



PAKISTAN NOTICES TO MARINERS

WEEKLY EDITION 19

Notice: 59/23

13 MAY 2023

Copies of these Notices can be obtained gratis from Mercantile Marine Department and PN Chart Depot / NAVAREA IX Headquarters, 11 Liaquat Barracks Karachi. The same can be downloaded from web: hydrography.paknavy.gov.pk.

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- II REPRINTS OF RADIO NAVIGATIONAL WARNINGS**
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Mariners are requested to inform the Hydrographic Department, Naval Headquarters, 11 Liaquat Barracks, Karachi, Pakistan, immediately on the discovery of new dangers, or suspected dangers to navigation and of changes or defects in aids to navigation noticed in NAVAREA IX and of shortcomings in PAK charts or publications.

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



























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PART – I
NOTICES TO MARINERS

59/23 PAKISTAN – Karachi Harbour – Buoys.

Chart PAK 5 (INT 7314) [*previous update 157/21*] WGS84 DATUM

Move	 <i>Mo(A), F airway, from:</i> to:	24° 43′.143N., 66° 55′.858E. (a) 24° 43′.131N., 66° 55′.843E.
Replace	 <i>Mo(A), F airway,</i> with  <i>Fl.7s, Fairway</i>	(a) above
Move	 <i>Q.G, S-1, from:</i> to:	24° 43′.825N., 66° 56′.608E. (b) 24° 43′.826N., 66° 56′.596E.
Replace	 <i>Q.G, S-1,</i> with  <i>Fl.G, S-1</i>	(b) above
Move	 <i>Q.R, P-2, from:</i> to:	24° 43′.920N., 66° 56′.450E. (c) 24° 43′.930N., 66° 56′.460E.
Replace	 <i>Q.R, P-2,</i> with  <i>Fl.R, P-2</i>	(c) above
Move	 <i>Q.G, S-3, from:</i> to:	24° 44′.300N., 66° 57′.140E. (d) 24° 44′.382N., 66° 57′.107E.
Replace	 <i>Q.G, S-3,</i> with  <i>Fl(2)G, S-3</i>	(d) above
Move	 <i>Q.R, P-4, from:</i> to:	24° 44′.500N., 66° 56′.950E. (e) 24° 44′.486N., 66° 56′.970E.
Replace	 <i>Q.R, P-4,</i> with  <i>Fl(2)R, P-4</i>	(d) above
Move	 <i>Q.G, S-5, from:</i> to:	24° 44′.937N., 66° 57′.627E. (f) 24° 44′.938N., 66° 57′.618E.
Replace	 <i>Q.G, S-5,</i> with  <i>Fl(3)G, S-5</i>	(f) above
Move	 <i>Q.R, P-6, from:</i> to:	24° 45′.056N., 66° 57′.485E. (g) 24° 45′.042N., 66° 57′.481E.
Replace	 <i>Q.R, P-6,</i> with  <i>Fl(3)R, P-6</i>  <i>Q.G, S-7,</i> with  <i>Fl(4)G, S-7</i>	(g) above 24° 45′.494N., 66° 58′.128E.
Move	 <i>Q.R, P-8, from:</i> to:	24° 45′.600N., 66° 57′.984E. (h) 24° 45′.598N., 66° 57′.992E.
Replace	 <i>Q.R, P-8,</i> with  <i>Fl(4)R, P-8</i>	(h) above
Move	 <i>Q.G, S-9, from:</i> to:	24° 46′.030N., 66° 58′.634E. (i) 24° 46′.050N., 66° 58′.639E.
Replace	 <i>Q.G, S-9,</i> with  <i>Fl.G, S-9</i>	(i) above
Move	 <i>Q.R, P-10, from:</i> to:	24° 46′.157N., 66° 58′.525E. (j) 24° 46′.155N., 66° 58′.502E.
Replace	 <i>Q.R, P-10,</i> with  <i>Fl.R, P-10</i>	(j) above
Move	 <i>Q.G, S-11, from:</i> to:	24° 46′.580N., 66° 59′.160E. (k) 24° 46′.606N., 66° 59′.150E.
Replace	 <i>Q.G, S-11,</i> with  <i>Fl(2)G, S-11</i>	(k) above


























































































