

PUB. 160

**SAILING DIRECTIONS
(PLANNING GUIDE)**

★
**SOUTH ATLANTIC OCEAN
AND INDIAN OCEAN**



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2004



THIRD EDITION

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Preface

Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean, Third Edition, 2004, is issued for use in conjunction with the following Sailing Directions (En-route) Publications:

Pub. 123, Pub. 124, Pub. 171, Pub. 172, Pub. 173,
Pub. 174, and Pub. 175.

This publication has been corrected to 3 April 2004, including Notice to Mariners No. 14 of 2004.

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Explanatory Remarks

Sailing Directions are published by the National Geospatial-Intelligence Agency (NGA) under the authority of Department of Defense Directive 5105.40, dated 12 December 1988, and pursuant to the authority contained in U. S. Code Title 10, Sections 2791 and 2792 and Title 44, Section 1336. Sailing Directions, covering the harbors, coasts, and waters of the world, provide information that cannot be shown graphically on nautical charts and is not readily available elsewhere.

Sailing Directions (Planning Guide) are intended to assist mariners in planning ocean passages and to eliminate duplication by consolidating useful information about all the countries adjacent to a particular ocean basin in one volume.

Planning Guide publications are compiled and structured in the alphabetical order of countries contained within the region covered by each publication.

Bearings.—Bearings are true, and are expressed in degrees from 000° (north) to 360°, measured clockwise. General bearings are expressed by the initial letters of the points of the compass (e.g. N, NNE, NE, etc.). Adjective and adverb endings have been discarded. Wherever precise bearings are intended, degrees are used.

Corrective Information.—Corrective information and other comments about this publication can be forwarded to NGA, as follows:

1. Mailing address—
Maritime Safety Information Division
ST D 44
National Geospatial-Intelligence Agency
4600 Sangamore Road
Bethesda MD 20816-5003
2. E-mail address—
sdpubs@nga.mil

New editions of Sailing Directions are corrected through the date of publication shown above. Important information to amend material in the publication is available as a Publication Digital Update (PDU) from the NGA Maritime Safety Information Division website.

NGA Maritime Safety Information Division
Website (PDUs)
<http://164.214.12.145/sdr>

Courses.—Courses are true, and are expressed in the same manner as bearings. The directives “steer” and “make good” a course mean, without exception, to proceed from a point of origin along a track having the identical meridional angle as the designated course. Vessels following the directives must allow for every influence tending to cause deviation from such track,

and navigate so that the designated course is continuously being made good.

Currents.—Current directions are the true directions toward which currents set.

Distances.—Distances are expressed in nautical miles of 1 minute of latitude. Distances of less than 1 mile are expressed in meters, or tenths of miles.

Geographic Names.—Geographic names are generally those used by the nation having sovereignty. Names in parentheses following another name are alternate names that may appear on some charts. In general, alternate names are quoted only in the principal description of the place. Diacritical marks, such as accents, cedillas, and circumflexes, which are related to specific letters in certain foreign languages, are not used in the interest of typographical simplicity.

Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

Heights.—Heights are referred to the plane of reference used for that purpose on the charts and are expressed in meters.

Internet Links.—This publication provides Internet links to web sites concerned with maritime navigational safety, including but not limited to, Federal government sites, foreign Hydrographic Offices, and foreign public/private port facilities. NGA makes no claims, promises, or guarantees concerning the accuracy, completeness, or adequacy of the contents of these web sites and expressly disclaims any liability for errors and omissions in the contents of these web sites.

Lights and Fog Signals.—Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

National Ocean Claims.—Information on national ocean claims, which has been compiled from the best available sources, is provided solely in the interest of the navigational safety of shipping and in no way constitutes legal recognition by the United States. These non-recognized claims and requirements may include, but are not limited to:

1. A requirement by a state for advance permission or notification for innocent passage of warships in the territorial sea.
2. Straight baseline, internal waters, or historic waters claims.
3. The establishment of a security zone, where a state claims to control activity beyond its territorial sea for security reasons unrelated to that state's police powers in its territory, including its territorial sea.

Radio Navigational Aids.—Radio navigational aids and radio weather services are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Weather Broadcasts, should be consulted.

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GPO Bookstore Website
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Soundings.—Soundings are referred to the datum of the charts and are expressed in meters.

Special Warnings.—Special Warnings may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. Special Warnings are also available on the Maritime Safety Information Division website.

**NGA Maritime Safety Information Division
Website (Special Warnings)**
http://164.214.12.145warn/warn_j_query.html

Time Zone.—The Time Zone description(s), as well as information concerning the use of Daylight Savings Time, are included. The World Time Zone Chart is available on the Internet at the website given below.

World Time Zone Chart
http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf

Winds.—Wind directions are the true directions from which winds blow.

Reference List

The principal sources examined in the preparation of this publication were:

British Hydrographic Department Sailing Directions.
Argentina Sailing Directions.
Brazil Sailing Directions.
South Africa Sailing Directions.
Fairplay Ports and Terminals, 2003.
The Statesman's Yearbook, 2003.
The World Factbook, 2003.
Reports from United States Naval and merchant vessels and various shipping companies.
Other U.S. Government publications, reports, and documents.
Charts, light lists, tide and current tables, and other documents in possession of the Agency.

Internet Web sites, as follows:

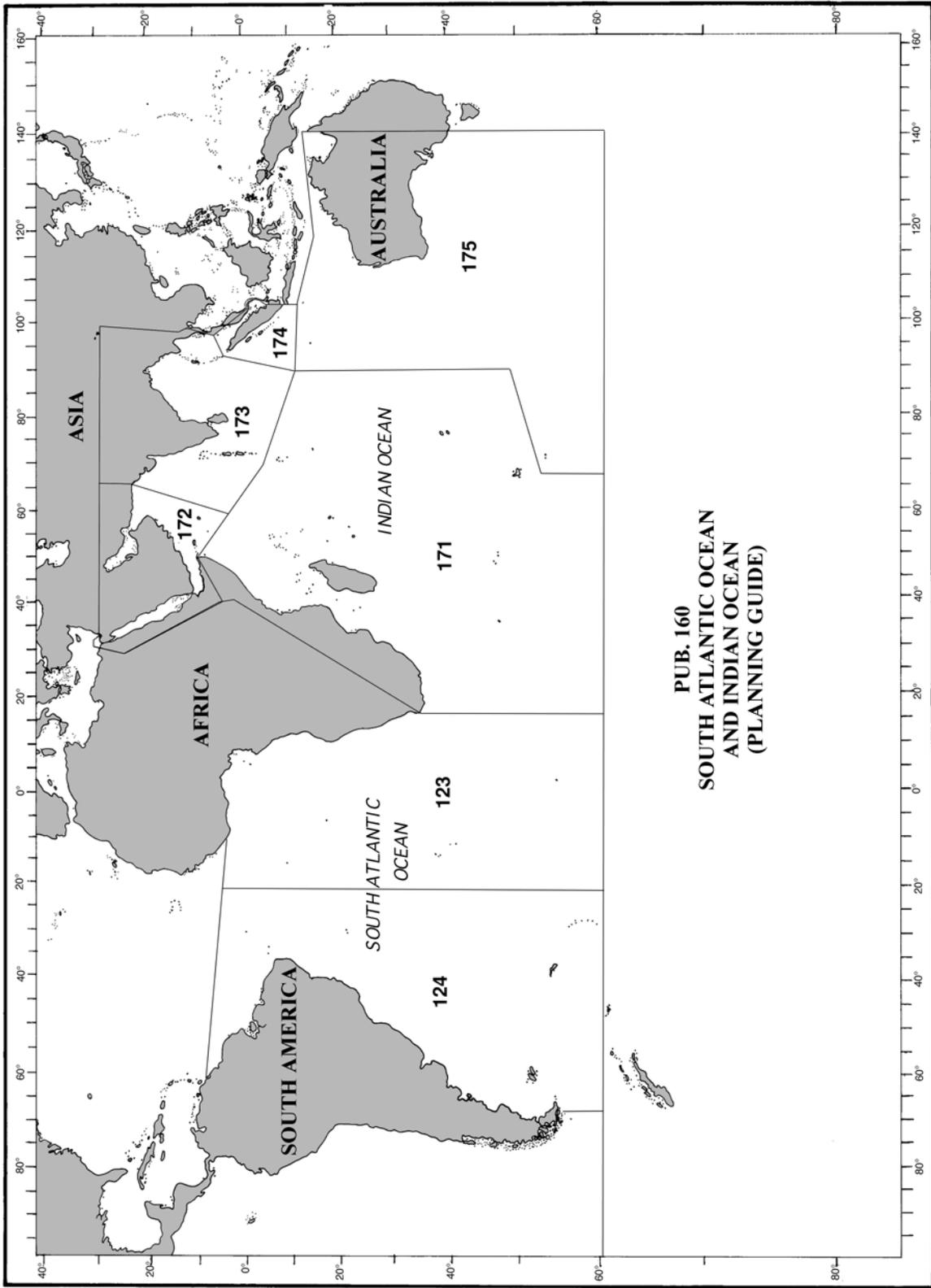
1. Department of State/U.S. Embassies.
<http://usembassy.state.gov>
2. IMB Piracy Reporting Center Home Page.
http://www.iccwbo.org/ccs/menu_imb_piracy.asp
3. World Factbook.
<http://www.odci.gov/cia/publications/factbook>

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Conversion Tables

Feet to Meters

Feet	0	1	2	3	4	5	6	7	8	9
0	0.00	0.30	0.61	0.91	1.22	1.52	1.83	2.13	2.44	2.74
10	3.05	3.35	3.66	3.96	4.27	4.57	4.88	5.18	5.49	5.79
20	6.10	6.40	6.71	7.01	7.32	7.62	7.92	8.23	8.53	8.84
30	9.14	9.45	9.75	10.06	10.36	10.67	10.97	11.28	11.58	11.89
40	12.19	12.50	12.80	13.11	13.41	13.72	14.02	14.33	14.63	14.93
50	15.24	15.54	15.85	16.15	16.46	16.76	17.07	17.37	17.68	17.98
60	18.29	18.59	18.90	19.20	19.51	19.81	20.12	20.42	20.73	21.03
70	21.34	21.64	21.95	22.25	22.55	22.86	23.16	23.47	23.77	24.08
80	24.38	24.69	24.99	25.30	25.60	25.91	26.21	26.52	26.82	27.13
90	27.43	27.74	28.04	28.35	28.65	28.96	29.26	29.57	29.87	30.17

Fathoms to Meters

Fathoms	0	1	2	3	4	5	6	7	8	9
0	0.00	1.83	3.66	5.49	7.32	9.14	10.97	12.80	14.63	16.46
10	18.29	20.12	21.95	23.77	25.60	27.43	29.26	31.09	32.92	34.75
20	36.58	38.40	40.23	42.06	43.89	45.72	47.55	49.38	51.21	53.03
30	54.86	56.69	58.52	60.35	62.18	64.01	65.84	67.67	69.49	71.32
40	73.15	74.98	76.81	78.64	80.47	82.30	84.12	85.95	87.78	89.61
50	91.44	93.27	95.10	96.93	98.75	100.58	102.41	104.24	106.07	107.90
60	109.73	111.56	113.39	115.21	117.04	118.87	120.70	122.53	124.36	126.19
70	128.02	129.85	131.67	133.50	135.33	137.16	138.99	140.82	142.65	144.47
80	146.30	148.13	149.96	151.79	153.62	155.45	157.28	159.11	160.93	162.76
90	164.59	166.42	168.25	170.08	171.91	173.74	175.56	177.39	179.22	181.05

Meters to Feet

Meters	0	1	2	3	4	5	6	7	8	9
0	0.00	3.28	6.56	9.84	13.12	16.40	19.68	22.97	26.25	29.53
10	32.81	36.09	39.37	42.65	45.93	49.21	52.49	55.77	59.06	62.34
20	65.62	68.90	72.18	75.46	78.74	82.02	85.30	88.58	91.86	95.14
30	98.42	101.71	104.99	108.27	111.55	114.83	118.11	121.39	124.67	127.95
40	131.23	134.51	137.80	141.08	144.36	147.64	150.92	154.20	157.48	160.76
50	164.04	167.32	170.60	173.88	177.16	180.45	183.73	187.01	190.29	193.57
60	196.85	200.13	203.41	206.69	209.97	213.25	216.54	219.82	223.10	226.38
70	229.66	232.94	236.22	239.50	242.78	246.06	249.34	252.62	255.90	259.19
80	262.47	265.75	269.03	272.31	275.59	278.87	282.15	285.43	288.71	291.99
90	295.28	298.56	301.84	305.12	308.40	311.68	314.96	318.24	321.52	324.80

Meters to Fathoms

Meters	0	1	2	3	4	5	6	7	8	9
0	0.00	0.55	1.09	1.64	2.19	2.73	3.28	3.83	4.37	4.92
10	5.47	6.01	6.56	7.11	7.66	8.20	8.75	9.30	9.84	10.39
20	10.94	11.48	12.03	12.58	13.12	13.67	14.22	14.76	15.31	15.86
30	16.40	16.95	17.50	18.04	18.59	19.14	19.68	20.23	20.78	21.33
40	21.87	22.42	22.97	23.51	24.06	24.61	25.15	25.70	26.25	26.79
50	27.34	27.89	28.43	28.98	29.53	30.07	30.62	31.17	31.71	32.26
60	32.81	33.36	33.90	34.45	35.00	35.54	36.09	36.64	37.18	37.73
70	38.28	38.82	39.37	39.92	40.46	41.01	41.56	42.10	42.65	43.20
80	43.74	44.29	44.84	45.38	45.93	46.48	47.03	47.57	48.12	48.67
90	49.21	49.76	50.31	50.85	51.40	51.95	52.49	53.04	53.59	54.13

**SAILING DIRECTIONS
INFORMATION AND SUGGESTION SHEET**



The National Imagery and Mapping Agency values your input for the next edition of Sailing Directions. Any additional information from you is greatly appreciated.

For your convenience mailing is now easier with this self-addressed, perforated page which may also be used to fax information directly.

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Please provide details of your observations. Indicate affected sector and paragraph, along with the date of observation.

