

**SAILING DIRECTIONS CORRECTIONS**

**PUB 172            9 Ed 2001            LAST NM 14/02**

Page 147—Line 35/L; insert after:

The E approach, which passes S of Iles Musha, should only be used in good visibility by small vessels with local knowledge.

(Fr NM 50/01) 15/02

Page 147—Line 38/L; insert after:

It has been reported (2001) that lesser depths than charted exist in the approaches to Djibouti.

(Fr NM 50/01) 15/02

Page 211—Line 15/L; insert after:

It has been reported (2002) that uncharted tanks, cranes, and buildings may obscure charted landmarks and navigational aids.

(PUBS 009/2002; PUBS 010/2002) 15/02

Page 217—Line 54/R to Page 218—Line 12/L; read:

**Pilotage.**—Pilotage is compulsory for tankers, gas carriers, and general cargo vessels. The pilot boards about 2 miles E of Berth No. 3.

**Regulations.**—Vessels proceeding to Jazirat Das should radio their ETA via Bahrain (A9M) 72 hours in advance, with confirmation sent 48 hours and 24 hours in advance. Confirmation should also be sent 4 hours in advance to Das Marine on VHF channel 16.

Part 1 of the ETA message should contain the following information:

Part 1—ETA message	
Designator	Information required
A	Vessel's name
B	ETA at Das Island
C	Port of registry
D	Nationality
E	NRT
F	GRT
G	Summer dwt
H	Master's name

Part 2 of the ETA message should contain the following information:

Part 2—ETA message	
Designator	Information required
A	Voyage number
B	Cargo
C	Last port

Part 2—ETA message	
Designator	Information required
D	Next port
E	Destination
F	Last port in UAE and date
G	Confirm acceptance to signing a boycott declaration

Vessels anchored to await berthing instructions should radio Das Marine of the time and vessel's location when anchored; the vessel's position should be given as a range and bearing from Berth No. 3.

A listening watch should be maintained on VHF channel 12 or 16 while at anchor. When departing the anchorage, vessels should inform Das Marine on VHF of the following information:

1. Intended time of weighing anchor.
2. Reason for departure.
3. Time anchor is clear.

Navigation off the E  
(BA NP286(3); BA NM 11/02, Section VI;  
US CH 62449) 15/02

Page 220—Lines 7 to 15/R; strike out.  
(NIMA) 15/02

Page 220—Lines 35 to 37/R; read:

**Depths—Limitations.**—The port is approached from the N through charted recommended tracks.

Mesaieed West Channel, formerly known as Outer Channel, is a narrow channel about 6 miles long, with its N end about 17 miles NNE of Ras al Ilaq, running in a N-S direction through the coastal bank. The fairway has a least depth of 11m, but lesser depths exist close by the recommended track in several places. The lighted buoys marking the channel S of Ras al Ilaq are now designated W-01 through W-12.

A second approach channel has been dredged into Umm Said. It has been designated as Mesaieed East Channel. This channel, which splits from Mesaieed West Channel in the vicinity of Lighted Buoy E-01, is marked by lighted buoys designated E-01 through E-18. It rejoins Mesaieed West channel SE of SE Arif Lighted Buoy. It has been reported (2002) the channel is dredged to 13.5m and can accommodate vessels up to 320,000 dwt, with a maximum beam of 60m.

Main Channel, formerly known as Inner Channel, comprises the channel SE of Fasht al Arif and the channel leading N and W to the anchorage off the oil terminal berths at Musay'id. The channel has a least reported depth of 11m and is best seen on the chart.

(BA NM 10/02, Section IV and Section VI;  
PUBS 008/2002) 15/02

Page 221—Line 42/L; read:  
Mishut Lighted Buoy (25°15.9'N., 51°46.7'E.) 72 hours, 48

hours,  
(NIMA) 15/02

Page 221—Lines 44 to 45/L; read:  
pilot boards in position 25°13.2'N, 51°45.2'E about 1 mile  
NE of the new Lighted Buoy E-01.

**Regulations.**—A Vessel Traffic Control Service (VTCS)  
operates in the  
(10(1051)02 Taunton) 15/02

Page 221—Lines 52/L to 3/R; read:  
Musay'id Traffic Control 6 hours before arrival at Mishut  
Lighted Buoy. Vessels are also required to report their status  
when within 5 miles of Mishut Lighted Buoy. In addition, a  
vessel should contact the VTCS when transiting inbound or  
outbound on passing the following:

1. Mishut Lighted Buoy.
  2. Hull Lighted Buoy (Mesaieed West Channel).
  3. Lighted Buoy E-02/Lighted Buoy E-05 (Mesaieed  
East Channel).
  4. Lighted Buoy E-13 (Mesaieed East Channel).
  5. SE Arif Lighted Buoy.
  6. No. 1 Inner Lighted Buoy.
  7. Turning Lighted Buoy.
  8. Fairway Lighted Buoy.
- (BA NM 10/02, Section VI) 15/02

Page 244—Lines 2 to 15/R; read:  
loading berths located E of Ras az Zawr.

Berth No. 1 is no longer in service. The buoys marking  
the berth have been removed.

Berth No. 2 has a least depth of 17m. It can accommodate  
a fully-loaded vessel of 140,000 dwt, with a maximum  
length of 365m and a maximum draft of 15.8m. Vessels up to  
370,000 dwt can be partially loaded. Vessels are berthed at  
any time during the ebb current, heading N, using two  
anchors.

The existing submarine pipeline terminating at Berth No.  
2 has been extended to another tanker mooring buoy located  
1.8 miles further ENE. No other details on the new mooring  
buoy are available. The local port authority should be con-  
tacted for further information.

(BA NM 11/02, Section IV; 11(1201(P))02 Taunton; US  
CH 62515) 15/02

Page 244—Line 25/R; read:  
capacity as pilots board tankers in the anchorage area and  
pilot

(BA NM 11/02, Section IV;  
11(1210(P))02 Taunton) 15/02

Page 244—Lines 32 to 35/R; read:

**Anchorage.**—Anchorage can be taken in the charted  
Tanker Anchorage located E of the terminal, in charted  
depths of 17.1 to 20.9m. A prohibited anchorage area, best  
seen on the chart, surrounds the terminal.

(US NM 14/62515/02) 15/02

Page 263—Lines 1 to 2/R; read:  
and having a draft of 15.85m or over. Pilots board in posi-  
tion 29°20'N, 49°03'E.  
(BA NP 283(3)) 15/02

Page 269—Line 55/R; insert after:  
Berthing is allowed only during daylight hours and is  
dependent on tidal conditions.  
(BA NP 286(3)) 15/02