Move	 <i>Q.R</i> , <i>P-12</i> , from: to:		24° 46′.680N., 66° 58′.990E.
Replace	 <i>Q.R</i> , <i>P-12</i> , with  <i>Fl(2)R</i> , <i>P-12</i>  <i>Fl.G.4s</i> , with  <i>Fl. 7.5s</i> ,  <i>Fl.10s</i> , with  <i>Fl.7.5s</i> ,  <i>Fl(2).10s</i> , with  <i>Fl.5s</i> ,	(l) above	24° 46′.714N., 66° 59′.013E.
			24° 46′.861N., 66° 56′.048E
			24° 46′.449N., 66° 57′.087E
			24° 46′.090N., 66° 58′.319E

Chart PAK 30 (INT 7315) [previous update 121/22] WGS84 DATUM

Insert	the accompanying block, centred on:		24° 49′.29N., 66° 59′.79E.
Move	 <i>Q.G.50s</i> , <i>S-3</i> , from: to:		24° 44′.349N., 66° 57′.098E.
Replace	 <i>Q.G.50s</i> , <i>S-3</i> , with  <i>Fl(2)G.7s</i> , <i>S-3</i>	(d) above	24° 44′.382N., 66° 57′.107E.
Move	 <i>Q.R.50s</i> , <i>P-4</i> , from: to:		24° 44′.500N., 66° 56′.950E.
Replace	 <i>Q.R.50s</i> , <i>P-4</i> , with  <i>Fl(2)R.7s</i> , <i>P-4</i>	(e) above	24° 44′.486N., 66° 56′.970E.
Move	 <i>Q.G.50s</i> , <i>S-5</i> , from: to:		24° 44′.937N., 66° 57′.627E.
Replace	 <i>Q.G.50s</i> , <i>S-5</i> , with  <i>Fl(3)G.10s</i> , <i>S-5</i>	(f) above	24° 44′.938N., 66° 57′.618E.
Move	 <i>Q.R.50s</i> , <i>P-6</i> , from: to:		24° 45′.056N., 66° 57′.485E.
Replace	 <i>Q.R.50s</i> , <i>P-6</i> , with  <i>Fl(3)R.10s</i> , <i>P-6</i>	(g) above	24° 45′.042N., 66° 57′.481E.
Move	 <i>Q.G.50s</i> , <i>S-7</i> , from: to:		24° 45′.492N., 66° 58′.130E.
Replace	 <i>Q.G.50s</i> , <i>S-7</i> , with  <i>Fl(4)G.10s</i> , <i>S-7</i>	(h) above	24° 45′.494N., 66° 58′.128E.
Move	 <i>Q.R.50s</i> , <i>P-8</i> , from: to:		24° 45′.600N., 66° 57′.984E.
Replace	 <i>Q.R.50s</i> , <i>P-8</i> , with  <i>Fl(4)R.10s</i> , <i>P-8</i>	(i) above	24° 45′.598N., 66° 57′.992E.
Move	 <i>Q.G.50s</i> , <i>S-9</i> , from: to:		24° 46′.030N., 66° 58′.634E.
Replace	 <i>Q.G.50s</i> , <i>S-9</i> , with  <i>Fl.G.5s</i> , <i>S-9</i>	(j) above	24° 46′.050N., 66° 58′.639E.
Move	 <i>Q.R.50s</i> , <i>P-10</i> , from: to:		24° 46′.172N., 66° 58′.494E.
Replace	 <i>Q.R.50s</i> , <i>P-10</i> , with  <i>Fl.R.5s</i> , <i>P-10</i>	(k) above	24° 46′.155N., 66° 58′.502E.
Move	 <i>Q.G.50s</i> , <i>S-11</i> , from: to:		24° 46′.580N., 66° 59′.160E.
Replace	 <i>Q.G.50s</i> , <i>S-11</i> , with  <i>Fl(2)G.7s</i> , <i>S-11</i>	(l) above	24° 46′.606N., 66° 59′.150E.
Move	 <i>Q.R.50s</i> , <i>P-12</i> , from: to:		24° 46′.680N., 66° 58′.990E.
		(m)	24° 46′.714N., 66° 59′.013E.