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BETHESDA MD 20816-5003**

FOLD

Abbreviations

The following abbreviations may be used in the text:

Units

°C	degree(s) Centigrade	km	kilometer(s)
cm	centimeter(s)	m	meter(s)
cu.m.	cubic meter(s)	mb	millibars
dwt	deadweight tons	MHz	megahertz
FEU	forty-foot equivalent units	mm	millimeter(s)
grt	gross registered tons	nrt	net registered tons
kHz	kilohertz	TEU	twenty-foot equivalent units

Directions

N	north	S	south
NNE	northnortheast	SSW	southsouthwest
NE	northeast	SW	southwest
ENE	eastnortheast	WSW	westsouthwest
E	east	W	west
ESE	eastsoutheast	WNW	westnorthwest
SE	southeast	NW	northwest
SSE	southsoutheast	NNW	northnorthwest

Vessel types

LASH	Lighter Aboard Ship	ro-ro	Roll-on Roll-off
LNG	Liquified Natural Gas	ULCC	Ultra Large Crude Carrier
LPG	Liquified Petroleum Gas	VLCC	Very Large Crude Carrier
OBO	Ore/Bulk/Oil		

Time

ETA	estimated time of arrival	GMT	Greenwich Mean Time
ETD	estimated time of departure	UTC	Coordinated Universal Time

Water level

MSL	mean sea level	LWS	low water springs
HW	high water	MHWN	mean high water neaps
LW	low water	MHWS	mean high water springs
MHW	mean high water	MLWN	mean low water neaps
MLW	mean low water	MLWS	mean low water springs
HWN	high water neaps	HAT	highest astronomical tide
HWS	high water springs	LAT	lowest astronomical tide
LWN	low water neaps		

Communications

D/F	direction finder	MF	medium frequency
R/T	radiotelephone	HF	high frequency
GMDSS	Global Maritime Distress and Safety System	VHF	very high frequency
LF	low frequency	UHF	ultra high frequency

Navigation

LANBY	Large Automatic Navigation Buoy	SPM	Single Point Mooring
NAVSAT	Navigation Satellite	TSS	Traffic Separation Scheme
ODAS	Ocean Data Acquisition System	VTC	Vessel Traffic Center
SBM	Single Buoy Mooring	VTS	Vessel Traffic Service

Miscellaneous

COLREGS	Collision Regulations		
IALA	International Association of Lighthouse Authorities	No./Nos.	Number/Numbers
		PA	Position approximate
IHO	International Hydrographic Office	PD	Position doubtful
IMO	International Maritime Organization	Pub.	Publication
loa	length overall	St./Ste.	Saint/Sainte

The Prudent Mariner

Warning on the Use of Floating Aids to Navigation in General to Fix a Navigation Position

The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. An aid to navigation also refers to any device or structure external to a craft, designed to assist in determination of position. This includes celestial, terrestrial, and electronic means, such as the Global Positioning System (GPS) and Differential GPS (DGPS). Here, too, the prudent mariner will not rely solely on any single aid to navigation.

The buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice or other natural causes, collisions, or other accidents. Many of these factors also apply to articulated lights. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

Use of Foreign Charts

In the interest of safe navigation, caution should be exercised in the use of foreign charts not maintained through U.S. Notice to Mariners.

Foreign produced charts are occasionally mentioned in NIMA Sailing Directions when such charts may be of a better scale than U.S. produced charts. Mariners are advised that if or when such foreign charts are used for navigation it is their responsibility to maintain those charts from the Notice to Mariners of the foreign country producing the charts.

The mariner is warned that the buoyage systems, shapes, colors, and light rhythms used by other countries often have a different significance than the U.S. system.

Mariners are further warned about plotting positions, especially satellite-derived positions such as from GPS, onto foreign charts where the datum is unknown or the conversion from WGS-84 is unknown.

Chart Notes Regarding Different Datums

Particular caution should be exercised during a passage when transferring the navigational plot to an adjacent chart upon a different geodetic datum or when transferring positions from one chart to another chart of the same area, which is based upon a different datum. The transfer of positions should be done by bearings and distances from common features. Notes on charts should be read with care, as they give important information not graphically presented. Notes in connection with the chart title include the horizontal geodetic datum which serves as a reference for the values of the latitude and longitude of any point or object on the chart. The latitudes and longitudes of the same points or objects on a second chart of the same area, which is based upon a different datum, will differ from those of the first chart. The difference may be navigationally significant. Additionally, datum changes between chart editions could significantly affect the positions of navigational aids found in the List of Lights and other NIMA publications.

Positions obtained from satellite navigation systems, such as from GPS, are normally referred to the World Geodetic System 1984 (WGS-84) Datum. The differences between GPS satellite-derived positions and positions on some foreign charts cannot be determined: mariners are warned that these differences **MAY BE SIGNIFICANT TO NAVIGATION** and are therefore advised to use alternative sources of positional information, particularly when closing the shore or navigating in the vicinity of dangers.



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- 1 Buoyage System**
- 1**
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- 2**

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information. It is reported (1994) that some obsolescent buoyage marks (Uniform Lateral System) may still be encountered.

Currency

The official unit of currency is the readjusted kwanza, consisting of 100 lwei.

General

Angola is located in the S part of Africa and faces the South Atlantic Ocean. It is bounded on the N and NE by the Democratic Republic of Congo, formerly Zaire; on the SE by Zambia; and on the S by Namibia.

The coast, over 800 miles long, includes the province of Cabinda, a small separated enclave. About 65 per cent of the country is formed by a plateau with elevations of 1,050 to 1,350m. The watershed of many rivers runs through the central part of this inland plateau. The coastal plain is separated from the plateau by a zone that varies in width from about 100 miles in the N part to about 15 miles in the central and S parts.

The climate is mostly tropical, being semiarid in the S and coastal parts. Temperatures are constant throughout the year and most rain falls during March and April. The N part has a dry season from May to October and a rainy season from November to April.

Government



Flag of Angola

Angola is a republic. The country is divided into 18 provinces.

Angola is governed by an executive President, elected for renewable 5-year terms, who appoints a Council of Ministers. The unicameral National Assembly consists of 220 members elected to 4-year terms by proportional representation.

The legal system is based on Portuguese civil law system and customary law; it has been modified to accommodate political pluralism and increased the use of free markets.

The capital is Luanda.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 4	Start of Armed Struggle Day
March 8	Women's Day
March 27	Victory Day *
April 4	Peace Day
April 14	Youth Day *
Good Friday	Variable
May 1	Workers Day
June 1	Children's Day
August 1	Armed Forces Day *
September 17	National Heroes' Day
November 2	Memorial Day
November 11	Independence Day
December 1	Pioneers' Day *
December 10	Date of Foundation of MPLA (Popular Movement for the Liberation of Angola)
December 24	Christmas Eve (starting at 1200)
December 25	Christmas Day (also known as Family Day)

* Unofficial holiday, but widely celebrated.

Industries

The major industries include petroleum production, mining (iron ore, diamonds, gold, phosphates, feldspar, bauxite, and uranium), fish processing, food processing, brewing, tobacco products, textiles, and basic construction materials.

The principal crops are bananas, sugarcane, coffee, sisal, corn, cotton, manioc, tobacco, vegetables, plantains, livestock, timber, and fish.

Languages

Portuguese is the official language. Bantu and other African tribal languages also spoken.

Navigational Information

The maritime territorial claims of Angola are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 32 Rua Houari Boumediene, Miramar, Luanda.

The mailing addresses are, as follows:

1. Angola address—
Caixa Postal 6484
Luanda
2. U. S. address—
2550 Luanda Place
Washington DC 20521-2550

U. S. Embassy Angola Home Page
<http://luanda.usembassy.gov>



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Argentina, located on the E side of the S part of South America, is bounded on the N by Bolivia; on the NE by Paraguay; on the E by Brazil, Uruguay, and the Atlantic Ocean; and on the W by Chile. The country has a coast of about 2,180 miles, including the shore of the Rio de la Plata.

The Andes Mountains form the greater part of the W border region. The N half of the country is composed of the rich plains of the Pampas. In the far N, these plains are heavily wooded and are known as the Gran Chaco. The Pampas, in the central region, is treeless and fertile. The S region is occupied by a series of step-like plateaus. This region, known as the Patagonia, is bleak, arid, and rises to heights of over 1,500m.

The shore of the Rio de la Plata is low and featureless, while the sea coast consists of long stretches of low cliffs with occasional areas of low sand.

The climate is very warm over the plains where the rainfall occurs at all seasons, but diminishes towards the W. In the N and W parts, the climate is more arid, with high summer temperatures. In the extreme S, conditions are dry and much cooler.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See chart No. 1 for further IALA Buoyage System information.

Cautions

Kelp

Kelp, or sargasso weed, grows on most of the dangers having a rocky or stony bottom, especially off the coast and S of Golfo Nuevo. Growing kelp should invariably be considered a sign of danger and vessels should never pass through it if it can be avoided. A clear patch of water in the middle of a thick growth of weeds often indicates the position of the least depth over the danger. Many dangers are not marked by kelp; heavy seas sometimes tear the weed from a rock, or a moderate tidal current draws it underwater and out of sight.

Dead kelp, which has broken away from the bottom, floats in curled masses, with leaves showing above the surface; it sometimes drifts in long lines.

Light Vessels

Light vessels of Argentina display a secondary light from their sterns. This should be taken into account when passing a light vessel, especially in the Rio de la Plata.

Argentine light vessels also display a riding light; if the light vessel is used as a pilot station, a red light is displayed under the riding light.

Currency

The official unit of currency is the peso, consisting of 100 centavos.

Government

Argentina is a republic. The country is divided into 23 provinces and one federal district.

Argentina is governed by a directly-elected President who can serve two 4-year terms. The National Congress consists of a 72-member appointed Senate, whose members serve 9-year terms, and a 257-member directly-elected Chamber of Deputies, whose members serve 4-year terms.

The legal system is based on U.S. and western European civil codes.

The capital is Buenos Aires.



Flag of Argentina

Holidays

The following holidays are observed:

January 1	New Year's Day
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
First Monday in April	Veterans Day
May 1	Labor Day
May 25	1810 Revolution Anniversary
Third Monday in June	Flag Day
July 9	Independence Day
Third Monday in August	Death of General San Martin Anniversary
October 12	Columbus Day
December 8	Immaculate Conception
December 25	Christmas Day
December 31	Bank Holiday

Industries

The main industries are agriculture and livestock raising. Other industries include meat packing, food canning and processing, flour mills, tanning, leather goods, textiles, oil seeds, oil and natural gas production, chemicals, wool, pharmaceuticals, automobile assembly, forestry, tourism, and fishing.

Minerals include iron ore, lead, zinc, tin, copper, mica, manganese, gold, silver, coal, tungsten, beryllium, uranium, barites, and limestone.

Crops include wheat, maize, tobacco, oats, barley, rye, sunflower seeds, potatoes, sugarcane, soya, rice, yerba mate (tea), cotton, and various fruits.

Languages

Spanish is the official language. English, Italian, German, and French are also spoken.

Navigational Information

The maritime territorial claims of Argentina are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims Golfo San Matias, Golfo Nuevo, and Golfo San Jorge as internal waters. Claims, jointly with Uruguay, the estuary of the Rio de la Plata as internal waters.

Pilotage

Pilotage is compulsory for all foreign vessels in all Argentine channels, rivers, passes, ports, and berthing locations.

Regulations

General

Vessels operating in the proximity of an open port or close to quays or loading places where other vessels or barges are operating must reduce speed to a maximum of 6 knots.

Vessels anchored or moving within port limits must not use their whistles, sirens, or bells except as called for in the regulations to avoid collision or to signal a fire.

Pollution

Tank residues, bilges, or ballast water from oil compartments must never be pumped or released into ports or rivers. On the Atlantic coast, including Bahia Blanca, tanks and bilges can only be cleaned at a distance of not less than 50 miles off the shore and on a falling tide.

Search and Rescue

The Argentine navy, in conjunction with the Prefectura Naval Argentina, is responsible for maritime search and rescue.

The Argentine navy is responsible for the operation of all Maritime Rescue Coordination Centers (MRCC). The Prefectura Naval Argentina is responsible for the operation of all Rescue Subcenters (RSC) and provides the Safety of Navigation Communication Service (SECOSENA) through Argentine Naval Authority coast radio stations.

MRCC Buenos Aires	cotm@ara.mil.ar
MRCC Puerto Belgrano	coopacsm@ara.mil.ar
MRCC Ushuaia	emanau@infovia.com.ar emanau@ara.mil.ar
RSC Rio de la Plata	contrasebaires@prefectura naval.gov.ar
RSC Tigre	

RSC Rosario	
RSC Corrientes	
RSC Posada	
RSC Concepcion del Uruguay	prefeturazonabajouruguay@ciudad.com.ar
RSC Paso de los Libres	
RSC Mar del Plata	pnampd@infovia.com.ar
RSC Bahia Blanca	
RSC Comodoro Rivadavia	crivpna@uolsinectis.com.ar
RSC Puerto Deseado	
RSC Puerto Madryn	prefeturapuertomadryn@infovia.com.ar
RSC San Antonio Oeste	
RSC San Carlos de Bariloche	
RSC Nuequen	comahuepna@calfnet.com.ar
RSC Rio Gallegos	
RSC Lago Argentino	
RSC Ushuaia	pnaushuaia@mpsat1.com.ar
RSC Islas Orcadas del Sur	Communicate via MRCC Ushuaia

The SECOSA stations maintain a continuous listening watch on international distress frequencies

Vessel Reporting System (SECOSA)

A reporting system designed to provide information in the event of Search and Rescue (SAR) incidents has been established. Participation in this reporting system is mandatory for all vessels, with certain exceptions.

Reporting messages should be sent, as follows:

1. When entering Argentine waters, vessels should report the following information:
 - a. Vessel name.
 - b. Flag.
 - c. Call sign.
 - d. Length.
 - e. Beam.
 - f. Draft.
 - g. Speed.
 - h. Port of departure.
 - i. Destination.
 - j. Position.
 - k. Course.
 - l. Type of cargo.
 - m. Whether there is a doctor on board.
2. When leaving Argentine waters, vessels should send the following information:
 - a. Vessel name.
 - b. Flag.
 - c. Call sign.
 - d. Speed.

