

PUB 160 (Continued)

few hours after departure from a port within the limits of the ISRR. It must contain enough information to predict the vessel's actual position within 25 miles at any time during the voyage.

2. **Entry Report (ENR).**—This report contains the complete routing information for the vessel and should be sent a few hours before entry, upon entry, or within a few hours after entry into the limits of the ISRR from overseas. It must contain enough information to predict the vessel's actual position within 25 miles at any time during the voyage.

3. **Position Report (PR).**—This report should be sent within 24 hours of departing a port within the limits of the ISRR or when entering the limits of the ISRR from overseas; it should then be sent at least once every 24 hours thereafter. The destination should be included, at least in the first few reports, in case INDSAR has not received the SP or ENR information.

4. **Deviation Report (DR).**—This report should be sent whenever any voyage information changes which could affect INDSAR's ability to accurately predict the vessel's position. Changes in course and speed due to weather, change in destination, diverting to evacuate a sick or injured crewman, diverting to assist another vessel, or any other deviation from the original SP or ENR should be reported as soon as possible.

5. **Final Report (FR).**—This report should be sent upon arrival at the port of destination. This report terminates the vessel's voyage in the INDSAR computer.

6. **Exit Report (EXR).**—This report should be sent upon exiting the ISRR. This report terminates the vessel's voyage in the INDSAR computer.

If the vessel is unable to pass a PR, FR, or EXR through normal methods, the vessel should attempt to pass the message through another vessel, through a harbor authority, or through another shore authority, as appropriate.

(BA NM 13/03, Section VI; BA NP 285) 19/03

Page 90—Line 13/L; insert after:

New table titled **INDSAR Message Format** from back of this Subsection.

(BA NM 13/03, Section VI) 19/03

PUB 172 9 Ed 2001 LAST NM 15/03

Page 246—Table/column R; replace with below:

New table titled **Ash Shuaybah Basin Berthing Information (2003)** from back of this Subsection.

(Fairplay; Guide to Port Entry; Lloyd's Ports) 19/03

Page 246—Lines 22 to 27/R; read:

berths. Berthing information for each berth is given in the accompanying table.

(NIMA) 19/03

Page 247—Lines 3 to 7/L; read:

berths. Berthing information for each berth is given in the accompanying table.

(NIMA) 19/03

Page 247—Line 7/L; insert after:

New table titled **Ash Shuaybah Petroleum Products Pier Berthing Information (2003)** from back of this Subsection.

(Fairplay) 19/03

Page 247—Line 33/R; read:

855m and the general cargo/oil pier extending S for 328m. Berth No. 7 and Berth No. 8 are used by small craft. Berth No. 9 is out of service.

(Fairplay; Guide to Port Entry) 19/03

Page 247—Line 42/R; read:

depths of 6m. It was reported (2002) out of service.

(Guide to Port Entry) 19/03

Page 247—Lines 50 to 60/R; read:

in 28.5m of water. It consists of a central loading platform, with a high control tower and six mooring and four breasting dolphins, all interconnected by catwalks. Sea Island Terminal is partially destroyed and out of service. The S part was destroyed to sea level; the N part is used as a control room for loading operations at the CALM buoys, described below.

Lighted Buoy A, Lighted Buoy B, and Lighted Buoy C mark the run of the submarine pipeline from the terminal WSW to Mina al Ahmadi.

The Single Point Mooring (SPM) tower charted E of Sea Island Terminal is in a cooled condition and is no longer in service. The local authorities should be consulted for information on this berth.

Two SBMs (Catenary Anchor Leg Mooring), known as Berth No. 20 and Berth No. 21, are located 2.4 miles NE and 3.1 miles ENE of Sea Island Terminal. Tankers of 120,000 dwt to 500,000 dwt can be accommodated at the CALM berths. The maximum berthing draft allowed is 15.2m; the maximum loaded draft allowed is 27.4m.

(Fairplay; Guide to Port Entry; Lloyd's Ports) 19/03

Page 247—Table/column L; strike out.

(NIMA) 19/03

Page 248—Lines 1 to 2/L; strike out.