Replace	 <i>Q.R.50s, P-12,</i>	with	 <i>Fl(2)R.7s, P-12</i>	(m) above
	 <i>Q.G.50s, S-13,</i>	with	 <i>Fl(3)G.10s, S-13</i>	24° 46′.841N., 66° 59′.368E.
	 <i>Q.R.50s, P-14,</i>	with	 <i>Fl.R.10s, P-14</i>	24° 46′.930N., 66° 59′.031E.
	 <i>Q.G.50s, S-15,</i>	with	 <i>Fl(4)G.10s, S-15</i>	24° 47′.079N., 66° 59′.584E.
	 <i>Q.R.50s, P-16,</i>	with	 <i>Fl(4)R.10s, P-16</i>	24° 47′.196N., 66° 59′.065E.
	 <i>Q.G.50s, S-17,</i>	with	 <i>Fl.G.5s, S-17</i>	24° 47′.457N., 66° 59′.240E.
	 <i>Q.R.50s, P-18,</i>	with	 <i>Fl.R.5s, P-18</i>	24° 47′.390N., 66° 59′.048E.
	 <i>Q.G.50s, S-19,</i>	with	 <i>Fl(2)G.7s, S-19</i>	24° 47′.688N., 66° 59′.059E.
	 <i>Q.R.50s, P-20,</i>	with	 <i>Fl(2)R.7s, P-20</i>	24° 47′.619N., 66° 58′.940E.
	 <i>Q.G.50s, S-21,</i>	with	 <i>Fl.G.5s, S-21</i>	24° 47′.919N., 66° 58′.877E.
	 <i>Q.R.50s, P-22,</i>	with	 <i>Fl.R.5s, P-22</i>	24° 47′.857N., 66° 58′.771E.
	 <i>Q.G.50s, S-23,</i>	with	 <i>Fl(2)G.7s, S-23</i>	24° 48′.154N., 66° 58′.718E.
	 <i>Q.R.50s, P-24,</i>	with	 <i>Fl(2)R.7s, P-24</i>	24° 48′.075N., 66° 58′.628E.
	 <i>Q.R.50s, P-26,</i>	with	 <i>Fl(2)R.10s, P-26</i>	24° 48′.442N., 66° 58′.415E.
	 <i>Fl(2+1),</i>	with	 <i>Fl(3)10s</i>	24° 47′.183N., 66° 59′.367E.
	 <i>Q.G.50s, TS-1,</i>	with	 <i>Fl.G.5s, TS-1</i>	24° 47′.281N., 66° 59′.696E.
	 <i>Q.R.50s, TS-2,</i>	with	 <i>Fl(2)R.10s, TS-2</i>	24° 47′.726N., 66° 59′.465E.
	 <i>Q.G.50s, TS-3,</i>	with	 <i>Fl(2)G.5s, TS-3</i>	24° 47′.638N., 66° 59′.764E.
	 <i>Q.G.50s, TS-5,</i>	with	 <i>Fl(3)G.10s, TS-5</i>	24° 47′.938N., 66° 59′.621E.
	 <i>Q.G.50s, TS-7,</i>	with	 <i>Fl(4)G.10s, TS-7</i>	24° 48′.186N., 66° 59′.478E.
	 <i>Q.G.50s, TS-9,</i>	with	 <i>Fl.G.7s, TS-9</i>	24° 48′.375N., 66° 59′.584E.
	 <i>Q.G.50s, TS-11,</i>	with	 <i>Fl(2)G.7s, TS-11</i>	24° 48′.542N., 66° 59′.488E.
	 <i>Q.G.50s, TS-13,</i>	with	 <i>Fl(3)G.10s, TS-13</i>	24° 48′.578N., 66° 59′.254E.
	 <i>Fl.G.4s,</i>	with	 <i>Fl. 7.5s,</i>	24° 46′.861N., 66° 56′.048E
	 <i>Fl.10s,</i>	with	 <i>Fl.7.5s,</i>	24° 46′.449N., 66° 57′.087E
	 <i>Fl(2).10s,</i>	with	 <i>Fl.5s,</i>	24° 46′.090N., 66° 58′.319E