- e. Port of departure
 - f. Destination.
 - g. Position.
 - h. Course.
3. When entering an Argentine port, vessels should send the following information:
- a. Vessel name.
 - b. Flag.
 - c. Call sign.
 - d. ETA.
 - e. Berthing location.
4. When departing an Argentine port, vessels should send the following information:
- a. Vessel name.
 - b. Flag.
 - c. Call sign.
 - d. Length.
 - e. Beam.
 - f. Draft.
 - g. Speed.
 - h. Port of departure.
 - i. Destination.
 - j. Type of cargo.
 - k. Whether there is a doctor on board.
5. When navigating within Argentine waters, vessels should report their name and call sign, as follows:
- a. Between the parallels of 42°00'S and 54°30'S—to Comodoro Rivadavia PNR at 2000 UTC and 1400 UTC and whenever course and speed changes occur.
 - b. Between the parallels of 35°50'S and 42°00'S—to Mar del Plata PNR at 0000 UTC and 1200 UTC and whenever course and speed changes occur.
 - c. South of the parallel of 54°30'S—to Ushuaia PNR at 2000 UTC and 1400 UTC and whenever course and speed changes occur.

All messages should be sent to the nearest PNR coast station on VHF channel 16, if possible. If contact with the nearest PNR coast station cannot be established, any other PNR coast station may be used, or, failing this, any Argentine public correspondence coast station.

Messages should be in Spanish; however, if it is not possible to understand Spanish, vessels should use the International Code of Signals, or the Q-code, remembering the Standard Maritime Navigational Vocabulary.

Submarine Operating Areas

Argentine submarines may be encountered by day or at night while operating in the waters off the coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

Argentine warships fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged at a depth too great to show the periscope may indicate its position by means of an underwater lantern, which will illuminate the sea surface from below.

The following signals are used by submerged submarines while in submarine exercise area:

1. White smoke candles (with flames) indicate the position in response to a request from a ship or aircraft, or as required.

2. Yellow and green pyrotechnic flares indicate the position from which a practice torpedo has been fired. All vessels are requested to keep clear as the submarine may want to surface after the firing.

3. Yellow smoke candles.

4. Red pyrotechnic flares, which may be accompanied by smoke candles, repeated as often as possible indicate that vessels should keep clear as the submarine is carrying out emergency surfacing procedure. Vessels must not stop their propellers, but should clear the area immediately and stand by to render assistance.

5. Two yellow pyrotechnic flares or two white or yellow smoke candles released 3 minutes apart indicate that vessels should keep clear as the submarine is preparing to surface. Vessels must not stop their propellers and should clear the immediate vicinity.

Navigation Lights

Submarines may be encountered on the surface at night off the coast. The steaming and side lights of Argentine submarines appear to be placed well forward and very low above the water in proportion to the length and tonnage of these vessels. In particular, the emergency steaming light is lower than the side lights. The overtaking light (stern) is also placed low down and may be obscured by spray and wash. Argentine submarines are fitted with an amber quick-flashing light situated 1 to 2m above the steaming light as an aid to identification. It will also be used when snorting. While at anchor or moored to a buoy at night, Argentine submarines display normal anchor lights.

The overall arrangements of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching such vessels.

Sunken Submarine

A submarine which is bottomed and unable to surface will try to indicate its position by the following methods:

1. Releasing an indicator buoy (which carries a vertical whip aerial) as soon as the accident occurs.

2. Firing candles giving off yellow or white smoke, at regular intervals, on the approach of surface vessels. (Yellow candles will be used as much as possible by day.)

3. Pumping out fuel or lubricating oil.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may only have a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which appears to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste valuable time investigating these false contacts.

Some Argentine submarine pyrotechnics can be fitted with message carriers. These may be recovered as soon as they have finished burning.

Argentine submarines are fitted with a free-floating indicator buoy which can be released from inside in case of emergencies or if for any reason the submarine is unable to surface.

In any submarine accident, time is the most vital factor affecting the chances for rescue of the survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action. The sighting of any indicator buoy should at once be reported by the quickest available means. If known, the name of the submarine should be included in the report. However, if vessels are unable to establish communication without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until rescue vessels are known to be standing by or conditions inside the submarine deteriorate to such an extent that an escape must be attempted. It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. On arrival at the surface, crew members may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crew members may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crew members in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be safe.

If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Indicator Buoy

Argentine submarines are equipped with free-floating indicator buoys. It is therefore of the utmost importance that the position, together with the estimated current and the strength and direction of the wind at that position; and the time of first sighting of the buoy be accurately and speedily reported to the appropriate authorities.

The Argentine submarine free-floating indicator buoy is made of aluminum. The body is cylindrical, 60cm long, approximately 20cm in diameter, and slightly domed on top. The base of the body flares out to a diameter of 23cm. It is bolted onto the buoy by means of eight-16cm bolts. Along the body there are three extensions which strengthen the structure and

also act as guides to the strap with which the buoy is secured to the submarine. The whole of the body is painted bright orange. Between the base and the lower extension, a number is molded into the buoy with numerals 1cm in size. Another number with numerals 0.5cm in size appears close below the first.

Above the body is an aerial consisting of a yellow painted protection piece consisting of a metal cylinder, 14cm long and 9cm in diameter; a rubber protection piece, about 18cm long, which protects the flexible connection between the buoy and an insulator, 9cm long, on top of it; and a VHF aerial, 25cm long, which has a small white plastic knob on the end of it.

The buoys are fitted with an automatic transmitting radio unit operating an A2 transmission on 243MHz and 121.5MHz. The signal transmitted consists of a series of short dashes. Vessels receiving this signal should report the fact, giving their position and, if possible, an indication of signal strength.

Submarine indicator buoys should not be confused with white or yellow smoke candles or sonabuys.

White smoke candles are usually fired from submarines to indicate their positions. They burn for up to 15 minutes emitting white smoke, flame, and a green dye into the water. These candles can be seen by day or at night and may easily be confused with aircraft marine markers. Yellow smoke candles are also fired from submarines to indicate their positions. They burn for about 5 minutes emitting yellow smoke. These candles can be seen more easily than white smoke candles in rough weather, but they cannot be seen at night. Sonabuys are dropped from aircraft to detect submarines and may be encountered anywhere at sea.

The above objects may frequently be seen in areas where warships and aircraft exercise, whether or not submarines are present. In case of doubt, the object should be approached to confirm, visually, whether or not it is a submarine indicator buoy before reporting it.

Time Zone

The Time Zone description is PAPA (+3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Avenida Colombia 4300, Buenos Aires.

The mailing addresses are, as follows:

1. Argentina address—
Avenida Colombia 4300
C1425GMN Buenos Aires
2. U.S. address—
Unit 4334,
APO AA 34034

U. S. Embassy Argentina Home Page
<http://buenosaires.usembassy.gov>



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General

Australia, the world's sixth-largest country and smallest continent, is located S of the Indonesian archipelago and is bounded on the E by the Pacific Ocean and on the W and S by the Indian Ocean.

The Great Barrier Reef fringes the NE coast of the country and extends for about 1,200 miles.

Most of the country consists of low, irregular plateaus. The center is desert-like, being flat, barren, and dry. Large areas of fertile plain are located in the SE part.

The climate is generally arid to semiarid but there are wide variations. The N part is tropical and the S and E parts are temperate.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Exploration

Oil and gas exploration rigs, production platforms, and associated submarine pipelines and wells may be encountered off the Australian coast. At present, the main areas of activity are within the Bass Strait and off the NW coast. However, isolated rigs and structures may be encountered in other areas.

Seismic Surveys

In connection with the exploration for oil and gas, seismic survey vessels are operating off the Australian coast. When possible, general details of these activities will be broadcast as AUSCOAST Warnings. However, vessels carrying out such surveys may be encountered without warning.

Fishing

From November to June, extensive lobster fishing takes place off the continental shelf, on the W coast of Australia, between 24°S and 34°S. The lobster fisheries can be a hazard to navigation due to the numerous unlighted buoys which are connected by long lines with no gaps between them. Vessels should keep a sharp lookout for trap markers and, if possible, keep outside the 200m curve.

Extensive crayfishing takes place off the coast of W Australia, in the vicinity of the 200m curve, between 24°S and 34°S, except from 15 August to 14 November, when it is prohibited. Crayfishing usually intensifies between January and May, and November and December.

Aids to Navigation

Due to the exposed position of many of the navigational buoys moored off the N and NW coasts of Australia and the frequency of cyclonic storms, no reliance should be placed on these buoys always maintaining their exact position. This applies especially to the buoys marking the outer approaches to Port Hedland, Port Walcott, and Dampier.

Currency

The official unit of currency is the Australian dollar, consisting of 100 cents.

Firing Areas

Firing Practice and Exercise Areas

The tables and graphics displayed below indicate details concerning the declared firing practice areas under Australian Army, Air Force, and Naval Forces Regulations.

Firing practice areas may be selected anywhere and details are published in the *Australian Government Gazette* and the *Designated Airspace Handbook*.

In view of the responsibility of range authorities to avoid accidents, the limits of practice areas are not shown on charts and descriptions of areas do not appear in the *Sailing Directions* (Enroute). However, beacons, lights, and buoys asso-

ciated with the areas, which may be of assistance to the mariner, and targets, which might be a danger to navigation, will generally be shown on charts and, when appropriate, will be mentioned in the *Sailing Directions*.

A Restricted Area (R) is an area of defined dimensions within which certain restrictions are applied to aircraft. When shown as an R Area in Notices to Mariners, the air activity extends to sea level and the nature of the activity is such that dangers to maritime traffic may exist at specified times within the area.

A Prohibited Area (P) is an area of defined dimensions within which ships are not permitted at any time under any circumstances.

A Surface Restricted Area (SR) is a surface area of defined dimensions within which activities dangerous to maritime traffic may exist at specified times. The restriction is applicable to maritime traffic only.

The limits of all the areas are laid down numerically by States. Naval practice firings outside of the declared areas may be approved by the Department of Defense (Navy Office) from time to time. Warnings concerning firing practices are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF and are published by Airservices Australia on their website.

Airservices Australia Home Page

<http://www.airservicesaustralia.com/brief/areabrf.htm>

Government

Australia, a fully independent nation within the British Commonwealth of Nations, is a democratic federal/state system recognizing the British monarch as sovereign. The country is divided into six states and two territories.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The bicameral Parliament is composed of a 76-member Senate (directly elected to 6-year terms) and a 150-member House of Representatives (directly elected through proportional representation to 3-year terms).

The legal system is based on English common law.

The capital is Canberra.

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE NORTHERN TERRITORIES

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R202	Darwin	All military operations	NOTAM	R202A —12°17'21"S, 130°30'11"E; then the minor arc of a circle 25 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°32'35"S, 130°29'53"E; 12°38'16"S, 130°10'16"E; then the minor arc of a circle 45 NM in radius centered on Darwin DME; to 12°10'54"S, 130°10'50"E.	7

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
NORTHERN TERRITORIES**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R202	Darwin	All military operations	NOTAM	R202B —12°10'54"S, 130°10'50"E; then the minor arc of a circle 45 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°38'16"S, 130°10'16"E; 12°48'09"S, 129°35'54"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11°59'33"S, 129°37'01"E.	7
		All military operations	NOTAM	R202C —11°59'33"S, 129°37'01"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°48'09"S, 129°35'54"E; 12°59'22"S, 128°56'24"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME; to 11°46'29"S, 128°58'27"E.	7
		All military operations	NOTAM	R202D —11°46'29"S, 128°58'27"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°59'22"S, 128°56'35"E; 13°13'15"S, 128°07'20"E; then the minor arc of a circle 170 NM in radius centered on Darwin DME; to 11°30'02"S, 128°10'18"E.	7
		All military operations	NOTAM	R202E —12°32'35"S, 130°29'53"E; then the minor arc of a circle 25 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°44'26"S, 130°37'42"E; 13°26'16"S, 130°00'54"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME; to 12°48'09"S, 129°35'54"E.	7
		All military operations	NOTAM	R202F —12°48'09"S, 129°35'54"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 13°26'16"S, 130°00'54"E; 13°56'38"S, 129°34'00"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME; to 12°59'22"S, 128°56'35"E.	7

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
NORTHERN TERRITORIES**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R202	Darwin	All military operations	NOTAM	R202G —12°59'22"S, 128°56'35"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 13°56'38"S, 129°34'00"E; 14°34'32"S, 129°00'13"E; then the minor arc of a circle 170 NM in radius centered on Darwin DME; to 13°13'15"S, 128°07'20"E.	7
		All military operations	NOTAM	R202H —12°44'26"S, 130°37'42"E; then the minor arc of a circle 25 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°49'20"S, 130°46'39"E; 13°41'06"S, 130°26'55"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME; to 13°26'16"S, 130°00'54"E.	7
		All military operations	NOTAM	R202J —13°26'16"S, 130°00'54"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 13°41'06"S, 130°26'55"E; 14°18'44"S, 130°12'30"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME; to 13°56'38"S, 129°34'00"E.	7
		All military operations	NOTAM	R202K —13°56'38"S, 129°34'00"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 14°18'44"S, 130°12'30"E; 15°05'44"S, 129°54'21"E; then the minor arc of a circle 170 NM in radius centered on Darwin DME; to 14°34'32"S, 129°00'13"E.	7
YBBB/R230	Darwin	Military flying training	NOTAM	R230A —11°05'02"S, 130°53'39"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 11°20'50"S, 131°42'58"E; 12°05'13"S, 131°09'35"E; then the minor arc of a circle 25 NM in radius centered on Darwin DME; to 12°00'17"S, 130°54'53"E.	7

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
NORTHERN TERRITORIES**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R230	Darwin	All military operations	NOTAM	R230B —10°24'52"S, 130°52'46"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 10°48'30"S, 132°07'07"E; 11°20'50"S, 131°42'58"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11°05'02"S, 130°53'39"E.	7
		All military operations	NOTAM	R230C —9°54'44"S, 130°52'07"E; then the minor arc of a circle 150 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 10°24'14"S, 132°25'11"E; 10°48'30"S, 132°07'07"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10°24'52"S, 130°52'46"E.	7
		Military flying training	NOTAM	R230D —11°20'50"S, 131°42'58"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 12°02'20"S, 132°12'38"E; 12°18'53"S, 131°19'03"E; then the minor arc of a circle 25 NM in radius centered on Darwin DME; to 12°05'13"S, 131°09'35"E.	7
		Military flying training	NOTAM	R230E —10°48'30"S, 132°07'07"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 11°50'11"S, 132°51'32"E; 12°02'20"S, 132°12'38"E; then the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11°20'50"S, 131°42'58"E.	7
		Military flying training	NOTAM	R230F —10°24'14"S, 132°25'11"E; then the minor arc of a circle 150 NM in radius centered on Darwin DME (12°25'24"S, 130°54'23"E), to 11°41'01"S, 133°20'40"E; 11°50'11"S, 132°51'32"E; then the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10°48'30"S, 132°07'07"E.	7

