

can accommodate vessels up to 50,000 dwt, with a maximum length of 275m in length and a maximum draft of 11.3m, depending on the height of the tide.

Aspect

Adan as Sughra and the Aden Peninsula are very prominent; there is little difficulty in identifying the approach to the port.

Ras Marbut (Steamer Point) (12°47.2'N., 45°58.4'E.), from which a breakwater extends, is located 1.6 miles NW of Elephant's Back Light. A stranded wreck, 7m high, lies close NE of the breakwater head.

A conspicuous signal station tower, 46m high, stands close E of Ras Marbut. A prominent clock tower is situated on a hill, 43m high, about 0.5 mile ENE of the signal station tower.

The entrance channels are marked by lighted buoys and beacons, and are indicated by lighted ranges.

Pilotage

Pilotage is compulsory for vessels over 200 grt and is available 24 hours. Pilots can be contacted by VHF and board all vessels 0.4 mile S of the seaward entrance to the dredged channel, about 2 miles ESE of Jazirat Salil Light.

All vessels should send an ETA at least 24 hours in advance.

In normal circumstances, pilotage presents no special difficulties, but during the Southwest Monsoon, sand storms may occur suddenly and violently.

Signals

Signals controlling traffic in the dredged channel leading through Outer Harbor are shown from the top mast of the signal station at Ras Marbut. Signals controlling traffic entering or leaving the Inner Harbor are shown at the yard-arm or triatic stay. The signals are given in the accompanying table.

Aden Harbor—Traffic Signals		
Day	Night	Meaning
Outer Harbor		
Two black balls	Two red lights, vertically disposed	The channel is clear to enter.
Cone, point up	One green light	The channel is clear to leave.
Inner Harbor		
3rd Substitute	One white light over one red light	A vessel is entering.
2nd Substitute	One red light over one white light	A vessel is leaving.

Regulations

All vessels underway in the Inner Harbor or entrance channel are not to pass each other.

If more than one vessel is entering or leaving the Inner Harbor or Oil Harbor, or navigating in the dredged channels leading into those harbors, every following vessel shall keep at least 0.4 mile astern of the ship ahead.

No vessel shall, except with the permission of the port officer, be navigated in the Inner Harbor, Oil Harbor, or the dredged channels leading to those harbors without a depth of 0.6m or more below the keel, or, in the case of a vessel with a draft over 11.3m, without a depth of 1.2m or more below the keel.

Vessels with a draft of 3.7m or more must not remain at single anchor in the Inner Harbor without permission.

Tankers carrying petroleum products with a flashpoint below 73°F and those not gas free are not allowed to enter or leave the Inner Harbor during the hours of darkness. It is reported that other restrictions may apply and vessels should contact the port authorities prior to arrival.

Generally, tankers with drafts over 9.1m are not allowed to enter the harbor at night.

Anchorage

The Outer Harbor provides anchorage for a number of vessels, in depths 6 to 20 m, clear of the dredged entrance channels and the prohibited area.

Vessels are cautioned that disused submarine cables may exist SE of a line extending NE from Jazirat Salil Light to **Ras Tarshayn** (12°46.6'N., 44°58.3'E.) and passing through position 12°45'N, 44°57'E.

An anchorage designated for deep-draft vessels, which may best be seen on the chart, has been established, in depths of 13 to 15m, about 0.8 mile ENE of Jazirat Salil Light.

Directions

When approaching from W, vessels should pass 1 mile S of Adan as Sughra and then steer for the entrance of the dredged channel. At night, vessels should steer with Elephant's Back Light bearing not greater than 061°(white sector) for the entrance.

When approaching from E, vessels should pass 1 mile S of Aden Peninsula and then steer for the entrance of the dredged channel. At night, vessels should pass 1.5 miles S of Ras Marshaq Light and then head W for the entrance channel.

A forked channel lies 1 mile inside the outer entrance. The channel continues WNW towards Little Aden Oil Terminal or NNE towards the Inner Harbor and the Aden Peninsula. Range lights, in line bearing 300°, lead towards Aden Oil Terminal.

Caution

A prohibited anchorage area, with a radius of 0.5 mile, lies in the vicinity of the seaward entrance to the dredged channel, about 2 miles E of Jazirat Salil Light.

A wreck, with a depth of 4.5m, lies about 1 mile W of Ras Marbut (Steamer Point) and is marked by a lighted buoy.

Another wreck, with a least depth of 8m, lies about 0.8 mile SSW of Ras Tarshayn.

Aden—Outer Harbor Berthing Facilities (2003)			
Berth	Length	Depth	Remarks
Oil Berth No. 1	—	13.5m	Loading refined products. Vessels up to 85,000 dwt, with a maximum length of 260m, can be accommodated alongside.
Oil Berth No. 2	—	11.5m	Loading refined products. Vessels up to 65,000 dwt, with a maximum length of 180m, can be accommodated alongside.
Oil Berth No. 3	—	11.5m	Loading refined products. Vessels up to 65,000 dwt, with a maximum length of 235m, can be accommodated alongside.
Oil Berth No. 4	—	15.85m	Discharging crude oil and loading refined products. Vessels up to 110,000 dwt, with a maximum length of 286m, can be accommodated alongside.
Dry Cargo Berth	220m	11.0m	Located W of Oil Berth No. 4. Vessels up to 15,000 dwt, with a maximum length of 150m, can be accommodated alongside.
LPG Berth	120m	11.0m	Located close W of Dry Cargo Berth. Vessels up to 25,000 dwt, with a maximum length of 150m, can be accommodated alongside.
Ro-ro berth	120m	6.1m	Located in the NW corner of the basin.

