

## SAILING DIRECTIONS CORRECTIONS

**PUB 172**            **9 Ed 2001**            **LAST NM 44/03**

Page 24—Lines 44 to 45/R; read:

**Pilotage.**—Pilotage is compulsory and is available during daylight hours only. The pilot boards in the vicinity of Ras Shukheir Lightfloat. Berthing is accomplished during  
(BA NP 286(3); US CH 62191) 45/03

Page 28—Line 43/R; read:

**Pilotage.**—Pilotage is compulsory; berthing and unberthing are normally carried out during daylight hours only. Pilots board about 1 mile SW of No. 1 Berth.  
(BA NP 286(3)) 45/03

Page 43—Lines 30 to 32/R; read:

**Pilotage.**—Pilotage is compulsory. Vessels are not allowed to approach inside the port without a pilot. The pilot boards the vessel abeam of Morewood Lighted Beacon when on the entrance course of 310°.   
(BA NP 286(3)) 45/03

Page 53—Lines 12 to 13/L; read:

**Pilotage.**—Pilotage is compulsory for all vessels as, once within the reefs,  
(BA NP 286(3)) 45/03

Page 53—Lines 20 to 21/L; read:

whether signaled for or not.

Pilots can be reached on VHF channel 14 and vessels are advised to maintain a listening watch to enable them to receive any instructions from port control. The pilot office can also be contacted by e-mail, as follows:

pilots.portsudan@gnpoc.com

When the port is full, vessels may be directed to proceed,  
(BA NP 286(3)) 45/03

Page 67—Lines 10 to 11/R; read:

and is available during daylight hours only. The pilot boards about 1 mile  
(BA NP 286(3)) 45/03

Page 67—Line 16/R; read:

amending it 48 hours and 24 hours before arrival.  
(BA NP 286(3)) 45/03

Page 80—Line 21/R; read:

2. Monitor passing vessels outside the traffic lane 15  
(NIMA) 45/03

Page 83—Line 38/R; insert after:

Outbound vessels should send their ETD and request for pilotage 1 hour in advance to Aqabah Port Control on VHF channel 12 or 16.

(BA NP 286(3)) 45/03

Page 84—Lines 8 to 10/L; read:

Vessels should contact Aqabah Port Control on VHF channel 12 and maintain a listening watch on VHF channels 12 and 16 for instructions.

(BA NP 286(3)) 45/03

Page 89—Line 13/R; read:

**Yanbu.**—Pilotage for Yanbu, which is available 24 hours, is  
(NIMA) 45/03

Page 89—Lines 29 to 31/R; read:

**King Fahd.**—Pilotage in the approach channels for King Fahd is compulsory, as follows:

1. Northern Approach Channel—All vessels 300 grt and over.
2. Southern Approach Channel—All vessels.

The vessel's ETA should be sent 5  
(BA NP 286(3)) 45/03

Page 89—Line 47/R; insert after:

**King Fahd.**—Vessels calling at Saudi ARAMCO terminals are requested to send the following information:

1. Vessel's ETA at Yanbu, with any amendments.
2. Vessel's former name, if applicable; flag; and nrt.
3. Agent's name, quarantine information, and if any disease or illness on board.
4. Technical details.

All LNG vessels calling at Saudi ARAMCO terminals should provide the following additional information:

1. Vessel name.
  2. Whether vessel is equipped with VHF.
  3. Gross tonnage.
  4. Further technical details, as required.
- (BA NP 286(3)) 45/03

Page 127—Line 57/R; read:

**Pilotage.**—Pilotage is compulsory for vessels using Khalf Harbor. Pilotage is optional for vessels in the outer harbor and for the oil terminal. The pilot can be

(BA NP 286(3); BA NP 64) 45/03

Page 200—Line 32/R; read:

arrival. The ETA message should also be forwarded to the National Iranian Gas Company (NIGC).

(BA NP 286(3)) 45/03

Page 249—Line 44/L; insert after:

A submarine cable, best seen on the chart, extends seaward from a point about 8 miles N of North Pier. Anchoring and trawling are prohibited within 0.5 mile of this cable.

(US CH 62432; 41(4486)03 Taunton) 45/03

Page 252—Lines 2 to 20/L; read:

**Pilotage.**—Pilotage is compulsory. Vessels bound for Umm Qasr or Khawr al Zubair will board the pilot W of Mina Bakr Terminal (29°41'N., 48°49'E.).

Harbor pilots will board in the vicinity of Buoy No. 33, about 0.4 mile ESE of the S extremity of Jazirat Hijam (29°01'N., 47°58'E.).

It has been reported (2003) that pilots board in the vicinity of Buoy No. 22/Buoy No. 23 (29°59.1'N., 48°12.7'E.).

**Regulations.**—Vessels should send their ETA to Umm Qasr Port Control 48 hours, 24 hours, and 12 hours in advance, along with their berthing requirements. Vessels should also report, on both inbound and outbound transits, when passing Lighted Buoy No. 6 and Lighted Buoy No. 34.

Umm Qasr Port Control can be contacted on VHF channels 8, 12, and 16. The pilot can be contacted on VHF channel 12.

**Anchorage.**—Anchorage may be obtained in Khawr Umm Qasr, about 2 miles below the port.

**Caution.**—Caution is advised, as details on aids to navigation marking the channel are presently lacking. The local authorities and pilots should be contacted for the most current information.

A large wreck is reported (2003) to hinder access to Berth 9. Numerous wrecks are reported (2003) to hinder access to the berths in the new port. Unexploded ordnance is likely to exist in the wrecks and on the seabed surrounding the wrecks.

(PUBS 025-03; US NM 37/03, Section II) 45/03

Page 256—Line 39/R; insert after:

To minimize departure delays, the date and time of arrival, as well as the ETD should be sent to the Port and Quarantine Officer upon arrival.

(BA NP 286(3)) 45/03

Page 257—Lines 12 to 13/L; strike out.

(NIMA) 45/03

Page 257—Line 8/R; insert after:

**17.5 Kharg Island Oil Terminal** (29°14'N., 50°20'E.)  
(World Port Index No. 48465), the

(NIMA) 45/03