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
—	Greenough	Firing	HJ NOTAM	a. 28°57'50"S, 114°43'17"E., then along the coast to b. 28°58'09"S, 114°43'38"E. c. 28°58'28"S, 114°43'16"E. d. 28°58'10"S, 114°42'55"E.	8
—	Flat Rock	Air to surface weapons firing	NOTAM	A circle 2.4 NM in radius centered on 30°45'40"S, 115°09'45"E.	8
—	Swanbourne	Firing	Mon, Tues, Thurs 0930-1500 Tues 1800-2100	a. 31°57'07"S, 115°45'08"E., then along the coast to b. 31°58'26"S, 115°45'10"E. c. 31°58'59"S, 115°44'30"E. d. 31°58'58"S, 115°43'16"E. e. 31°56'39"S, 115°43'16"E. f. 31°56'39"S, 115°44'34"E.	8
YMMM/R119	Stirling	Gunnery and military flying	NOTAM	R119A —31°38'54"S, 113°38'19"E; then the minor arc of a circle 120 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 30°50'29"S, 114°00'32"E; 31°23'49"S, 114°58'43"E; then the minor arc of a circle 60 NM in radius centered on Perth DME, to 31°48'07"S, 114°47'50"E.	8
		Gunnery and military flying	NOTAM	R119B —32°30'51"S, 113°41'55"E; then the minor arc of a circle 120 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 31°38'54"S, 113°38'19"E; 31°46'38"S, 114°36'14"E; then the minor arc of a circle 70 NM in radius centered on Perth DME, to 32°16'55"S, 114°38'39"E.	8
		Gunnery and military flying	NOTAM	R119C —31°52'29"S, 115°22'41"E; then the minor arc of a circle 30 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 32°05'28"S, 115°23'49"E; 32°16'55"S, 114°38'39"E; then the minor arc of a circle 70 NM in radius centered on Perth DME, to 31°46'38"S, 114°36'14"E.	8

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R119	Stirling	Gunnery and military flying	NOTAM	R119D —33°08'23"S, 114°03'35"E; then the minor arc of a circle 120 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 32°30'51"S, 113°41'55"E; 32°16'55"S, 114°38'39"E; then the minor arc of a circle 70 NM in radius centered on Perth DME, to 32°38'44"S, 114°51'27"E.	8
		Gunnery and military flying	NOTAM	R119E —32°38'44"S, 114°51'27"E; then the minor arc of a circle 70 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 32°16'55"S, 114°38'39"E; 32°05'28"S, 115°23'49"E; then the minor arc of a circle 30 NM in radius centered on Perth DME, to 32°14'47"S, 115°29'22"E.	8
		Gunnery and military flying	NOTAM	R119F —33°42'40"S, 114°50'16"E; then the minor arc of a circle 120 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 33°08'23"S, 114°03'35"E; 32°38'44"S, 114°51'27"E; then the minor arc of a circle 70 NM in radius centered on Perth DME, to 32°58'36"S, 115°18'38"E.	8
		Gunnery and military flying	NOTAM	R119G —32°27'40"S, 115°38'13"E; 32°58'36"S, 115°18'38"E; then the minor arc of a circle 70 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 32°38'44"S, 114°51'27"E; 32°14'47"S, 115°29'22"E; then the minor arc of a circle 30 NM in radius centered on Perth DME, to 32°22'32"S, 115°39'30"E.	8
		Gunnery and military flying	NOTAM	R119H —32°09'27"S, 115°39'32"E; then along W coast of Garden Island to 32°14'51"S, 115°41'24"E; 32°22'32"S, 115°39'30"E; then the minor arc of a circle 30 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 32°14'47"S, 115°29'22"E.	8
YMMM/R140	Garden Island	Demolition depot	H24	R140A —A circle 1.0 NM in radius centered on 32°10'36"S, 115°40'18"E.	8
		Demolition depot	NOTAM	R140B —A circle 1.0 NM in radius centered on 32°10'36"S, 115°40'18"E.	8

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R144	Stirling	Gunnery and military flying	NOTAM	31°53'55"S, 115°34'18"E; 31°48'07"S, 114°47'50"E; then the minor arc of a circle 60 NM in radius centered on Perth DME (31°56'42"S, 115°57'34"E), to 31°19'34"S, 115°02'18"E; 31°38'11"S, 115°29'51"E.	8
YMMM/R146	Lancelin	Firing	NOTAM	R146A a. 30°54'00"S, 114°56'00"E. b. 30°45'30"S, 115°17'30"E. c. 30°55'00"S, 115°24'00"E. d. 31°07'30"S, 115°05'00"E.	8
		Firing	NOTAM	R146B a. 30°45'30"S, 115°17'30"E. b. 30°41'00"S, 115°27'00"E. c. 30°50'00"S, 115°33'00"E. d. 30°55'00"S, 115°24'00"E.	8
		Firing	NOTAM	R146C a. 30°41'00"S, 115°27'00"E. b. 30°45'30"S, 115°17'30"E. c. 30°47'56"S, 115°11'21"E., then along the coast to d. 30°39'41"S, 115°07'55"E., then along the coast to e. 30°38'57"S, 115°07'36"E.	8
YMMM/R148	Lancelin	Military flying	NOTAM	a. 30°00'00"S, 114°30'00"E. b. 30°15'32"S, 115°02'11"E., then along the coast to c. 30°47'56"S, 115°11'21"E. d. 30°54'00"S, 114°56'00"E. e. 31°07'30"S, 115°05'00"E. f. 31°40'00"S, 114°30'00"E.	8
YMMM/R157	Lancelin	Military flying	NOTAM	a. 31°40'00"S, 113°00'00"E. b. 30°00'00"S, 113°00'00"E. c. 30°00'00"S, 114°30'00"E. d. 31°40'00"S, 114°30'00"E.	8
YMMM/R184	Lancelin	Explosives demolition	NOTAM	A circle 1.5 NM in radius centered on 30°52'54"S, 115°16'12"E.	8
YMMM/R850A/B	Learmonth	Military flying training	NOTAM	R850A/B —22°54'26"S, 116°07'49"E; then the minor arc of a circle 120 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 24°07'12"S, 113°21'00"E; 22°51'49"S, 113°50'54"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME to 22°27'47"S, 114°46'13"E.	9

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R851A/B/C	Learmonth	Military flying training	NOTAM	R851A/B/C —21°22'24"S, 116°02'08"E; then the minor arc of a circle 120 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 22°54'26"S, 116°07'49"E; 22°27'47"S, 114°46'13"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME to 21°57'04"S, 114°44'39"E.	9
YMMM/R852A/B	Learmonth	Military flying training	NOTAM	R852A/B —20°24'43"S, 114°59'27"E; then the minor arc of a circle 120 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 21°22'24"S, 116°02'08"E; 21°57'04"S, 114°44'39"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME to 21°37'40"S, 114°23'44"E.	9
YMMM/R853A/B	Learmonth	Military flying training	NOTAM	R853A/B —19°52'35"S, 113°10'54"E; then the minor arc of a circle 150 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 19°57'19"S, 115°12'42"E; 20°52'05"S, 114°46'07"E; then the minor arc of a circle 90 NM in radius centered on Learmonth DME to 20°49'14"S, 113°32'34"E.	9
YMMM/R854A/B	Learmonth	Military flying training	NOTAM	R854A/B —20°49'14"S, 113°32'34"E; then the minor arc of a circle 90 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 20°52'05"S, 114°46'07"E; 21°37'40"S, 114°23'44"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 21°36'25"S, 113°50'49"E.	9
YMMM/R859A/B/C	Learmonth	Military flying training	NOTAM	R859A/B/C —A circle 40 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E).	9
YMMM/R860A/B/C	Learmonth	Military flying training	NOTAM	R860A/B/C —A circle 25 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E).	9

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R861A/B	Learmonth	Military flying training and firing	NOTAM	R861A/B —22°29'33"S, 112°29'59"E; then the minor arc of a circle 90 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 20°49'14"S, 113°32'34"E; 21°36'25"S, 113°50'49"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 22°21'08"S, 113°23'11"E.	9
YMMM/R862A/B	Learmonth	Military flying training and firing	NOTAM	R862A/B —22°39'16"S, 111°26'00"E; then the minor arc of a circle 150 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 19°52'35"S, 113°10'54"E; 20°49'14"S, 113°32'34"E; then the minor arc of a circle 90 NM in radius centered on Learmonth DME, to 22°29'33"S, 112°29'59"E.	9
YMMM/R863A/B	Learmonth	Military flying training and firing	NOTAM	R863A/B —22°29'33"S, 112°29'59"E; then the minor arc of a circle 90 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 23°38'56"S, 113°32'16"E; 24°35'26"S, 113°09'38"E; then the minor arc of a circle 150 NM in radius centered on Learmonth DME, to 22°39'16"S, 111°26'00"E.	9
YMMM/R864A/B	Learmonth	Military flying training and firing	NOTAM	R864A/B —23°38'56"S, 113°32'16"E; then the minor arc of a circle 90 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 22°29'33"S, 112°29'59"E; 22°21'08"S, 113°23'11"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 22°51'49"S, 113°50'54"E.	9
YMMM/R870	Learmonth	Firing	NOTAM	R870A —22°10'43"S, 113°59'06"E; then along Line Road, to 22°14'09"S, 113°58'01"E; 22°28'39"S, 114°01'32"E; then the minor arc of a circle 15 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 22°06'41"S, 113°51'35"E.	9

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R870	Learmonth	Firing	NOTAM	R870B —22°06'41"S, 113°51'35"E; then the minor arc of a circle 15 NM in radius centered on Learmonth DME (22°14'05"S, 114°05'39"E), to 22°28'55"S, 114°02'50"E; 22°53'37"S, 113°58'10"E; then the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 21°54'07"S, 113°28'18"E.	9

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
SOUTH AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R245	Dangerous Reef	Naval operations	NOTAM	A circle 1 NM in radius centered on 34°55'54"S, 136°14'30"E.	10
YMMM/R246	Thistle Island	Naval operations	NOTAM	A circle 2 NM in radius centered on 34°59'42"S, 136°13'12"E.	10
YMMM/R252	Alamein	Firing	NOTAM	(a) 32°40'30"S, 137°47'30"E. (b) 32°47'00"S, 137°51'00"E. (c) 32°55'00"S, 137°51'00"E. (d) 32°59'00"S, 137°47'30"E. (e) 32°59'00"S, 137°42'53"E., then along the coast to (f) 32°57'00"S, 137°39'30"E. (g) 32°55'00"S, 137°37'30"E. (h) 32°40'30"S, 137°37'30"E.	10
YMMM/R254	North East Rock	Firing	NOTAM	35°07'00"S, 136°21'43"E; then the major arc of a circle 7 NM in radius centered on 35°04'30"S, 136°29'40"E, to 35°07'00"S, 136°37'37"E.	10
YMMM/R279	Edinburgh	Military flying and firing	NOTAM	35°18'08"S, 136°52'48"E; then N along the coast of the Yorke Peninsula to 34°58'12"S, 137°46'05"E; 34°57'38"S, 138°03'31"E; then the minor arc of a circle 23 NM in radius centered on Adelaide DME (34°56'49"S, 138°31'28"E) to 35°05'02"S, 138°05'19"E; 35°35'27"S, 137°23'33"E; then W along the N coast of Kangaroo Island, to 35°43'19"S, 136°43'13"E; then the minor arc of a circle 100 NM in radius centered on Adelaide DME to 35°21'44"S, 136°33'21"E.	10

**RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
SOUTH AUSTRALIA**

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R295	Port Wakefield	Firing	H24	R295A a. 34°27'06"S, 138°08'30"E. b. 34°13'30"S, 138°08'30"E. c. 34°13'30"S, 138°11'59"E., then SE along Port Wakefield Road to d. 34°19'57"S, 138°16'15"E. e. 34°25'18"S, 138°16'06"E. f. 34°27'15"S, 138°13'29"E.	10
		Firing	NOTAM	R295B a. 34°27'06"S, 138°08'30"E. b. 34°13'30"S, 138°08'30"E. c. 34°13'30"S, 138°11'59"E., then SE along Port Wakefield Road to d. 34°19'57"S, 138°16'15"E. e. 34°25'18"S, 138°16'06"E. f. 34°27'15"S, 138°13'29"E.	10
		Firing	NOTAM	R295C a. 34°25'47"S, 138°15'27"E. b. 34°29'30"S, 138°16'30"E. c. 34°29'30"S, 138°08'30"E. d. 34°27'06"S, 138°08'30"E. e. 34°27'15"S, 138°13'29"E.	10
		Firing	NOTAM	R295D a. 34°29'30"S, 138°16'30"E. b. 34°34'00"S, 138°18'00"E. c. 34°34'00"S, 138°08'30"E. d. 34°29'30"S, 138°08'30"E.	10
		Firing	NOTAM	R295E a. 34°24'00"S, 138°03'30"E. b. 34°13'30"S, 138°03'30"E. c. 34°13'30"S, 138°08'30"E. d. 34°24'00"S, 138°08'30"E.	10
		Firing	NOTAM	R295F a. 34°15'00"S, 137°54'00"E. b. 34°09'00"S, 138°00'00"E. c. 34°09'00"S, 138°05'00"E. d. 34°13'30"S, 138°11'59"E. e. 34°13'30"S, 138°03'30"E. f. 34°24'00"S, 138°03'30"E. g. 34°24'00"S, 138°08'30"E. h. 34°34'00"S, 138°08'30"E. i. 34°34'00"S, 138°06'30"E.	10

Dependent Islands

The Cocos (Keeling) Islands

The **Cocos (Keeling) Islands** (12°05'S., 96°53'E.) lie in the Indian Ocean about 2,770 miles NW of Perth. The group is formed by two separate atolls and consists of some 27 small coral islands with a total area of about 14.2 km².