Source: Karachi Port Trust (KPT).

PART – II

RADIO NAVIGATIONAL WARNINGS

192/23. SOUTHERN GULF. UAE. Charts BA 2444, 2889, 3178 and 3179. Zirku channel buoy No-2 temporarily shifted from charted position to new position 25-04.37N 053-02.37E. Mariners cautioned.

193/23. PAKISTAN. Approaches to Karachi. Charts PAK 5 (INT 7314), 33, 57 (INT 751), BA 39 and 58. Firing practice with live ammunition will be conducted on 16 and 17 May 23, Details as under:

Position : 24-48.38N 066-57.35E
 Safety Range : 13000 Meters
 Firing Arc : 225-270 Degree (Clockwise)
 Time : 0300-1200 UTC

Mariners cautioned. Cancel this message on 171400 UTC May 23

194/23 SELF CANCELLING Navigational Warnings Inforce:

2021 series: 109, 223, 224, 397, 399, 408, 445, 448, 490 and 491.

2022 series: 027, 039, 067, 095, 102, 112, 142, 144, 180, 185, 198, 211, 218, 220, 227, 294, 295, 296, 311, 325, 328, 331, 356, 357, 358, 380, 440, 443, 465, 477, 480, 483, 489, 497, 501, 505, 506, 507 and 513.

2023 series: 004, 008, 010, 020, 025, 028, 034, 048, 058, 065, 067, 068, 070, 071, 072, 094, 096, 102, 103, 110, 111, 112, 116, 120, 124, 125, 126, 131, 135, 137, 138, 142, 157, 159, 167, 169, 171, 175, 177, 182, 183, 184, 188, 190, 192 and 193.

COASTAL WARNING

047/23. PAKISTAN. Approaches to Karachi. Charts PAK 5 (INT 7314), 33, 57 (INT 751), BA 39 and 58. Firing practice with live ammunition will be conducted on 16 and 17 May 23, Details as under:

Position : 24-48.38N 066-57.35E
 Safety Range : 13000 Meters
 Firing Arc : 225-270 Degree (Clockwise)
 Time : 0300-1200 UTC

Mariners cautioned. Cancel this message on 171400 UTC May 23

048/23 SELF CANCELLING Navigational Warnings Inforce:

2022 series: 024, 027, 060, 063, 081, 082 and 130

2023 series: 027, 43 and 047

WPGs Inforced 2023: 20 and 22

WPGs Cancelled 2023: 21

PART – III**CORRECTIONS TO SAILING DIRECTIONS****NP63 Persian Gulf Pilot (2021 Edition)****United Arab Emirates – Abu Dhabi –
Muşaffaḥ Port — Arrival information****United Arab Emirates – Abu Dhabi –
Muşaffaḥ Port — Limiting conditions****163-164****163**

