normal for the depth recorded,
- (b) the trace passing through the transmission line,
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

6. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

7. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 meters may be of sufficient importance to justify a radio message.

8. **Port information** should be forwarded on Form *NN HO-02a* together with Form *NN HO-02*. Where there is insufficient space on the form an additional sheet should be used.

*Note* : An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities. Further communication should only be expected when the information is of outstanding value or has unusual features.

**NIGERIAN NAVY HYDROGRAPHIC OFFICE  
HYDROGRAPHIC NOTE**

For the reporting of navigational dangers and changes  
observed at sea by mariners concerning ports and harbours

<p><b>Name of Port/Harbour</b></p>	
<p><b>General Remarks</b> Principle activities and trade. Latest population figures and date.  Number of ships or tonnage handled per year.  Maximum size of vessel handled.  Copy of Port Handbook (<i>if avail</i>).</p>	
<p><b>Anchorage</b> Designation, depths, holding ground, shelter afforded.</p>	
<p><b>Pilotage</b> Authority for requests.  Embark position.</p>	



Regulations	
<b>Directions</b> Entry and berthing information.  Tidal streams.  Navigational aids.	

<p><b>Tugs</b> Number available</p>	
<p><b>Wharves and Quays</b> Names, numbers or positions &amp; lengths.  Depths alongside.</p>	
<p><b>Cargo Handling</b> Containers, lighters, Ro-Ro etc.</p>	
<p><b>Repairs</b> Hull, machinery and underwater.  Shipyards.  Docking or slipping facilities. <i>(Give size of vessels handled or dimensions.)</i>  Divers.</p>	
<p><b>Supplies</b> Fuel (with type, quantities and methods of delivery)  Fresh water (with method of delivery and rate of supply)  Provisions.</p>	
<p><b>Services</b> Medical.  De-ratting.  Garbage and slops.  Ship chandlery, compass adjustment, tank cleaning, hull painting.</p>	

<p><b>Communication</b> Nearest airport or airfield.</p> <p>Port radio and information service. (with frequencies and hours of operating)</p>	
<p><b>Port Authority</b> Designation, address, telephone, e-mail address and website.</p>	
<p><b>Views</b> Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.</p>	
<p><b>Additional Information</b></p>	

**VESSEL AND OBSERVER DETAILS**

<b>Vessel Name</b>		<b>Vessel Type</b>	
<b>Master/Observer's Name</b>		<b>Signature</b>	
<b>E-mail</b>		<b>Telephone</b>	
<b>Fax</b>		<b>Other</b>	

**PLEASE RETURN THIS COMPLETED FORM TO**

<p><b>The Hydrographer, Nigerian Navy 5, Point Rd, Apapa Lagos</b></p>	<p><b>Telephone:</b> <b>Call: +2348095039777/888</b></p>	<p><b>E-mail:</b> <a href="mailto:msi@nnho.ng">msi@nnho.ng</a> info@nnho.ng</p>
--	--	---