The islands are low-lying, flat, and thickly covered by coconut palms. They surround a lagoon in which vessels, with

drafts of up to 7m, may anchor, but which is extremely difficult for navigation.

The islands were placed (1955) under the authority of the Australian Government as the Territory of Cocos (Keeling) Islands. An Administrator, appointed by the Governor-General, is the government's representative in the Territory and is responsible to the Minister for Territories and Local Government.



Flag of Australia

West Island is the largest of the group and the site of the airport. The climate is pleasant, being moderated by the SE trade winds for 9 months of the year.

The observed Standard Time is 6 hours 30 minutes fast of UT (GMT). Daylight Savings Time is not observed.

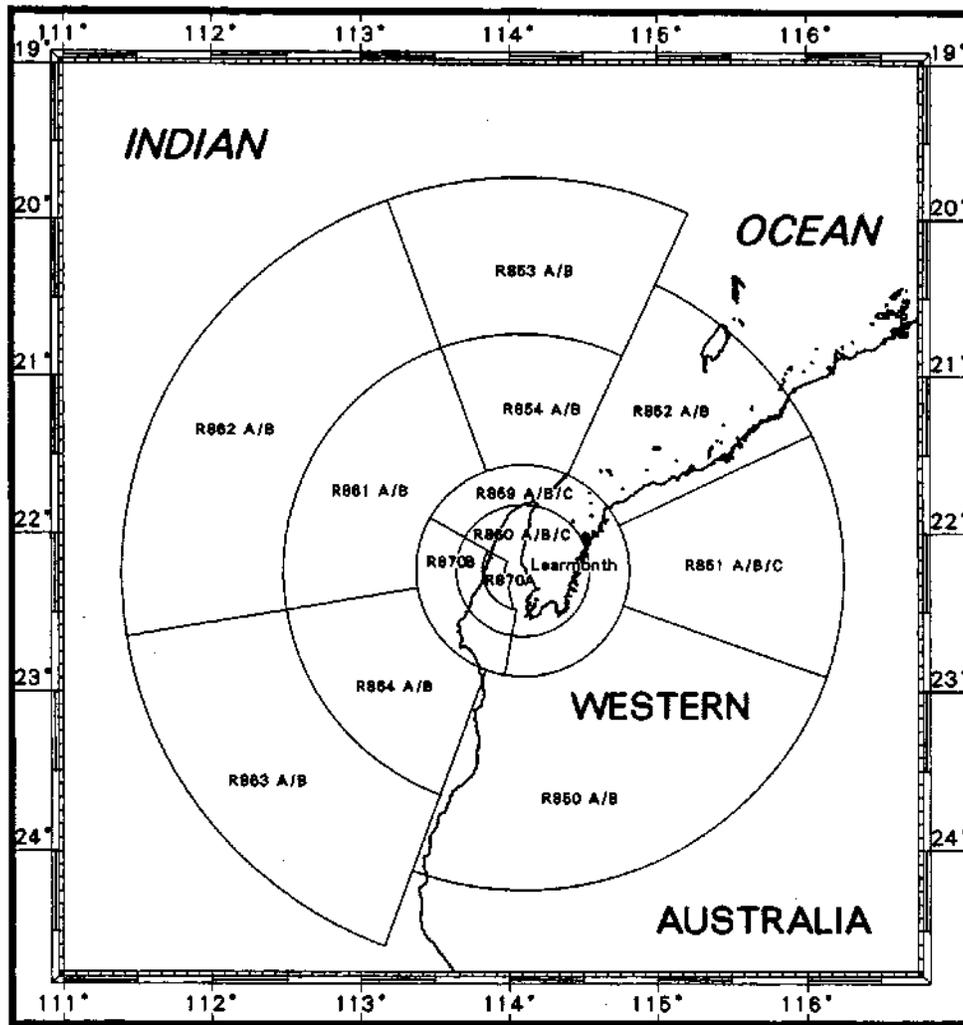
Christmas Island

Christmas Island (10°25'S., 105°40'E.), an isolated peak, lies in the Indian Ocean, about 225 miles S of the W end of Java. It is under the control of the Australian Government with an Administrator responsible for local administration. Extraction and export of rock phosphate dust is the island's only industry. The island is about 11 miles long and 4.5 miles wide.

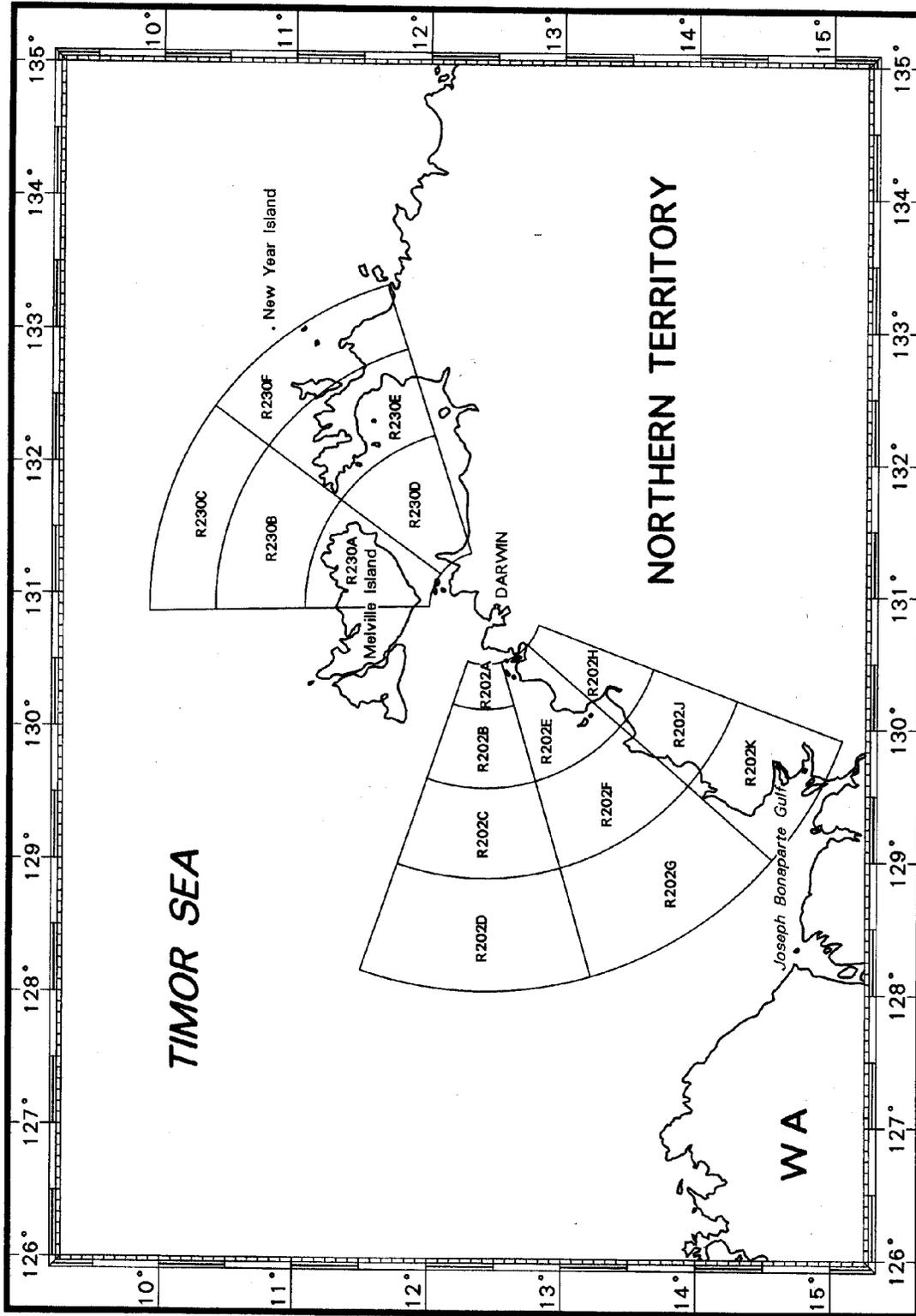
Heard Island and the McDonald Islands

Heard Island and the McDonald Islands (53°00'S., 73°00'E.) lie about 2,500 miles SW of Fremantle and are under the control of the Australian Government. Heard Island, of volcanic origin, is about 27 miles long and 13 miles wide; Shag Island lies about 5 miles N of it. The McDonald Islands lie 26 miles W of Heard Island and consist of two small islands and a rock. All the islands are barren and uninhabited.

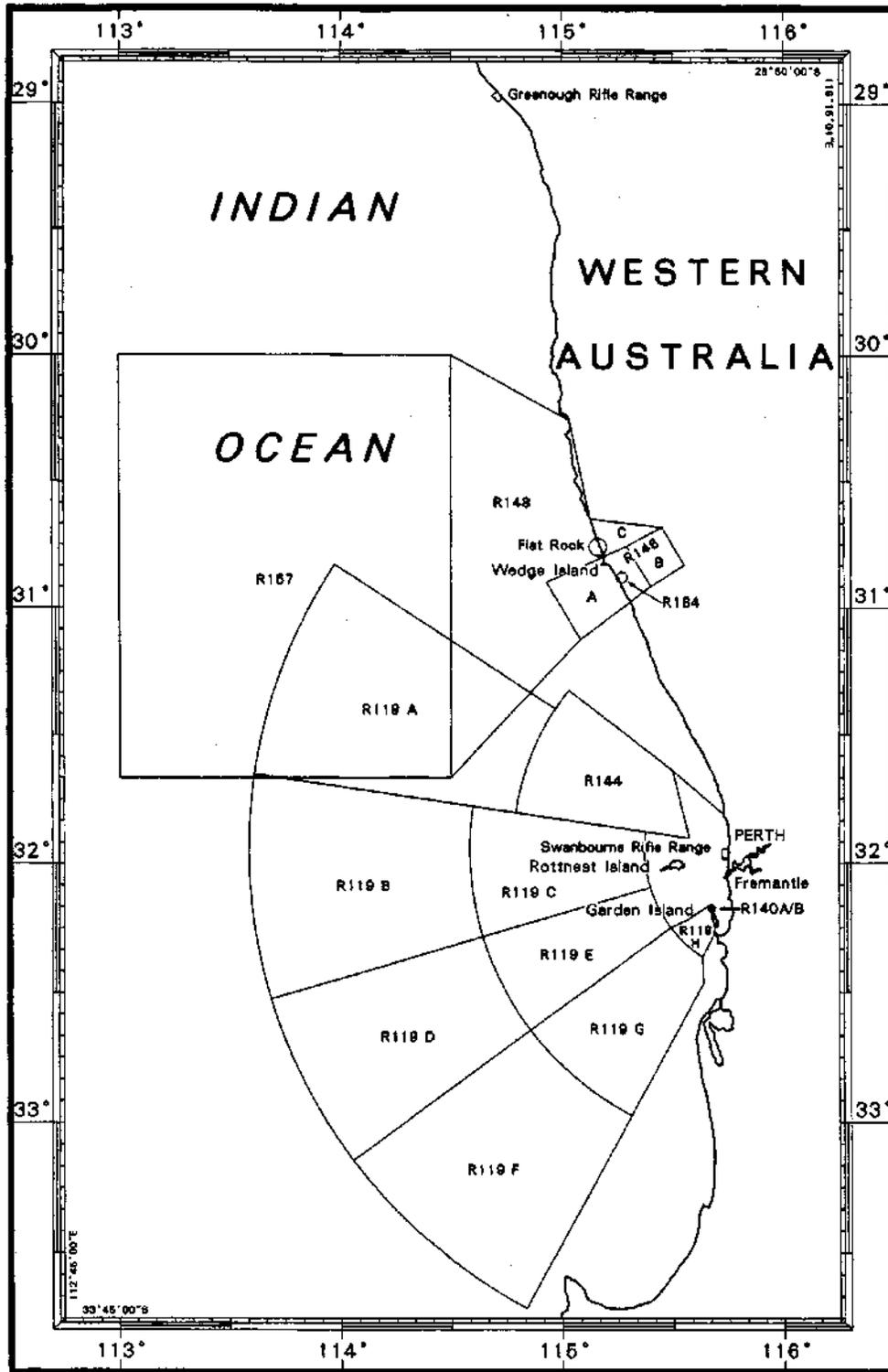
The Time Zone description is GOLF (-7). Daylight Savings Time is not observed.