(NIMA) 19/03

Page 248—Graphic; strike out.

Graphic titled **Sea Island Terminal**.

(NIMA) 19/03

Page 248—Lines 1 to 3/R; strike out.

(NIMA) 19/03

Page 248—Line 3/R; insert after:

New table titled **Mina al Ahmadi Berthing Information (2003)** from back of this Subsection.

(Fairplay; Guide to Port Entry) 19/03

PUB 193 **8 Ed 2000** **LAST NM 18/03**

Page 11—Lines 1 to 18/R; read:

1.12 Kristiansandsfjorden (58°06'N., 8°02'E.), located 33 miles ENE of Lindesnes, is the first major fjord or inlet to indent the S coast of Norway. It provides access to the extensive port of Kristiansand. The terrain surrounding this fjord is relatively level and consists, in general, of bare, dark gray stone slopes alternating with forested hillocks. The fjord, which is an arm of the sea, extends N for about 5 miles and is 1.7 miles wide. It leads into Topdalsfjorden which then continues N for about 6 miles. The inlet is deep throughout and, with depths over 200m in its middle part, is able to accommodate vessels with the deepest draft.

(BA NP 56; Nor 2B) 19/03

Page 11—Lines 37 to 58/R; read:

A smelting works situated at Fiska, 1.2 miles SW of Kristiansand, emits smoke from a chimney, which is often visible to seaward well before any other landmarks in the area can be identified.

1.13 Ytre Flekkeroy (58°04'N., 8°00'E.), a large island, obstructs the W side of the entrance to the fjord. Numerous islets and rocks extend up to about 1.5 miles seaward from the S and SE sides of this island and may best be seen on the chart.

Bergenesodden Light (58°03.5'N., 7°58.6'E.) is shown from a framework tower standing on the SW end of Ytre Flekkeroy. A conspicuous radio mast is situated about 0.4 mile ENE of this light.

Svensheia (58°05'N., 7°55'E.), a prominent hill, is situated on the mainland at the W side of the entrance to the fjord. It is 114m high and rises 2.5 miles NW of Bergenesodden Light.

Blaestholmen Light (58°03.4'N., 8°00.6'E.) is shown from a tripod structure standing on an islet lying 1 mile E of Bergenesodden Light.

Hanegalsbaen, a detached shoal patch, lies about 2.2 miles SW of Bergenesodden Light. It has a least depth of 6m and is marked by a buoy. This shoal forms the outermost danger in this vicinity.

Oksoy (58°04'N., 8°03'E.), a small and low island, lies near the center of the entrance to the fjord, 1.7 miles ENE of Blaestholmen Light. A shoal bank, with depths of less than 10m, extends about 1 mile S and SSW from the S end of this island. A spit, with depths of less than 5m, extends about 0.3 mile N from the N end of this island.

A main light, equipped with a racon, is shown from a prominent tower, 36m high, standing on the S part of the island.

Kinn Light (58°05.7'N., 8°02.3'E.) is shown from a structure standing on the N end of a small island lying off the NE side of Ytre Flekkeroy, 1.6 miles NNW of Oksoy Light.

Ostre Randoy (58°06'N., 8°07'E.), a low island, lies in the center of a group of islands, islets, and rocks which obstructs the E side of the entrance to the ford and may best be seen on the chart.

Gronningen (58°05'N., 8°05'E.), an islet, lies on a reef at the SW end of the group, 1.3 miles ENE of Oksoy Light. A main light is shown from a tower surmounting a building, 14m high, standing on the N extremity of this islet.

Skogrunnen, a rocky shoal with a least depth of 8.5m, lies at the S end of a bank, about 1.5 miles ESE of Gronningen Light, and forms the outermost danger in this vicinity.

Odderoya Light (58°08'N., 8°00'E.), situated 2.3 miles NNW of Kinn Light, is shown from a tower structure, 6m high, standing on the foreshore at the SW side of an island of the same name. This island rises to a height of 90m. The former lighthouse building is situated close behind the light structure.