Paragraph 7.245 including existing Section IV Notice Week 31/21 *Replace by:*

- 1 **Controlling depth.** Muşaffaḥ Channel (Khawr al Baḥīn) (24°28'56N 54°18'13E) is dredged to 6.0 m (2014). New Muşaffaḥ Channel (24°32'68N 54°13'98E) is dredged to 9.0 m (2010). Draught regulations are in force (see 7.246).
- 2 **Under-keel clearance.** All vessels are to maintain UKC of at least 1 m when navigating within Muşaffaḥ Port. The Harbour Master may stipulate a greater UKC if the size or configuration of the vessel, the weather and other circumstances make it necessary.
- 3 **Vertical clearance.** Muşaffaḥ Channel is spanned by Hudayriyat Bridge (24°25'59N 54°22'06E), with a vertical clearance of 28.3 m, linking the W coast of Abu Dhabi to Jazīrat Hudayriyat.
 The maximum permitted air draught for the passing under the Hudayriyat Bridge is 26 m. Subject to approval, an air draught of up to 28 m may be allowed during a low tide window. Passage under the bridge is one-way only.
- 4 The S end of Khawr al Maqṭa', between Muşaffaḥ Channel and Sās an Nakhl Refinery (7.237), is spanned by three bridges:
 Muşaffaḥ Bridge, the S bridge, has a vertical clearance of 9.0 m;
 Al Maqṭa' Bridge, the middle bridge, has a vertical clearance of 4.7 m;
 Sheikh Zayed Bridge, the N bridge; vertical clearance unknown.

Abu Dhabi Ports Notice 04/23

[NP63-No 96-Wk 19/23]

Paragraph 7.246 *Replace by:*

- 1 **Vessel traffic service.** The channels are under radar surveillance by Muşaffaḥ VTS for the control of shipping. For details and list of reporting points see *ADMIRALTY List of Radio Signals Volume 6(8)*. Positions of reporting points are shown on charts.
- 2 **Outer anchorages.** The outer anchorage (S2) has a one mile radius based on 24°54'20N 54°15'10E. There is also another anchorage centred on 24°46'04N 54°09'03E and a lighterage anchorage at 24°44'06N 54°09'00E (see 7.217).
Pilotage is compulsory for vessels of LOA 60 m or longer, vessels of LOA 40 m or longer carrying hazardous cargo in bulk and passenger vessels of LOA 24 m or longer carrying more than 12 passengers.
 Pilots board in position 24°34'32N 54°13'97E.
 Pilot boarding position No 2 (24°26'80N 54°14'00E) is designated for vessels with a draught of less than 5 m.
 See *ADMIRALTY List of Radio Signals Volume 6(8)*.
- 3 **Restricted areas.** Restrictions apply within Bul Syayeeef Marine Reserve (24°18'25N 54°21'12E). See 1.69.
 Restricted areas, marked by buoys (special), have been established N and S of a causeway (7.247) spanning New Muşaffaḥ Channel. Vessels are only permitted to enter these zones when in the process of transiting the channel through the causeway, following VTS clearance.
- 4 **Speed limit.** The maximum permitted speed in the approach channels is 10 kn.
 The maximum permitted speed when approaching and passing Hudayriyat Bridge (7.245) is 6 kn.

Regulations concerning entry. The maximum permissible draught in Muşaffaḥ Channel (7.245) is 4.7 m. Subject to approval, a draught of up to 6.2 m may be allowed during an appropriate tidal window. See also 7.245.

Abu Dhabi Ports Notice 04/23

[NP63-No 97-Wk 19/23]

**United Arab Emirates - Abu Dhabi -
Muşaffaḥ Port — Harbour; development**

164

Paragraph 7.247 *Replace by:*

- 1 **General layout.** The port is served by two approach channels; Muşaffaḥ Channel (7.245), which is also known as the Old Muşaffaḥ Channel, and the New Muşaffaḥ Channel (7.245).
- 2 **Development.** Works are in progress (2023) on the development of Jazīrat Hudayriyat (24°24'87N 54°21'90E). A causeway (24°22'10N 54°27'69E) spanning New Muşaffaḥ Channel S of Muşaffaḥ Port, has been built to provide access to the island. The causeway is partly composed of a moveable floating bridge.
- 3 When the floating bridge is moved the resulting channel, with a navigable width of 100 m, allows the passage of vessels with a draught of up to 8 m at specified times. Passage needs to be arranged with Muşaffaḥ VTS. A traffic signalling light system is in operation. The maximum permitted speed during transit is 6 knots.