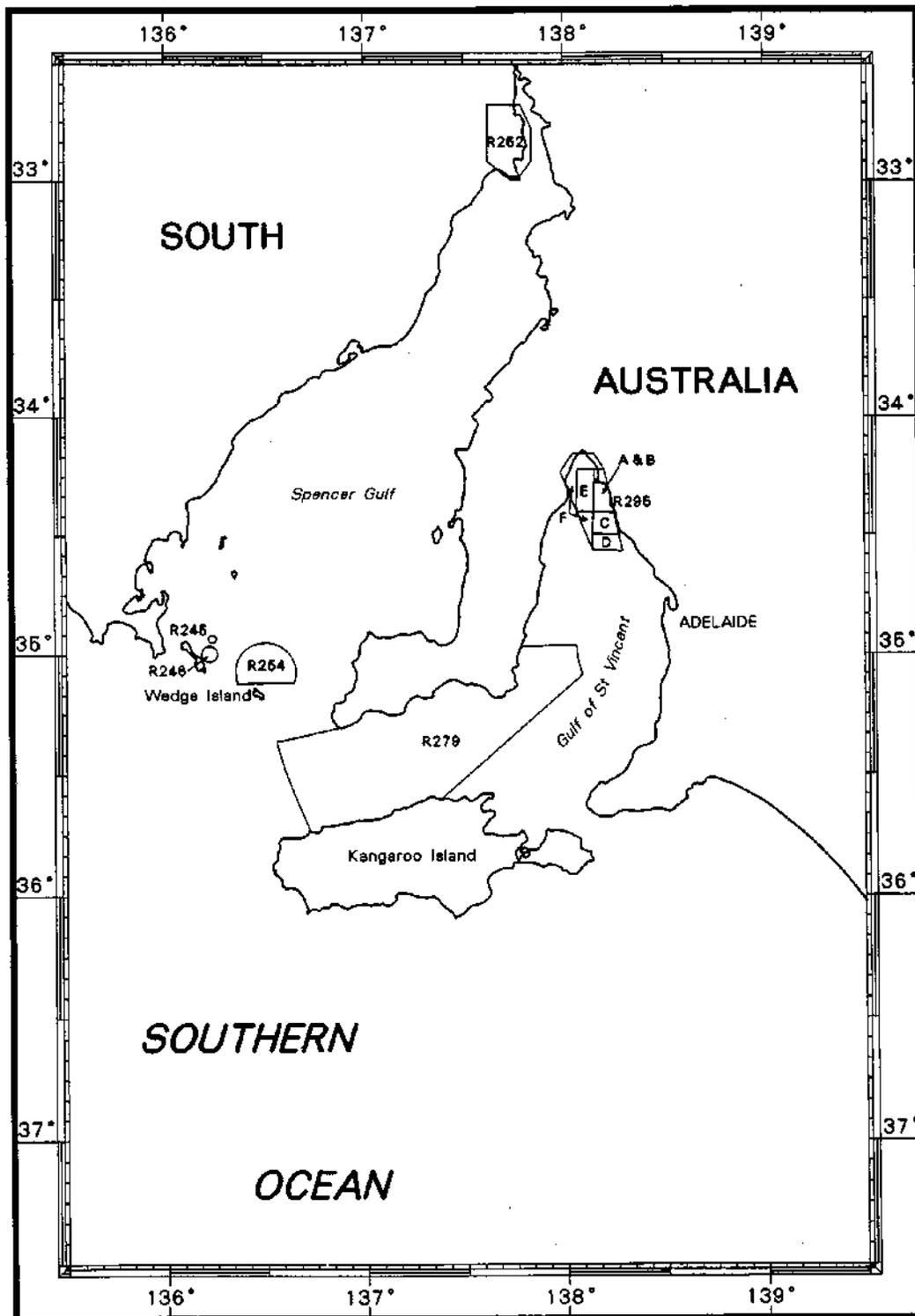
Chartlet No. 9



Chartlet No. 7



Chartlet No. 8



Chartlet No. 10

Holidays

The following holidays are observed:

January 1	New Year's Day
First Monday after January 26	Australia Day
First Monday in March	Labor Day (Western Australia only)
Second Monday in March	Labor Day (South Australia only)
Third Monday in March	Canberra Day (Canberra only)
Good Friday	Variable
Easter Saturday (except Victoria and Western Australia)	Variable
Easter Monday	Variable
April 25	ANZAC Day
First Monday in June	Foundation Day
Second Monday in June	Queen's Birthday (except Western Australia)
Last Monday in September	Queen's Birthday (Western Australia only)
First Monday in October	Labor Day (Canberra, South Australia, and New South Wales only)
First Tuesday in November	Melbourne Cup Day (Western Australia only)
December 25	Christmas Day
December 26	Boxing Day

The following additional holidays in Australia are observed locally:

- Northern Territory:
 - Darwin Show Day (July)
 - Picnic Day (August)
- South Australia:
 - Brisbane National Show Day (August)
 - Proclamation Day (December)
- Tasmania:
 - Hobart Cup Day (February)
 - Hobart Regatta (February)
 - Eight Hours Day (March)

The following holidays are observed on Christmas Island:

January 1	New Year's Day
Chinese New Year	Variable

Good Friday	Variable
Hari Raya Puasa	Variable
Mari Raya Haji	Variable
December 25	Christmas Day

Industries

The main industries include mining, industrial and transportation equipment, food processing, chemicals, steel, fishing, electrical and electronic products, oil refining, textiles, shipbuilding, aircraft assembly, and tourism.

Agriculture is also a leading industry. Principal crops include wheat, fruits, barley, oats, rice, grapes, and sugarcane. Other major products are wool, poultry, and livestock.

Languages

English is the official language. There are some native dialects in use.

Mined Areas

The following areas are declared dangerous due to mines laid during the war of 1939-1945:

- Napier Broome Bay.**—An area within a circle, with a radius of 5 miles, centered on position 14°04'S, 126°40'E.
- Catier Island.**—An area within a circle, with a radius of 1 mile, centered on position 12°32.0'S, 123°32.5'E.

Due to the elapse of time, the risk in these areas to surface navigation is now considered no more dangerous than the ordinary risks of navigation. However, a very real risk still exists with regard to anchoring, fishing, or carrying out any form of submarine or seabed activity.

Navigational Information

The maritime territorial claims of Australia are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims Anxious Bay, Rivoli Bay, Encounter Bay, and Lacedpede Bay as internal waters.

Pollution

All vessels navigating within Australian territorial waters must report incidents involving the following:

- A discharge or probable discharge of oil, or noxious liquid substances in bulk, resulting from damage to the vessel or its equipment, or for the purposes of securing the

safety of a vessel or saving life at sea (**Harmful Substances (HS) Report**).

2. A discharge or probable discharge of harmful substances in packaged form, including those of freight containers, portable tanks, road and rail vehicles, and shipborne barges (**Marine Pollutants (MP) Report**).

3. Damage, failure, or breakdown of a vessel 15m long or greater which affects the safety of the vessel or results in the impairment of the safety of navigation.

4. A discharge of oil or noxious liquid substances in excess of that permitted under the current MARPOL Convention.

The pollution report (POLREP) should be sent to the Manager, Marine Environment Protection Standards in the Australian Maritime Safety Authority (AMSA), Canberra through AusSAR. AusSAR can be contacted 24 hours, as follows:

1. Telephone: +61-2-6230-6811
1-800-641-792 (toll free)
2. Fax: +61-2-6230-6868
3. Telex: 7162349 (computer connected)
4. E-mail: rdo@amsa.gov.au

Information required in the HS Report and the MP Report is given in the accompanying table.

Australia—Pollution Reports			
Identifier	Content	HS*	MP*
A	Name, call sign/ship station identifier, and flag	X	X
B	Date and time of event	X	X
C	Latitude/Longitude or	X	X
D	True bearing and distance		
E	True course	X	
F	Speed in knots and tenths of knots	X	
L	Intended track	X	
M	Radio communications (full names of stations)	X	X
N	Time of next report	X	
P	Pollution details, as described in the Key below	X ¹	X ²
Q	Ship information, as described in the Key below	X ³	X ³
R	Dangerous cargo lost overboard, as described in the Key below	X ⁴	X ⁵
S	Weather conditions	X	X
T	Name, address, telex, and telephone number of ship's owner and representative	X	X
U	Vessel size and type	X	X
X	Remarks	X ⁶	X ⁶
Key			
*	Sections of the reporting format which are inappropriate may be omitted from the report.		
X	Required information.		
X ¹	This information is required in the event of probable discharge. The following details should be included: <ol style="list-style-type: none"> 1 Type of oil or the correct technical name(s) of the noxious liquid substance on board. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 Quantity. 		

Key	
X²	<p>This information is required in the event of probable discharge. The following details should be included:</p> <ol style="list-style-type: none"> 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. <p>Information not immediately available should be sent in a supplementary message or messages.</p>
X³	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Condition of the vessel. 2 Ability to transfer cargo/ballast/fuel.
X⁴	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea. 2 UN number(s). 3 Pollution category (A, B, C, or D) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 An estimate of the quantity of the substances. 6 Whether lost substances floated or sank. 7 Whether loss is continuing. 8 Cause of loss. 9 Estimate of the movement of the discharge or lost substances, giving current position, if known. 10 Estimate of the surface area of the spill, if possible.
X⁵	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. 7 Whether lost cargo floated or sank. 8 Whether loss is continuing. 9 Cause of loss.
X⁶	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Action being taken with regard to the discharge and the movement of the vessel. 2 Assistance or salvage efforts which have been requested or which have been provided by others. 3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned.

Regulations

Port Priority Signals

In certain Australian ports, vessels of 35m or more in length (less in some ports), when navigating within the pilotage waters of the port and requiring a priority or right-of-way over other vessels, may display the following:

1. By day, when berthing or unberthing, the flag signals as prescribed in the Port Authority By-laws.
2. At night, two lights mounted vertically, 2m apart, the upper being green and the lower being red.

Quarantine

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS web site.

AQIS Seaports Home Page

<http://www.aqis.gov.au/shipping>

The QPAR details the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival. Vessels that do not submit a QPAR will be met by a quarantine officer on or shortly after arrival to complete the quarantine formalities. This will cause a delay to the vessel and additional AQIS charges.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

Vessel masters will also be required to complete the following AQIS forms:

1. The AQIS Ballast Water Update/Discharge Log.
2. The AQIS Ballast Water Treatment/Exchange Log.

Search and Rescue

AusSAR, a unit of the Australian Maritime Safety Authority (AMSA), has assumed responsibility for both maritime and aviation search and rescue operations.

When a ship or an aircraft is in distress in the Australian Search and Rescue Region (SRR), the boundaries of which are identical to the boundaries of the AUSREP area, assistance may be given by vessels in the vicinity and/or the following authorities:

1. Australian Maritime Safety Authority (AMSA) through AusSAR, specifically the Rescue Coordination Center Australia (RCC Australia), is responsible for search and rescue for civil aircraft, for merchant ships outside port limits, and for small craft beyond the capacity of regional SAR resources. RCC Australia, located in Canberra, coordinates aircraft and surface vessels involved in search and rescue operations within the Australian SRR and can be contacted by e-mail, as follows:

rccaus@amsa.gov.au

RCC Australia is also the Australian Mission Control Center (AUMCC) for the COSPAS/SARSAT International Satellite System used for the detection of distress beacons. It is manned continuously and may be contacted through the AMSA HF DSC network or via INMARSAT.

2. The AMSA HF DSC Network, which has stations located in Wiluna (Western Australia) and Charleville (Queensland), is controlled from RCC Australia and will respond to initial calls on HF DSC. Vessels wishing to communicate with the HF DSC network (call sign RCC Australia; MMSI number 005030001) are required to initiate a DSC call on the International Distress Alerting Frequencies (4207.5 kHz, 6312.0 kHz, 8414.5 kHz, 12577.0 kHz, and 16804.5 kHz). The INMARSAT Land Earth Station (LES) at Perth provides communications through both the Indian Ocean Region (IOR) and Pacific Ocean Region (POR) satellites. Details of Australian Maritime Communications Stations (MCS) can be found in relevant International Telecommunications Union (ITU) and ALRS publications.

3. The Royal Australian Air Force (RAAF) is responsible for SAR operations involving Australian and foreign military land-based aircraft, but may provide assistance to other SAR authorities.

4. The Royal Australian Navy (RAN) is responsible for SAR in respect to naval ships and aircraft.

5. State and Territory Police Forces are responsible for SAR operations involving fishing vessels and pleasure craft within the limitations of their SAR resources.

Ships fitted with suitable radio equipment can make a significant contribution to safety by guarding an appropriate International distress frequency for as long as practicable, whether or not required to do so by regulations.

All Australian port radio stations use VHF channel 67 to supplement VHF channel 16 as a distress, safety, and calling frequency.

Masters of vessels operating within the Australian Search and Rescue Region (SRR) are advised that an Australian Government protocol for ships assisting people in distress at sea is now in place (2002). This protocol sets out important principles that must be recognized to ensure a smooth post-rescue effort while minimizing the disruption to the intended voyage of the rescuing vessel. It provides guidance to ships' masters on the processes to be followed in relation to landing people who have been rescued at sea. Copies of the protocol can be obtained from the web site listed below.

Protocol for Commercial Shipping Rescuing Persons at Sea in or Adjacent to the Australian Search and Rescue Region

http://www.dotrs.gov.au/transinfra/sea_rescue_protocol.htm

Submarine Operating Areas

Australian submarines may be encountered by day or at night while operating in any of the waters off the Australian coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

Australian escort vessels fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are exercising in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged in an exercise area at a depth too great to show the periscope may show the following pyrotechnic or smoke candle signals:

1. White smoke candles (with flame), yellow smoke candles, or yellow and green pyrotechnic flares indicate the submarine's position in response to a request from a ship or aircraft or as required.

2. Red pyrotechnic flares (may be accompanied by smoke candles repeated as often as possible) indicate that the submarine is carrying out emergency surfacing procedure. Vessels should keep clear and must not stop their propellers. Vessels must also standby to render assistance.

If the red pyrotechnic flare signal is sighted and the submarine does not surface within 5 minutes, it should be

assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted.

White smoke candles burn for up to 15 minutes; they emit white smoke and flame and can be seen day and night. Caution is necessary as they can be easily confused with the smoke and flame of aircraft marine markers and floats.

Yellow smoke candles burn for about 5 minutes; they emit yellow smoke. They can be seen more easily in rough weather than the white smoke candles, but they cannot be seen at night.

Navigation Lights

Australian submarines have their masthead and side lights placed well forward and very low over the water in proportion to their length and tonnage. In particular, some submarines can only show a forward masthead light in calm confined waters. Other submarines may have the forward masthead light situated lower than the side lights. In addition, the main masthead light may be situated well forward of the midpoint of the submarine's length.

The stern light may be placed very low, and may, at times, be partially obscured by spray and wash. In some cases, the stern light will be well forward of the aft part of the submarine and will not give a true indication of the submarine's length. The stern lights are invariably situated lower than the side lights.

The aft anchor light of a nuclear submarine is mounted on the upper rudder which is some distance astern of the hull's surface waterline. Hence, care must be taken to avoid confusing the submarine with two separate vessels of less than 50m in length.

The overall arrangement of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface and the fact that some submarines are nuclear powered dictates particular caution when approaching such vessels.

Nearly all Australian submarines are fitted with an amber quick-flashing light situated 1 to 2m above the main steaming light. This additional light is for use as an aid to identification in narrow waters and areas of dense traffic. Australian submarines will normally exhibit this identification light under the above conditions and when entering or leaving a harbor at night.

Australian Collins class submarines exhibit a very quick flashing yellow identification light (120 flashes per minute). This identification light should not be confused with an air-cushioned vessel operating in a non-displacement mode, which displays the same light.

Sunken Submarine

A submarine which is bottomed and unable to surface will try to indicate its position by firing candles giving off yellow or white smoke, either on the approach of surface vessels or at regular intervals. Yellow candles will be used as much as possible by day.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may have only a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally

important that surface ships refrain from discharging anything which might appear to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste many valuable hours in investigating these false contacts.