Pilotage.—Pilotage is compulsory for all foreign commercial vessels during transit of the waters within the restricted area fronting Kristiansandsfjorden. Such vessels may not navigate in any channel other than the SE approach passage leading to Kristiansand or Tovdalsfjorden.

Vessels should send an ETA at least 24 hours in advance and a confirmation message 2 hours prior to arrival. Pilotage should be requested at least 2 hours before arrival.

Pilots (Adger Pilots) can be contacted by VHF and board about 2.5 miles ESE of Oksoy Light (58°04'N., 8°03'E.).

(Nor 2B; BA NP 56) 19/03

Page 12—Lines 1 to 9/L; strike out.

(NIMA) 19/03

Page 12—Lines 20 to 21/L; read:

1.14 Vestregapet (58°04'N., 7°57'E.), the SW approach and secondary route from seaward into Kristiansandsfjorden, leads between the SW side of Ytre Flekkeroy and the numerous islets and rocks lying S of the mainland coast. Flekkeroygapet, the continuation of this passage, is a narrow channel lying between the NW side of Ytre Flekkeroy and the irregularly-formed mainland peninsula of Indre Flekkeroy. The route then joins the SE approach through Kristiansandsfjorden.

Oksoygap (58°05'N., 8°05'E.), the SE approach from seaward into Kristiansandsfjorden, is the main route. It leads between the dangers fronting the E side of Oksoy and similar dangers fronting the W side of Gronningen. This passage, which has a least width of about 0.6 mile, is deep. The fairway, which passes NE of Kinn Light, is indicated by the white sector of Odderoya Light.

Foreign commercial vessels must enter Kristiansandsfjorden by proceeding through Oksoygap.

Regulations.—A restricted area, in which navigation is controlled, fronts Kristiansandsfjorden and the adjacent waters. The seaward limit of the area is formed by a line joining Arosveten (58°04'N., 7°50'E.), Hellersoy (58°01'N., 7°49'E.), Lille Svarten (58°03'N., 8°01'E.), Meholmskjaer (58°06'N., 8°12'E.), Langbaen (58°07'N., 8°15'E.), and Krygholmen (58°07'N., 8°14'E.). Foreign commercial vessels may only enter this area via Oksoygap and with an authorized pilot onboard.

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Caution.—A disused explosives dumping area, the limits of which may best be seen on the chart, lies centered 1 mile NW of Gronningen Light.

An explosives dumping area, the limits of which may best be seen on the chart, lies centered 8 miles S of Oksoy Light.

Several submarine cables, which may best be seen on the chart, extend the length of the fjord and lead seaward through Oksoygap.

(BA NP 56) 19/03

Page 12—Lines 1 to 57/R; strike out.

(NIMA) 19/03

Page 13—Lines 1 to 29/L; strike out.

(NIMA) 19/03

Page 13—Lines 28 to 30/R; read:
with depths of 9.4m and 10m alongside.

The port has facilities for general cargo, ro-ro, cruise, container, ferry, tanker, bulk, and fishing vessels. In addition, there are several shipyards, lay-up anchorages, and facilities for servicing oil and gas rigs.

The port has several dry docks. The largest is 210m long, 28m wide, and has a depth of 7.6m on the sill. It can handle vessels up to 40,000 dwt.

Vessels up to 25,000 dwt and 10m draft can be accommodated alongside. Vessels of any size may enter the harbor and anchor.

(Lloyds Ports; BA NP 56) 19/03

Page 13—Lines 34 to 55/R; read:

A cathedral, with a prominent spire, stands in the middle of the town. A conspicuous radio mast, with satellite dishes, is situated about 0.7 mile SSE of the cathedral, near the middle of Odderoya.

Pilotage.—See Pilotage under Kristiansandfjorden.

(BA NP 56) 19/03

Page 16—Line 5/R; insert after:

Mebo Beacon, a prominent tower, stands at an elevation of 49m on the E side of Justoya, 1.5 miles NNE of Nodingen.

