

## NAVIGATION PUBLICATIONS

## SAILING DIRECTIONS CORRECTIONS

**PUB 126**      **6 Ed 1996**      **LAST NM 1/02**

Page 114—Line 17/L; read:  
 contacted on VHF channel 12.  
 (PUBS 016/2002)

26/02

**PUB 131**      **9 Ed 2000**      **LAST NM 25/02**

Page 38—Lines 25 to 28/L; read:

There are depths of 6.8 to 8m alongside the quays in the commercial basin. Vessels up to 201m in length and 9.9m draft have been accommodated in the outer harbor.

(US CH 52086; Guide to Port Entry)      26/02

Page 38—Lines 9 to 11/R; read:

Small vessels can  
 (32(450)00 Cadiz)      26/02

**PUB 132**      **9 Ed 2000**      **LAST NM 25/02**

Page 23—Line 41/L; insert after:

It is reported (2002) that the Suez Canal Container Terminal, located E of the Bur Sa'id By-Pass, will open late in the year.

(Lloyds Ports)      26/02

**PUB 163**      **8 Ed 2002**      **LAST NM 21/02**

Page 240—Line 49/L; read:

opposite shore. Numerous incidents of piracy and robbery have been reported (2002) at Balikpapan Anchorage. Mariners should take appropriate precautions while at anchor waiting berth.

(Indo NM 14/02)      26/02

Page 318—Line 31/R; read:

dredged to a least depth of 9.1m, although it has been reported (2002) the channel is dredged to a depth of 13m. The channel is protected on

(PUBS 016/2002)      26/02

**PUB 173**      **6 Ed 2000**      **LAST NM 24/02**

Page 4—Line 26/R to Page 5—Line 3/R; read:

**Aspect.**—The Lower Harbor is that portion of the harbor between the entrance and the S end of East Wharf. Kiamari Groin forms the NE side of the Lower Harbor. The oiling pier lies in the NE part of the outer harbor. Extensive oil storage installations in the vicinity of the oiling pier are visible from a considerable distance.

The Upper Harbor is formed between East Wharf on its E side and West Wharf on its W side. Kiamari, a small town built on a sand ridge, lies E of the S part of East Wharf.

The new part of Karachi, at the head of the Upper Harbor, contains many fine buildings, while that part closest to the harbor is closely-built and crowded.

When approaching Karachi from S and passing the Indus Delta, the landmarks are not good. Land is not generally seen before sighting Manora Point. During the Southwest Monsoon, this approach is particularly hazardous. There is a continuous haze and overcast during this season, making the determination of the ship's position difficult. From the W, Ras Muari makes a good landfall.

Several groups of large square buildings are distinguishable at Clifton, situated on some low sandhills, about 3 miles E of Manora Point.

At night, the lights on East Wharf can be seen from some distance seaward, and care is necessary not to mistake them for navigational lights when approaching the port. Three conspicuous chimneys, one of which emits a flare, stand about 8 miles E of Manora Point.

Bara Andai, 28m high and marked by a light, lies about 1 mile ENE of Manora Point, and is the S islet of Oyster Rocks.

**Pilotage.**—Pilotage is compulsory for merchant vessels of over 200 nrt. Pilots board incoming vessels by day or night in the vicinity of Lighted Buoy Fairway K. Pilots are requested by VHF. If, due to bad weather, the pilot boat cannot come out, the Manora Point Light signal station will advise the vessel of this.

Karachi Pilot hailing and working frequencies are VHF channels 16, 12, 8, 9, and 11.

A vessel, while awaiting the pilot, should heave-to, head to wind and sea, and on the approach of the pilot boat, bring the wind and sea on the port quarter, lowering an accommodation ladder on the lee side.

**Regulations.**—Ships should contact Manora Pilot Control when within range.

Vessels should send their ETA and arrival draft to the port, via their agent, 48 hours in advance.

Inbound vessels should maintain a listening watch on VHF channel 12 when the pilot boards. Outbound vessels should maintain a listening watch on VHF channel 12 from 30 minutes prior to departure until well outside the port limits.

When arriving at the anchorage, the following information should be reported:

1. Time of arrival.
2. Vessel's name and flag.
3. Cargo.
4. Position.

Vessels with their bridge structure located aft and having a length greater than 170m must arrive, sail, and shift berth during daylight hours only.

The following vessels may navigate in the harbor only between LW and 1 hour before HW:

1. Cargo vessels greater than 288m long.
2. Tankers greater than 259m long berthing at OP-I and OP-IV.

It has been reported (1995) that vessels are not allowed to depart the harbor on the ebb current.

**Signals.**—The signal station for communicating with vessels outside the harbor is the tower WSW of Manora Point Light. This tower, which is manned continuously, will

**PUB 173 (Continued)**

flash the Morse Code Letter "U" if a vessel appears to be lying into danger.

Storm signals, using the General System, are displayed from the Manora Point Light signal station and from the N entrance of Boat Basin, about 1.5 miles N of the Manora Point Light signal station. Further information on these storm signals may be found in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean under "India—Signals."