Some Australian submarine pyrotechnics can be fitted with message carriers. If a message has been attached, the pyrotechnic will be fitted with a dye marker, giving off a yellowish-green color on the surface. Such a pyrotechnic should be recovered as soon as it has finished burning.

Australian Collins class submarines are fitted with a Submarine Launched EPIRB (SERB), which will be described later in this section.

In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action. The sighting of any beacon should at once be reported by the quickest available means to the Rescue Coordination Centre Australia, the Navy, or the police. However, if vessels are unable to establish communications without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident. Every effort should be made to include in the report the serial number of the beacon; this number is affixed on top of the SERB.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping, as follows:

1. Until rescue vessels are known to be standing by.
2. Conditions inside the submarine deteriorate to such an extent that an escape must be attempted.

It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. Any ship finding a SERB should not therefore leave the position but stand by well-clear ready to pick up survivors.

On arrival at the surface, crew members may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crew members may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crew members in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be safe.

If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Submarine Emergency Radio Beacon (SERB)

The SERB is made of aluminum, colored orange, and is cylindrical in shape, with two whip aerials. The beacon is fitted with an automated transmitting unit, with a battery life of 48 hours, and operating on the following frequencies:

- a. 406.025 MHz—COSPAS/SARSAT.
- b. 243 MHz—Military Air Guard.
- c. 121.5 MHz—Civil Air Guard.

Submarine Launched Expendable Communications Buoy (ECB)

The ECB is a silver tube about 1.1m long and 0.1m in diameter. The aerial is kept above water by a flotation collar about 0.4m in diameter. This buoy is used for tactical communications between submarines and other warships/aircraft. It can, however, be fired in an emergency default mode, in which case it will transmit a SABRE tone on 243MHz Military Air Guard.

Time Zone

Australia is covered by multiple Time Zones, as follows:

1. Northern Territory—The observed Standard Time is 9 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.
2. South Australia—The observed Standard Time is 9 hours 30 minutes fast of UT(GMT). Daylight Savings Time (10 hours 30 minutes fast of UT(GMT)) is maintained from the last Sunday in October until the Saturday before the last Sunday in March of the following year.
3. Western Australia—The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Moonah Place, Yarralumla, Canberra, Australian Capital Territory 2600.

The mailing address is APO AP 96549.

U. S. Embassy Australia Home Page
<http://canberra.usembassy.gov>

Vessel Traffic Service

The Australian Ship Reporting System (AUSREP)

The Australian Ship Reporting System (AUSREP) is compulsory for Australian-registered commercial vessels and for foreign vessels on voyages between Australian ports. All other vessels are encouraged to participate when within the AUSREP area.

The objective of the AUSREP system is to contribute to the safety of life at sea by:

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a SAR action.
3. Providing up-to-date information on all shipping resources available in the area, in the event of SAR action.

The AUSREP area, and Australian SAR region, covers the coast of Australia, as well as the coast of Antarctica between

75°E and 163°E, and extends N to approximately 6°S at its W limit and to 12°S at its E limit. The limits are best seen in the accompanying graphic.

The system is operated by the Australian Maritime Safety Authority (AMSA) through AusSAR, specifically the Rescue Coordination Center Australia (RCC Australia).

Telephone: AusSAR AUSREP +61(0)2 6230 6880
 AusSAR Maritime +61(0)2 6230 6811
 Facsimile: +61(0)2 6230 6868
 Address: P.O. Box 2181
 Canberra ACT 2601
 Australia
 Internet: <http://www.amsa.gov.au/amsa/sar.htm>

The AUSREP/REEFREP Interface, a two-way automatic data exchange interface, has been implemented between the REEFREP Ship Reporting System and the existing AUSREP system. This will avoid the need for dual reporting by vessels when participating in the AUSREP and REEFREP systems and will enhance the information available in each system. Further information about REEFREP can be found in Pub. 127, Sailing Directions (Enroute) East Coast of Australia and New Zealand.

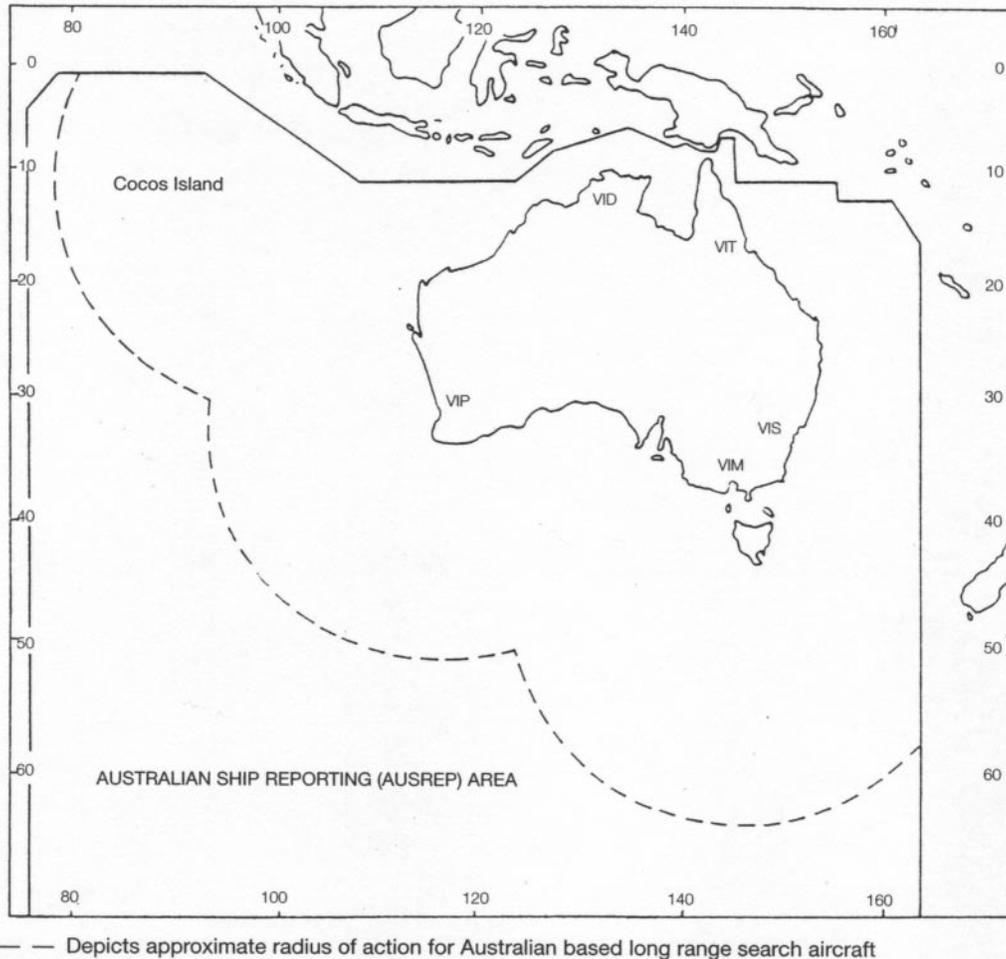
On departure from an Australian port or on entering the AUSREP area, the following procedures are applicable:

1. Masters are to send a Sailing Plan (SP) to RCC Australia.
2. A computerized plot is maintained of the vessel's estimated position.
3. Position updates can be done by either of the following methods:
 - a. Position Reports (PR) are sent to RCC Australia each day between 2200 UTC and 0800 UTC at the time that has been nominated by the vessel's master so that a report is received at least every 24 hours. Dates and times shall be in Coordinated Universal Time (UTC).
 - b. Masters may agree to their vessels being queried via INMARSAT-C which, when requested, will automatically send a PR.
4. On arrival at the destination or on final departure from the AUSREP area, a Final Report (FR) should be sent to RCC Australia.
5. Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, a Deviation Report (DR) should be sent to the MRCC.

6. All dates and times used in AUSREP reports are to be in Coordinated Universal Time (UTC).

Sailing Plan (SP).—The SP is sent up to 24 hours prior to joining the AUSREP system, with the following exceptions:

1. At ports within the REEFREP area, the SP must be sent prior to departure.
2. At other Australian ports, the SP may be sent up to 2 hours after departure.
3. When entering the system from sea at an ocean boundary, the SP may be sent 24 hours prior to entering the area or up to 2 hours after crossing the boundary.



The SP contains information necessary to initiate a plot and give an outline of the intended passage. If a vessel does not sail within 2 hours of the time stated in the SP, then that SP must be canceled and a new one sent.

In the case of a foreign vessel departing on an overseas voyage from an Australian port, if the Master does not intend to send AUSREP Position Reports, this fact must be indicated in the SP by the inclusion of the word NOREP in place of the nominated daily reporting time in Field N; amplifying remarks may be included in Field X. Under this option, RCC Australia will not undertake SAR action unless specific information is received which indicates an air search is warranted. However, a NOREP vessel must still comply with the mandatory REEF-REP reporting requirements when the vessel enters the REEF-REP area.

The AUSREP report format for an SP is given in the accompanying table.

Position Report (PR).—The PR is sent at the Date/Time of Next Report as listed in Field N of the Sailing Plan. These reports must be sent between 2200 UTC and 0800 UTC at the nominated daily reporting time until and including the day of arrival in, or departure from, the AUSREP area. The interval between PRs should not exceed 24 hours.

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position and course of the vessel at the designated reporting time. However, the speed should be the anticipated speed until the next report time.

The PR is normally automatically processed by RCC Australia, but may not be seen by an operator. If the PR contains important additional safety information that requires the immediate attention of the operator, the word “ALERT” should be placed in Format Field X of the PR. The word “ALERT” should be used only to identify important safety information for immediate action.

The ETA at port of destination or AUSREP area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

The AMSA has introduced the use of INMARSAT-C polling as an option to replace the submission of PRs; polling is the preferred method of sending a PR to RCC Australia. Vessels can request RCC Australia to poll the vessel using INMARSAT-C by inserting the word “POLL” in Format Field N of the SP instead of nominating a Date/Time of Next Report. Polling involves RCC Australia sending a signal to the vessel’s

INMARSAT-C terminal to prompt an automatic position report, which includes the vessel's position, course, and speed. INMARSAT-C polling eliminates the need for a manual submission of the PR. Sailing Plans, Deviation Reports, and Final Reports must still be submitted as normal.

The AUSREP report format for a PR is given in the accompanying table.

Deviation Report (DR).—A DR must be sent to RCC Australia if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the last SP or PR. A DR can also be sent when any other voyage details are altered.

Failure to send an appropriate DR may have a negative effect on SAR operations. If the vessel is in distress and has not sent out a distress message, the AUSREP procedures may result in RCC Australia initiating an air search to locate the vessel. The search aircraft will start looking in the area related to the vessel's route and speed as indicated in the SP and subsequent PRs. If the vessel has not submitted a DR when there is a change in route and speed, the search aircraft may be unable to find any survivors. It is in the vessel's best interest to keep RCC Australia up-to-date on all voyage details.

The AUSREP report format for a DR is given in the accompanying table.

Final Report (FR).—An FR is sent, as follows:

1. For vessels enroute overseas and departing the AUSREP area, the FR should be sent at the AUSREP boundary.

2. For vessels ending a voyage at an Australian port within the REEFREP SRS area, the FR must be sent at the last REEFREP reporting point

3. For vessels ending a voyage at any other Australian port, the FR can be sent within 2 hour's steaming of the port or pilot station. Under no circumstances should the FR be sent more than 2 hours prior to arrival.

As an alternative, the FR may be telephoned to RCC Australia immediately after berthing, but not more than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should be sent via the appropriate coast radio station or INMARSAT-C.

The AUSREP report format for an FR is given in the accompanying table.

Overdue AUSREP Reports.—AUSREP is a positive reporting system. If a PR or an FR is not received by RCC Australia within 2 hours of the expected time, action is taken to determine the vessel's location and confirm the safety of the crew. It should be noted that in some parts of the AUSREP area, the ability to conduct an air search may be restricted by aircraft range limitations.

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR or an FR, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

The action taken by RCC Australia if a report is not received as expected will depend on the prevailing circumstances, but will generally include the following:

1. Internal checks to establish if the vessel's report has been received by RCC Australia.

2. For INMARSAT-equipped vessels, an attempt to contact the vessel directly.

3. Attempts to contact the vessel via HF DSC.

4. When 6 hours overdue, a broadcast of the vessel's call sign, with REPORT IMMEDIATE preceding traffic lists, indicating concern due to non-receipt of the PR or FR.

5. Extensive communication checks with Australian and overseas CRS, owners, agents, and other ships are carried out to trace the last sighting or contact with the vessel.

6. When 21 hours overdue, the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator.

By the time 21 hours have elapsed, search planning will be in progress and details included in NAVAREA X and facsimile weather broadcasts. By the time the report is 24 hours overdue, positive SAR action will have been initiated to locate the vessel. It should be noted that resources available for an air search decrease with the distance from an Australian base and that the times may differ if the vessel is participating in INMARSAT-C polling.

Sending an AUSREP report.—AUSREP reports can be sent, as follows:

1. In an Australian port.—All reports should be made from the vessel directly to RCC Australia, in order to avoid delays that may be associated with using intermediate agencies. Collect telephone calls, facsimile messages, or INMARSAT-C may be used to send an SP or an FR.

2. Via INMARSAT.—Reports must be addressed RCC Australia and sent via the Pacific Ocean Region (POR) or Indian Ocean Region (IOR) satellites to Xantic Land Earth Station (LES) Perth. These procedures apply only to AUSREP messages. Calls are free of charge when submitted within the AUSREP area.

INMARSAT-C fitted vessels will not be charged for messages sent via INMARSAT-C if these procedures are followed: Select Special Access Code (SAC) 43 through Xantic LES Perth only; Pacific Ocean (222) or Indian Ocean (322).

INMARSAT-A, B, or M fitted Ship Earth Stations will be charged for messages sent via INMARSAT-A, B, or M to RCC Australia.

While participating in AUSREP, vessels should ensure that their INMARSAT equipment remains active in the LOGIN mode at all times.

The preferred method of submitting an AUSREP report is via INMARSAT-C using the previously-described polling option as opposed to sending the reports manually.

Reports to AMVER.—While participating in AUSREP, masters may also wish their reports to be forwarded for inclusion in the AMVER system operated by the U.S. Coast Guard. This should be indicated by including the word "AMVER" in Format Field Y in each message.