Bregen (58°12'N., 8°25'E.), a rock awash, lies about 2.2 miles ENE of Nodingen, at the E side of an extensive shallow reef. The reef, which may best be seen on the chart, lies in the S approach to Lillesand and is marked by buoys and perches.

Gasen Light (58°11'N., 8°22'E.), equipped with a racon, is shown from a structure standing on a small islet lying about 2 mile NE of Bregen, in the SE approach to Lillesand. Shoals, with rocks awash, extend up to about 0.4 mile E, SSE, and SW of the light. These shoals form the outermost dangers in this vicinity.

(BA NP 56; Nor 2B) 19/03

| INDSAR Message Format | | | | | | | |
|-----------------------|--|----|-----|----|----------------|----|-----|
| Identifier | Content | SP | ENR | PR | DR | FR | EXR |
| A/ | Vessel's name/Call sign// | X | X | X | X | X | X |
| B/ | Time (UT (GMT))//—(date and time of report 6 digits, day of month 2 digits, and hour and minutes is a 4 digits) | X | X | X | X | | |
| C/ | Lat/Long//—(latitude is 4-digit group in degrees and minutes with N or S; longitude is 4-digit group in degrees and minutes E) | | X | X | X | | |
| E/ | Course//—(true heading is a 3-digit group) | X | X | X | X | | |
| F/ | Speed//—(knots and tenths of knots e.g. 155=15.5) | X | X | X | X | | |
| G/ | Port of departure//(name of last port of call) | X | X | | | | |
| I/ | Destination/ETA//—(port and ETA as expressed in B) | X | X | R | X ¹ | | X |
| K/ | Time/point of exit from system//—(time as expressed in B; position as expressed in C) | | | | | X | |
| L/ | Route//—(position of each turn point should be given as expressed in C, together with type of intended track between e. g. RL=Rhumb Line, GC=Great Circle or Coast {in this case ETA of passing significant points expressed as expressed in B should be given}) | O | O | | X ² | | |
| M/ | Radio communications//—(state full name of stations and frequencies guarded) | X | X | O | O | | |
| T/ | Vessel's agent//—(name and particulars) | I | I | I | I | I | I |
| U/ | Vessel size/type//—(length, beam in meters, grt, and type) | I | I | I | I | I | I |
| V/ | Medical personnel//—(doctor, physician's assistant, nurse, or no medic) | O | O | | | | |
| W/ | Number of persons on board// | | | | | | |
| X/ | Time of next report//—(time as expressed in B) | O | O | O | O | | |
| Z/ | EOR// | X | X | X | X | X | X |

Key to Symbols:

X—Required information

X¹—Required information if destination or route changes. This line is always strongly recommended, even when not required.X²—Required information if destination or route changes.

I—Must be included by all Indian vessels. Other vessels may include these items in the Sailing Plan (SP) at their discretion.

O—Optional information.

R—Recommended information.

Note.—The International Code of Signals should be used to send messages when language problems exist.

| Ash Shuaybah Basin Berthing Information (2003) | | | | | |
|--|--------|-----------------|----------------|-------------------|---|
| Berth | Length | Depth alongside | Maximum vessel | | Remarks |
| | | | Draft | Length | |
| No. 1 | 140m | 10.0m | 9.5m | 120m | Bagged and bulk fertilizer. |
| No. 2 | 160m | 11.5m | 9.5m | 120m | Bagged and bulk fertilizer. |
| No. 3 | 200m | 12.0m | 10.5m | 180m | General cargo, clinker, and iron ore. |
| No. 4 | 175m | 7.5m | 6.7m | 170m | See Note 1 below. |
| No. 5 | 175m | 7.5m | 6.7m | 170m | See Note 1 below. |
| No. 6 | 258m | 10.5m | 10.0m | 180m | Bulk sulphur. See Note 1 below. |
| No. 7 | 200m | 12.5m | 11.0m | 180m | General cargo, clinker, and iron ore. See Note 1 below. |
| No. 8 | 200m | 12.5m | 11.0m | 180m | General cargo, clinker, and iron ore. See Note 1 below. |
| No. 9 | 200m | 14.0m | 13.0m | 200m | General cargo. |
| No. 10 | 200m | 14.0m | 13.0m | 200m | General cargo. |
| No. 11 | 200m | 14.0m | 13.0m | 200m | General cargo. |
| No. 12 | 210m | 14.0m | 13.0m | 200m | General cargo. |
| No. 13 | 210m | 14.0m | 13.0m | 200m | General cargo. |
| No. 14 | 210m | 14.0m | 13.0m | 200m | General cargo and coke. |
| No. 15 | 220m | 14.0m | 13.0m | See Note 2 below. | Container and ro-ro vessels. |
| No. 16 | 220m | 14.0m | 13.0m | See Note 2 below. | Container and ro-ro vessels. |
| No. 17 | 220m | 14.0m | 13.0m | See Note 2 below. | Container and ro-ro vessels. |
| No. 18 | 220m | 14.0m | 13.0m | See Note 2 below. | Container and ro-ro vessels. |
| No. 19 | 225m | 14.0m | 13.0m | 200m | General cargo. |
| No. 20 | 225m | 14.0m | 13.0m | 200m | General cargo. |