**Anchorage.**—Anchoring is prohibited within the area, best seen on the charts, which extends 5 miles SW from Manora Breakwater. Anchorage is also prohibited within an area, best seen on the chart, extending about 2 miles SSW from a position about 1.5 miles NW of Manora Point.

From September to May, ships can anchor off Karachi outside the charted prohibited anchorage areas, as convenient according to draft; ships are recommended not to anchor in depths less than 9m and during April and May, they should anchor farther offshore in depths not less than 12m.

Vessels should not anchor off Karachi during the Southwest Monsoon, as several vessels have lost anchors and cables while attempting to do so.

Vessels having had more than two cases of dangerous infectious diseases aboard, or in which more than two deaths have occurred during the 12 days prior to their arrival at Karachi, must anchor in the quarantine anchorage, best seen on the chart, at the entrance to the harbor. Vessels in quarantine may enter the harbor during daylight hours only.

**Directions.**—The best approach is with Manora Point Light bearing about 040° until Lighted Buoy Fairway K is sighted and closed; then bring the leading lights in line as mentioned below. It is dangerous to proceed within 2 miles of the harbor entrance, and under no circumstance should a vessel attempt to enter the harbor without a pilot. The lighthouse should not be brought to bear less than 030° due to the heavy rollers and swell on the edge of the flats.

The approach channel to the harbor entrance is marked by a lighted range, shown from metal framed beacons situated S of Bara Andai Island. The channel is marked on either side by lighted buoys.

The best time to enter Karachi is on the first or last of the flood tidal current. A vessel should swing to an anchor, and berth with her head S. When berthing during the Southwest Monsoon, it is advisable to drop an anchor in midstream to assist in hauling off.

When leaving the harbor the pilot disembarks at the harbor entrance. Vessels should then steer through the buoyed channel on course 220° until Lighted Buoy Fairway K is passed clear. However, as stated previously, Manora Point Light should not be brought to bear less than 030°.

**Caution.**—No vessel should proceed within 2 miles of the harbor entrance without local knowledge. Vessels should not attempt to enter the harbor without a pilot.

Several vessels approaching Karachi from S have grounded on the banks off the Indus Delta through failure to sound, and for not making due allowance for the SE set.

Dangey Patches, rocky heads with a least depth of 10.4m, lie about 1.5 miles WSW of Manora Point. Three dangerous wrecks lie within the red sector of Bari Andai Light, about 3

miles S, 5.8 miles S, and 4.3 miles SSE, respectively, of Bara Andai Island.

There are dangerous or stranded wrecks which lie within 1, 6, and 9 miles SW of Manora Point Light. Other dangerous wrecks lies 2.5 and 4.8 miles WSW, and 5 miles W of Manora Point Light. These dangerous wrecks may not be marked by buoys.

(PUBS: 016/2001, BA NP 286(4))

26/02

Page 9—Lines 7 to 8/L; read:

**Mundra New Port** (22°54'N., 069°42'E.) lies about 1.5 miles NNW of Navinal Point. The port consists of a roadstead anchorage, a lighterage jetty, and a privately-owned salt-loading jetty. In 2002, it was reported that port authorities were constructing a larger jetty, allowing four vessels with drafts up to 15m to berth alongside.

(PUBS 011/2002)

26/02

Page 155—Line 18/R; insert after:

**Pilotage.**—Pilotage is compulsory and available during daylight hours only. Contact pilots on VHF channel 16 and 12. Vessels should arrive at the Pilot Boarding Ground, located 1 mile SW of Outer Bar Lighted Buoy, at least 3 hours before HW.

(BA NP 286(4))

26/02

**PUB 193 8 Ed 2000 LAST NM 15/02**

Page 144—Lines 38 to 40/L; read:

part of the Store Baelt (Great Belt).

Route T divides in the vicinity of No. 16 lighted buoy (55°55'N., 10°57'E.), which is equipped with a racon.

An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, leads 7.5 miles SW from No. 16 lighted buoy to No. 20 lighted buoy (55°49'N., 10°49'E.). An inshore traffic zone lies E and SE of this TSS.

The traffic lanes of the TSS are 800m wide. They have a least depth of 15m and must be used by vessels with a draft of 13m or less.

A designated Deep Water Route, which may best be seen on the chart, leads 5 miles WSW and then 3.5 miles S from No. 16 lighted buoy to No. 20 lighted buoy. This route, which passes between the S side of Hatter Rev shoal and the N side of Hatter Barn shoal, has a least depth of 19m.

This section of Route T, which has been designated a Deep Water Route, must be avoided by vessels capable, because of their draft, of navigating outside the route.

From No. 20 lighted buoy, Route T continues S for 4.5 miles into the Store Baelt and passes about 1.3 miles W of Rosnaes Puller Light (55°45'N., 10°51'E.).

(BA NP 18)

26/02

Page 144—Lines 20 to 23/R; read:

seen on the chart. For continuation of these routes, see Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

(NIMA)

26/02

**PUB 194**            **8 Ed 2000**            **LAST NM 25/02**

Page 34—Line 5/R; read:

S side of the fjord; the taller chimney is 224m high.

**Regulations.**—Special regulations, limiting speed and wave heights, apply in the E part of the fjord to high-speed ferries carrying vehicles.

(BA NP 18)

26/02