

SAILING DIRECTIONS CORRECTIONS

PUB 172 9 Ed 2001 LAST NM 5/02

Page 165—Lines 42 to 47/L; read:

Qalhat LNG Terminal (22°41'N., 59°24'E.) (World Port Index No. 48240) is situated about 1.4 miles SE of the village. The terminal consists of two T-shaped jetties extending about 0.2 mile from shore in a semi-protected bay open to the sea.

Winds—Weather.—The terminal is sheltered, by the mountains to the S, from the strong winds of the Southwest Monsoon during the summer (June to September). During the remainder of the year, the terminal is exposed to the Northeast Monsoon.

Depths—Limitations.—The LNG Jetty can accommodate vessels up to 125,845 dwt, with a maximum length of 310m and a maximum draft of 12.1m.

The MOF Condensate Jetty can accommodate vessels up to 13,000 dwt, with a maximum length of 140m and a maximum draft of 7.7m. An underkeel clearance of 2m is required to be maintained at all times.

Aspect.—A conspicuous flare, 106m in height, is located in the terminal.

Pilotage.—Pilotage is compulsory for all vessels using the terminal. The pilot boards in position 22°41.3'N, 59°26.0'E. Berthing and unberthing can be done 24 hours.

Regulations—Vessels must send their ETA via fax when departing their previous port. The ETA should also be sent 96 hours, 48 hours, 24 hours, and 5 hours prior to arrival. Any significant change greater than 12 hours should also be sent.

Anchorage.—Anchorage can be obtained about 2 miles E of the LNG Jetty, in a bottom of mud, sand, and shingle. Permission from the terminal is required to anchor.

Caution.—Fishing activity, mainly during the hours of darkness, occurs in the approaches to the terminal. Drift nets in excess of 1,000m long are used; both the nets and the fishing boats setting them are poorly lit. Because of this, approaching and departing the terminal should be made with caution, preferably maintaining a NE or SW course, as appropriate, until well clear of the coast.

(BA NP 63, Supp. 8/2001; BA NP 286(3)) 6/02

Page 210—Line 56/L; read:

has been dredged to 11.5m, although it has been reported (2001) that the depth at Berth 66 is only 10.5m.

(PUBS 002/2002) 6/02

Page 222—Lines 29 to 36/R; read:

Ad Dawhah Entrance Channel, 107m wide, and with a least depth of 10m in 1999, leads from seaward across the fronting shoals mentioned above.

A dredged channel, with a depth of 8.5m, leads N of the Container Terminal to the Flour Mill Terminal, which has an alongside depth of 12m.

(US NM 2/62409/02; US CH 62409;
BA NP 63, Supp. 8/2001) 6/02

Page 235—Line 1/R; read:

All vessels shall monitor VHF channel 10 and 16 when underway in
(BA NP 286(3)) 6/02

Page 235—Lines 12 to 13/R; read:

Lighted Buoy E and the S limit of the tanker anchorage E of Sea Island. After passing S of Lighted Buoy 9, inbound vessels must not overtake

(BA NP 63, Supp. 8/2001; US CH 62419) 6/02

Page 235—Lines 18 to 24/R; read:

between the S limit of the tanker anchorage and Lighted Buoy G and Lighted Buoy 18. Until N of Lighted Buoy B, outbound vessel may not overtake and must maintain an interval of at least 1 mile between ships proceeding in the same direction.

All vessels using East Channel should keep to the starboard side of the fairway. Overtaking is prohibited between Lighted Buoy RTE 4 and Lighted Buoy RTE 8. Outbound vessels should not depart this channel until Lighted Buoy RTE 2 has been cleared.

(BA NP 63, Supp. 8/2001; US CH 62419) 6/02

Page 236—Line 35/R; read:

Vessels with a draft over 10m embark the pilot in the vicinity of Lighted Buoy D1 at the beginning of the pilotage area.

(BA NP 286(3)) 6/02

Page 238—Line 2/L; read:

shoal is marked by a lighted beacon with racon.

(BA NP 63, Supp. 8/2001; US NM 24/62415/99) 6/02

Page 238—Lines 11 to 13/R; read:

There are six active berths at Sea Island Terminal; Berth 12 and Berth 14 have lighted buoys, which prevent using the berths, moored alongside. The entire terminal is almost 1 mile long and has a depth of 26m alongside.

(BA NP 63, Supp. 8/2001; US NM 29/62416/00) 6/02

Page 238; Table—Column R; replace with below:

Sea Island Terminal—Berthing Limitations			
Berth	Length	Minimum depth	Maximum vessel size
15	426m	25.0m	280,000 dwt
16	426m	26.4m	220,000 dwt
17	426m	24.4m	325,000 dwt
18	426m	26.2m	327,000 dwt
19	533m	27.7m	500,000 dwt
20	533m	26.9m	500,000 dwt

(BA NP 63, Supp. 8/2001) 6/02

Page 239—Line 12/L; read:
the vessel will be boarded about 1.5 miles SE of the S end
of Sea
(BA NP 286(3)) 6/02

Page 239—Lines 42 to 45/L; read:
Vessels of 150,000 dwt and over, with a draft of 18.28m
or more, may request additional pilotage assistance to line
up for the Deep Water Departure Channel. Such pilotage is
compulsory for vessels with a draft of 20.73m or more.
(BA NP 286(3)) 6/02

Page 240—Line 24/R; read:
light. A stranded wreck lies 0.5 mile E of the islet; a
dangerous wreck, with a depth of 8.9m, lies 2.5 miles NNW
of the islet.
(BA NP 63, Supp. 8/2001) 6/02

Page 243—Line 7/R; insert after:
Caution.—A dangerous wreck lies close S of the range
line.
(BA NP 63, Supp. 8/2001) 6/02

Page 247—Lines 34 to 39/R; read:
Extensive construction has been reported (2001) in the area
surrounding South Pier, extending to Mina Ash Shuayabah
North Mole; a new South Pier is under construction. Vessels
are prohibited from entering this area.
(BA NP 63, Supp. 8/2001) 6/02

Page 248—Lines 15 to 17/R; read:
offshore terminal board either 1.4 miles SE of SPM No. 21
or 1.5 miles NW of SPM No. 20. Berthing can be accom-
plished at any time of
(BA NP 286(3); US CH 62432) 6/02

Page 248—Line 20/R; read:
a pilot aboard. The vessel's ETA should be sent 72 hours, 48
hours, 24 hours, and 12 hours in
(BA NP 286(3)) 6/02