Notes:

1. Only usable in good weather only, as they are exposed.
2. No limit on vessel length, but subject to berth occupancy.

| Ash Shuaybah Petroleum Products Pier Berthing Information (2003) | | | | | |
|---|---------------|----------------------|---------------------|----------------|---|
| Berth | Length | Maximum draft | Displacement | | Remarks |
| | | | Minimum | Maximum | |
| No. 1 | 283m | 15.8m | 5,000 dwt | 120,000 dwt | It is preferred that vessels berth port side-to. |
| No. 2 | 283m | 13.7m | 5,000 dwt | 65,000 dwt | Vessels always berth starboard side-to. |
| No. 3 | 293m | 15.8m | 5,000 dwt | 120,000 dwt | It is preferred that vessels berth starboard side-to. |
| No. 4 | 233m | 13.7m | 5,000 dwt | 75,000 dwt | Vessels always berth port side-to. |

| Mina al Ahmadi Berthing Information (2003) | | | | | | |
|--|--------|---------------|--------|--------------|-------------|--|
| Facility | Length | Maximum draft | | Displacement | | Remarks |
| | | Berthing | Loaded | Minimum | Maximum | |
| South Pier | | | | | | |
| Berth No. 1 | 283m | 12.2m | 13.2m | 35,000 dwt | 126,000 dwt | LPG loading. Vessels always berth port side-to. |
| Berth No. 3 | 283m | 12.2m | 13.2m | 35,000 dwt | 100,000 dwt | Oil loading/discharge. Vessels always berth port side-to. |
| Berth No. 4 | 293m | 12.2m | 13.7m | 35,000 dwt | 100,000 dwt | Oil loading/discharge. Vessels always berth port side-to. |
| Berth No. 5 | 233m | 7.6m | 11.5m | 5,000 dwt | 35,000 dwt | Oil loading/discharge. Vessels always berth starboard side-to. |
| Berth No. 6 | 215m | 7.6m | 11.5m | 1,500 dwt | 5,000 dwt | Oil loading/discharge. Vessels always berth starboard side-to. |
| Berth No. 10 | 320m | 12.2m | 14.0m | 35,000 dwt | 126,000 dwt | LPG loading. It is preferred that vessels berth port side-to. |
| North Pier | | | | | | |
| Berth No. 11 | 454m | 15.2m | 16.9m | 35,000 dwt | 315,000 dwt | Oil loading. It is preferred that vessels berth port side-to. |
| Berth No. 12 | 351m | 15.2m | 16.9m | 35,000 dwt | 315,000 dwt | Oil loading. It is preferred that vessels berth port side-to. |
| Berth No. 15 | 265m | 10.0m | 16.3m | 35,000 dwt | 12,000 dwt | Oil loading. Vessels always berth starboard side-to. |
| Berth No. 16 | 256m | 10.0m | 16.3m | 35,000 dwt | 12,000 dwt | Oil loading. Vessels always berth starboard side-to. |