Aden—Inner Harbor Berthing Facilities (2003)			
Berth	Length	Depth	Remarks
Maalla Terminal			
Berth No. 1	187.5m	11.0m	Container berths. Vessels up to 40,000 dwt, with a maximum length of 190m and a maximum draft of 10.7m, can be accommodated alongside.
Berth No. 2	187.5m	11.0m	
Berth No. 3	187.5m	11.0m	General cargo and bulk cargo berths. Vessels up to 40,000 dwt, with a maximum length of 190m and a maximum draft of 10.7m, can be accommodated alongside.
Berth No. 4	187.5m	11.0m	
Ro-ro berth	150m	7.6m	Located at the W end of Maalla Terminal.
Home Trade Quay			
Berth No. 5	125m	6.7m	Located E of Maalla Terminal.
Berth No. 6	125m	6.7m	
Aden Container Terminal			
Berth No. 1	350m	16.0m	Located on the N side of the Inner Harbor.
Berth No. 2	350m	16.0m	

(US CH 62098; Lloyd's Ports; Fairplay;
Guide to Port Entry; BA NP 64) 37/03

Page 246—Lines 22 to 27/R; read:
berths. Caution is necessary as lesser depths than charted have been reported (2002) in the basin and its approaches.

Berthing information for each berth is given in the accompanying table.
(32(3384)03 Taunton) 37/03

Page 251—Line 7/R to Page 252—Line 17/L; read:

East of the E extremity of Jazirat Warbah (30°00'N., 48°09'E.), Khawr Abd Allah divides into two channels. The N channel, which has been dredged to accommodate ocean-going vessels, consists of two parts; Khawr Shatanah is the E part and Khawr Saka is the W part. Khawr Bubiyan, the S channel, is not recommended.

The channel about 4 miles above the W end of Khawr Saka is known as Khawr Umm Qasr; above that, it is known as Khawr az Zubayr.

Tides—Currents.—In Khawr Abd Allah, springs rise about 4.2m and neaps about 3.7m; mean LW springs have a

rise of 0.6m. At Umm Qasr, springs rise 4.6m; neaps rise about 4.2m. It has been reported (2003) that tidal levels may be up to 1m less than predicted.

The tidal currents in the entrance of Khawr Abd Allah attain a velocity of 1.5 knots in the spring on a rising tide and 2.5 knots on a falling tide. It has been reported (2003) that tidal currents in the narrower sections of the waterway at the N end of Khawr Abd Allah, in Khawr Shatanah, and off Umm Qasr can reach a rate of 6 knots.

Depths—Limitations.—Lesser depths than charted have been reported (2003) at numerous locations in the channel. Mariners are urged to consult local authorities to obtain the latest information concerning controlling depths and maximum authorized drafts. It has been reported (2003) that the least depth in Khawr Abd Allah is 9.1m. Vessels should consult the chart for up-to-date information on the depths in Khawr Abd Allah, Khawr Shatanah, Khawr Saka, and Khawr Umm Qasr.

The channel through Khawr Shatanah and Khawr Saka has been dredged (1990) to 13.2m.

Several shoals are reported to lie in the approach to the Khawr Abd Allah and Umm Qasr.

Athan Shoal (29°44'N., 48°35'E.) has a least depth of about 2.7m.

Fasht Al Ayk (29°45'N., 48°30'E.) is a detached bank of hard sand, which dries 0.9m.

Atlassi Shoal (29°54'N., 48°21'E.) has a least depth of 4.2m.

There are numerous other shoals of 1.8m and greater lying in Khawr Abd Allah.

Aspect.—The entrance of Khawr Abd Allah lies between **Ras al Qayd** (29°46'N., 48°22'E.) and Maraqat Abd Allah, the extensive, partly drying flats lying NE. Both shores of the inlet are low, alluvial land covered with reeds and grass, and fronted by shallow mud flats.

Several beacons stand on the HW line on both sides of Khawr Abd Allah.

The channel through Khawr Shatanah and Khawr Saka is reported to be marked by lighted buoys.

Anchorage.—A holding anchorage for vessels bound for Umm Qasr lies about 3 miles ESE of the E extremity of Jazirat Warbah. The charted stranded wrecks should be given a wide berth.

Caution.—It has been reported (2003) that most of the channel buoyage is either unlit, out of position, or missing. Night passage is not possible and should not be attempted.

It has been reported (2003) that large deep-draft vessels in navigating in Khawr Saka may encounter shallow water effects leading to a loss of control.

In addition to the charted dangers, many uncharted wrecks and obstructions have been reported (2003) in Khawr Abd Allah, Khawr Shatanah, and Khawr az Zubayr.

It has been reported (2003) that, due to the danger of mines, vessels transiting Khawr Abd Allah should remain in the navigable channel and avoid anchoring, fishing, and submarine and seabed operations.

(BA NM 32/03, Section IV; US CH 62437;

US NM 22/03, Section II) 37/03

Page 252—Lines 1 to 20/R; 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.).

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.

(BA NM 32/03, Section IV;

US CH 62437; US NM 22/03, Section II) 37/03

Page 263—Line 16/R; insert after:

Caution.—The terminal has been reported (2003) to lie about 120m SE of its charted position.

(32(3377)03 Taunton)

37/03