SAILING DIRECTIONS CORRECTIONS

PUB 172 9 Ed 2001 LAST NM 8/02

Page 83—Lines 30 to 32/R; read:

2. For the Container Berth—about 0.6 mile SW of the berth.
3. For Moshtarkek and Mo'ta Floating Berth—about 0.7

(US CH 62225) 9/02

Page 83—Line 60/R to Page 84—Line 4/L; read:
the following information to the harbormaster at least 12 hours prior to arrival:

1. Vessel name.
2. Flag and home port.
3. Length overall.
4. Maximum draft fore and aft.
5. Summer dwt/grt/nrt.
6. Last port of call/next port of call.
7. ETA (date and time).
8. Propulsion (single screw/twin screw).
9. Type of ramp/length.
10. Cargo (type and tonnage).
11. Liner or charterer.
12. Agent's name.
13. Year built.

(BA NP 286(3)) 9/02

Page 131—Lines 32 to 35/R; read:

Anchorage.—Designated anchorage areas, best be seen on the chart, have been established SE of Mina Raysut. They are used, as follows:

1. Area A—Vessels waiting for a berth.
2. Area B—Vessels requiring offshore services.
3. Area C—Vessels requiring bunkering or ship-to-shore services.

The bottom in these anchorages is sandy.

(US NM 6/62313/02; BA NM 2/02, Section IV) 9/02

Page 131—Line 37/R; insert after:

A prohibited area, into which entry is prohibited and which is best seen on the chart, lies NE of Mina Raysut, on the N side of Bandar Raysut.

(US NM 6/62312/02; BA NM 2/02, Section IV) 9/02

Page 190—Line 18/R; read:
be sent 96 hours in advance, with confirmation sent 48

(BA NP 286(3)) 9/02

Page 192—Line 55/R; insert after:

Pilots board, as follows:

1. Large vessels—in the Merchant Vessel Anchorage charted SE of Bandar Abbas.
2. Smaller vessels—near Fairway Lighted Buoy.
3. Small vessels, with prior arrangement, board the pilot near the breakwaters.

(BA NP 286(3); US CH 62394) 9/02

Page 199—Line 21/R; insert after:

Vessels should begin calling the terminal 4 hours before arrival on VHF channel 12.

(BA NP 286(3)) 9/02

Page 210—Line 56/L; read:
has been dredged to 11.5m, although it has been reported (2001) the depth at Berth 66 is only 10.5m and there is a dredged depth of 16m at Berth 17.

(US NM 8/62464/02; US NM 6/02, Section II) 9/02

Page 244—Lines 30 to 31/R; read:
RT.

The vessels's ETA should be sent, via the agent, 96 hours and 72 hours in advance, with confirmation sent 48 hours and 24 hours in advance.

(BA NP 286(3)) 9/02

Page 247—Line 12/L; read:
white launch about 1.5 miles E of the Petroleum Products Pier. Tugs come

(BA NP 286(3); US CH 62432) 9/02

Page 258—Line 18/R; read:
Iranian Offshore Oil Company (IOOC), acting in the capacity of pilot, will board

(BA NP 286(3)) 9/02

Page 259—Lines 22 to 23/R; read:

The vessel's ETA should be sent to the IOOC through Abadan (EQZ) or Bandar-e Abbas (EQI), 72 hours in advance, followed by confirmation

(BA NP 286(3)) 9/02

Page 259—Line 32/R; insert after:

The terminal should be contacted 4 hours prior to arrival on VHF.

(BA NP 286(3)) 9/02

Page 262—Line 10/L; read:

A Berthing Master will board tankers at the Bandar Khomeyni anchorage and

(US CH 62442; BA NP 286(3)) 9/02

Page 262—Lines 16 to 17/L; read:
anchor in the Bandar Khomeyni anchorage to disembark the bar pilot, await pratique, and board the Berthing Master.

(US CH 62442; BA NP 286(3)) 9/02

Page 268—Line 53/R; insert after:

Regulations.—Berthing is usually done during daylight hours only.

(BA NP 286(3)) 9/02