Abu Dhabi Ports Notice 04/23

[NP63-No 98-Wk 19/23]

**United Arab Emirates - Abu Dhabi -
Muşaffaḥ Port — Directions**

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Paragraph 7.248 *2 lines 1-10 Replace by:*

- 2 **Approach and entry via New Muşaffaḥ Channel.** From a position NW of Jazīrat al Lu'lu', the track leads S, passing clear of Fairway Light Buoy (NM-FWB) (safe water) (24°33'82N 54°13'97E) and through New Muşaffaḥ Channel, marked by light buoys (lateral).
Thence from the vicinity of M29 Light Buoy (starboard hand) (24°24'60N 54°19'22E), the channel passes SW of Jazīrat Hudayriyat and Khawr Qirqishān, and leads SE, S and NNE to meet Muşaffaḥ Channel SW of Muşaffaḥ Industrial Area.
- 3 **Approach and entry via (Old) Muşaffaḥ Channel.** From a position in the vicinity of Fairway Light Buoy (NM-FWB) (safe water) the track leads SE, for about 5½ miles, to a position in the vicinity of FWB Light Buoy (safe water) (24°29'45N 54°17'97E).
Thence from the track leads S towards the entrance to the Muşaffaḥ Channel (24°28'56N 54°18'13E). The channel, marked by light buoys (lateral), leads generally S, for about 1½ miles, thence generally ESE, for about 10 miles, passing beneath Hudayriyat Bridge (7.245).

ENC GB45050B (11.000); ENC GB45050A (18.000)

[NP63-No 99-Wk 19/23]

PART – IV
MARINE INFORMATION

Nil

To accompany Pakistan Notice to Mariners 59/23

Depths at Berths (2023)					
Berth No	1	11.0m	Berth No	23	7.3m
---,,---	2	11.0m	---,,---	24	10.0m
---,,---	3	11.0m	---,,---	25	10.0m
---,,---	4	11.0m	---,,---	26	13.0m
---,,---	5	11.0m	---,,---	27	13.0m
---,,---	6	13.0m	---,,---	28	13.0m
---,,---	7	13.0m	---,,---	29	13.0m
---,,---	8	13.0m	---,,---	30	13.0m
---,,---	9	13.0m			
---,,---	10	13.0m	Oil Pier No	1	13.4m
---,,---	11	13.0m	---,,---	2	13.4m
---,,---	12	13.0m	---,,---	3	13.4m
---,,---	13	13.0m			
---,,---	14	13.0m	Fixed Mooring No	1	8.2m
---,,---	15	13.0m	---,,---	2(LASH)	9.8m
---,,---	16	13.0m	---,,---	3	8.2m
---,,---	17	13.0m	---,,---	4	8.2m
---,,---	18	9.1m	---,,---	5	8.2m
---,,---	19	9.1m	---,,---	6	8.2m
---,,---	20	9.1m	South Wharf Berths No	1	16.0m
---,,---	21	9.1m	---,,---	2	16.0m
---,,---	22	7.3m	---,,---	3	16.0m
			---,,---	4	16.0m

Block for Chart PAK-30

NP77, Vol D Edition 2022. Weekly Edition No. 19, Dated 11 May 2023.

Last Updates: Weekly Edition No. 18, dated 04 May 2023.

D1906 ES, I, 05140	- Cesantes. Wharf. Head	42 17-81 N 8 37-07 W	Fl(3)G 9s	6	3 Green and white tower 7 *	(fl 0.5, ec 1.5) x 2, fl 0.5, ec 4.5
SOUTH COAST. GIBRALTAR BAY. PUERTO DE ALGECIRAS - LA LINEA						
D2436-735 ES, II, 20365	- Campamento. Dock	36 10-32 N 5 22-99 W	Q R	..	3 Red column, white band 1 * * *	..
*	*	*	*	*	*	*
D9172-45	- RP4N	26 23-50 N 52 17-34 E	Lit	..	15 Platform * * *	..
*	*	*	*	*	*	*