For vessels participating in INMARSAT-C polling, if Format Field Y in an SP indicates that the reports are to be passed to AMVER, the AUSREP system will automatically forward PRs to AMVER.

An AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system.

Reports to other reporting systems.—Reports from ships to other reporting systems (JASREP, etc.) are not forwarded by RCC Australia. Ship are requested to pass these reports direct.

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
A	Vessel name, call sign and IMO number.	X	X	X	X
B	Date/time of position.		X	X	
C	Position (latitude and longitude).		X	X	
E	Course.	R	X	A	
F	Speed (vessel's anticipated average speed, in knots and tenths of knots, until next report).	X/R	X	A	
G	Name of last non-Australian port of call.	A			
H	Date/time and point of entry into AUSREP area (point is either the Australian port of departure or the latitude/longitude of crossing the AUSREP area boundary).	X			
I	Next foreign (non-Australian) destination and ETA.	A		A	
J	Coastal pilotage details: 1. Yes/no. 2. Last name of pilot. 3. License number of pilot.	R		A	
K	Date/time and point of exit from the AUSREP area (the point is either the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive).	X		A	X
L	Route (vessel's intended track—state rhumb line or coastal, great circle, or composite with limiting latitude).	X/R		A	
M	Coast radio maritime communication stations monitored (include INMARSAT A and C numbers, if fitted).	X		A	
N	Date and time (UTC) of next report. (See Note 1 below.)	X	X	X	
O	Draft, fore and aft, in meters and tenths of meters.	R			
P	Cargo.	R		A	
Q	Defects or other limitations.	A		A	
R	Pollution (or reports of any seen).	A		A	
U	Vessel type, length (in meters), and gross tonnage.	R			
V	Medical personnel carried.	X			
X	Remarks.	A	A	A	X
Y	Request to relay a report to AMVER. (See Note 2 below.)	A	A	A	A

Key:

1. X—Required field
2. R—Vessels transiting the REEFREP Ship Reporting System should also include these fields.
3. A—Include if appropriate.

Notes:

1. See text under Sailing Plan for vessels electing not to participate in the AUSREP system. When polling is selected as the method of position reporting, the word "POLL" should be included in this section.
2. Place the word "AMVER" in Format Field Y; do not separate the letters in the word "AMVER" by spaces, as this may disrupt the computer processing. Masters should note that an AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system.



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General

Bahrain is comprised of a group of islands in the Persian Gulf lying midway between Qatar and the mainland of Saudi Arabia. Bahrain, the largest and highest island of the group, is about 30 miles long and 10 miles wide. Al Muharraq, lying close NE, is about 4 miles long and 1 mile wide; it is connected to Bahrain by a causeway. The country also includes the islands of Sitrah, Umm Nasan, Jiddah, and several other small islets. Bahrain has a dispute with Qatar concerning territorial claims over the Hawar Islands.

The terrain is formed by mostly low, desert plain.

The climate is hot and humid during the summer, with somewhat mild winters.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Bahraini dinar, consisting of 1,000 fils.

Firing Areas

Naval firing practices (surface-to-surface and surface-to-air) take place within an exercise area enclosed by the following:

- 26°34'N, 50°50'E.
- 26°34'N, 50°36'E.
- 26°40'N, 50°36'E.
- 26°40'N, 50°50'E.

Government



Flag of Bahrain

Bahrain is a traditional monarchy. The country is divided into 12 municipalities

Bahrain is governed by a king, who appoints the Prime Minister and the Cabinet. The bicameral Parliament consists of a 40-member Shura Council (appointed by the king) and a 40-member House of Deputies (directly elected to 4-year terms).

The legal system is based on Islamic law and English common law.

The capital is Manama (Al Manamah), on the island of Bahrain.

Holidays

The following holiday is observed:

December 16 or 17 Bahrain National Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Crude oil production and refining are the major industries. Other industries include aluminum smelting, ship repair, offshore banking, fishing, and the manufacture of furniture, building materials, and consumer goods. Agriculture includes dates, fruits, vegetables, poultry, and livestock.

Languages

Arabic is the official language. English, Farsi, and Urdu are also widely spoken.

Mined Areas

Vessels are advised that Mined Areas exist in the N part of the Persian Gulf. Further information should be obtained from the local authorities. Mine sightings should be reported to the

naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of Bahrain are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.

Regulations

General

Liquor trafficking between vessels alongside wharves or between vessels and the shore is strictly prohibited.

Notification

It is compulsory for all ships entering Bahrain waters for reasons other than berthing at Mina Salman, ASRY, BAPCO, ALBA, or any other private jetties to obtain prior written permission from the Port Director before anchoring in Bahrain waters.

Search and Rescue

The Directorate of Ports is responsible for coordinating maritime search and rescue operations in Bahrani territorial waters.

Bahrain Maritime Operations Center (A9M) maintains a continuous listening watch on international distress frequencies.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Building 979, Road 3119, Block 321, Zinj, Manama (Al Manamah).

The mailing addresses are, as follows:

1. Bahrain address—
Box 26431
Manama
2. U.S. address—
PSC 451
FPO AE (09834-5100)

U. S. Embassy Bahrain Home Page
<http://www.usembassy.com.bh>



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General

Bangladesh, formerly East Pakistan, lies in southern Asia and borders the Bay of Bengal. It is bounded on the W, N, and NE by India; on the S by the Bay of Bengal; and on the SE by Burma. In 1992, India granted Bangladesh a 999-year lease of the Tin Bigha corridor linking the enclaves of Angarpota and Dahagram.

The terrain consists mostly of a flat alluvial plain, with some hills in the SE part.

The climate is tropical monsoon with heavy rains, heat, and extreme humidity. Rain falls heavily during the monsoon season from June to October.

The short winter season, from October to March, is dry and cool.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the taka, consisting of 100 poisha.

Firing Areas

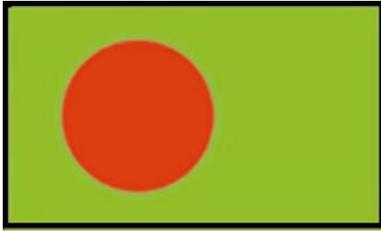
Military firing practice takes place regularly off the coast of Bangladesh. Notice of firing exercises and the areas involved are promulgated through coastal warnings and by local notices to mariners. Vessels should navigate with caution.

Government

Bangladesh is a parliamentary democracy. The country is divided into six divisions.

Bangladesh is governed by a President, who is elected for a 5-year term by the Parliament. The Prime Minister is appointed by the President. The Parliament consists of 300 directly-elected members serving 5-year terms.

The legal system is based on English common law. The capital is Dhaka (Dacca).



Flag of Bangladesh

Holidays

The following holidays are observed:

February 21	Shahid Day (Martyr's Day)
May 1	May Day
March 26	Independence Day
April 15	Bengali New Year's Day
November 7	National Revolution and Solidarity Day
December 16	Victory Day
December 25	Christmas Day

Hindu holidays, which are subject to the appearance of the moon, include Jamat-Ul-Vida, Buddha Purnima, Janamash-tami, and Durga Puja (Dashami).

Islamic holidays, which are subject to the appearance of the moon, include Shab-e-Barat, Shab-e-Qadr, Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

The major industries include jute manufacturing, cotton textiles, food processing, steel, aluminum, paper, newsprint, cement, fertilizer, fishing, light engineering, and livestock raising.

The main agricultural crops are jute, rice, sugarcane, wheat, tobacco, tea, and potatoes.

Languages

Bengali is the official language. English is also used.

Navigational Information

The maritime territorial claims of Bangladesh are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	18 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	The Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Nuclear-powered vessels and vessels transporting nuclear materials or other radioactive substances are required to give notice prior to entering the territorial sea.

** Also considered a Security Zone.

Search and Rescue

The Bangladesh Department of Shipping is responsible for coordinating search and rescue operations. A Maritime Rescue Coordination Center (MRCC) is located in Dhaka. A network of coast radio stations maintain a continuous listening watch on international distress frequencies.

Signals

Storm Signals

The General System, the Brief System, or the Extended System of storm signals may be used in Bangladesh ports. For further information, see India—Signals—Storm Signals.

Time Zone

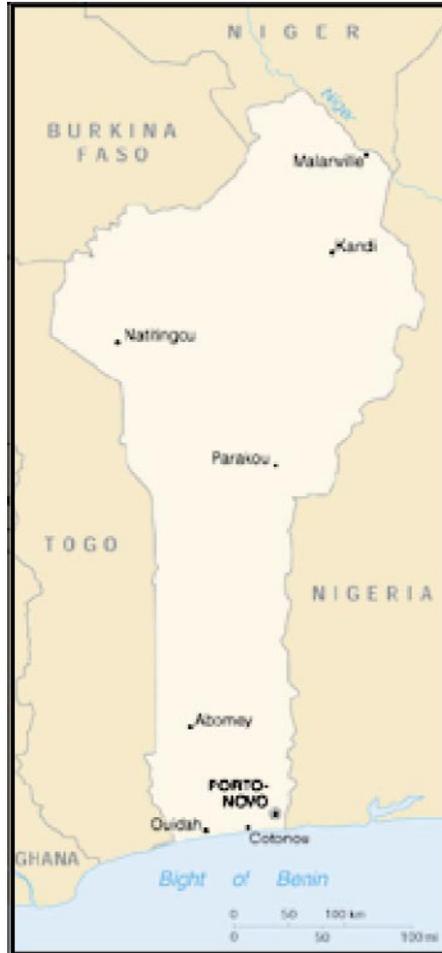
The Time Zone description is FOXTROT (-6). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at the Diplomatic Enclave, Madani Avenue, Baridhara, Dhaka.

The mailing address is G.P.O. Box 323, Dhaka 1000.

U. S. Embassy Bangladesh Home Page
<http://dhaka.usembassy.gov>



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General

Benin, formerly Dahomey, is bounded on the E by Nigeria, on the N by Niger and Burkina Faso, on the W by Togo, and on the S by the Gulf of Guinea. Its coast, 65 miles long, is flat and sandy with scattered lagoons and mangrove swamps.

The country extending inland is flat and covered with tropical vegetation. The ground rises gradually, about 50 miles inland, to a plateau that attains elevations of 304 to 487m.

The far N region of the country consists of a featureless plateau that attains an elevation of about 760m and slopes down toward the Niger River, on the N border.

The climate is equatorial in the coastal region, with a long rainy season from March to July and a short rainy season from October through November. The dry season increases away from the coast, with some inland areas having rain only between May and September.

The country has average temperatures of 27.8°C in January and 25°C in July.

Buoyage System

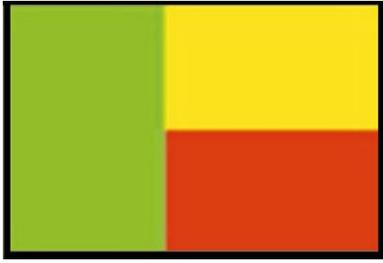
The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the franc CFA (French African Community franc), consisting of 100 centimes.

Government

Benin is a republic. The country is divided into 12 departments.



Flag of Benin

Benin is governed by a directly-elected President serving a 5-year term. The unicameral National Assembly consists of 83 directly-elected members serving 4-year terms.

The legal system is based on French civil law and customary law.

The capital is Porto-Novo. Cotonou is the seat of government.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 10	Traditional Religions Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitmonday	Variable
August 1	Independence Day
October 26	Armed Forces Day
November 1	All Saints' Day
November 30	National Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), and the Prophet's Birthday.

Industries

The major industries are palm-oil processing, cement, sugar, livestock raising, forestry, chemicals, paper, and textiles. An offshore oil field is being developed.

Crops include cassava, yams, maize, sorghum, millet, beans, rice, groundnuts, cotton, sugarcane, coffee, and tobacco.

Languages

French is the official language. The tribal languages of Fon and Yoruba are used in the S region; at least six other tribal dialects are used in the N.

Navigational Information

The maritime territorial claims of Benin are, as follows:

Territorial Sea	200 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

The Port of Cotonou is responsible for coordinating search and rescue operations. A Maritime Rescue Coordination Center (MRCC) is located at Cotonou.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Rue Caporal Bernard Anani, Cotonou.

The mailing address is 01 BP 2012, Cotonou.

U. S. Embassy Benin Home Page
<http://cotonou.usembassy.gov>



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General

Brazil is located in the NE part of South America and borders the Atlantic Ocean. It is bounded on the N by French Guiana, Suriname, Guyana, and Venezuela; on the W by Colombia, Peru, Bolivia, Paraguay, and Argentina; and on the S by Uruguay.

The greater part of the country consists of hilly uplands, plateaus, and low mountains. There is a narrow coastal belt but very little of the land can be considered a plain, except for the area in the upper Amazon Basin.

The Amazon River and its tributaries, which traverse the heavily-wooded N lowlands, form the greatest river system in the world and provide over 13,700 miles of channels that are

safe for navigation. The headwaters of the Amazon drain the Andes from Colombia to Bolivia. The river is 3,500 miles long and rises in Lago Lauricocha, Peru, about 100 miles NNE of Lima.

The coast is about 4,000 miles long and is mostly fronted by low, flat beaches. Numerous small rivers reach the shore but are seldom navigable for more than a few miles.

The climate is mostly tropical, but factors such as elevation, distance from the sea, and prevailing winds cause some variation and temperatures are not extreme.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Offshore Oil Exploration

Offshore oil exploration is taking place on the continental shelf off the N and E coasts of Brazil. The main areas of exploration are, as follows:

1. The N approaches to the Amazon River.
2. Between Ponta de Itapage (2°51'S., 39°57'W.) and Cabo Calcanhar (5°10'S., 35°29'W.).
3. Between Maceio (9°40'S., 35°40'W.) and Aracaju (11°00'S., 37°02'W.).
4. Off Salvador (13°00'S., 38°30'W.).
5. Off Caravelas (17°45'S., 39°10'W.).
6. Off Vitoria (20°10'S., 40°15'W.).
7. Southeast of Cabo de Sao Tome (22°00'S., 40°59'W.).

Within these areas, numerous oil drilling rigs, platforms, and associated structures may be encountered. In addition, vessels

should use caution as drilling rigs may also be carrying out operations on the continental shelf outside of the above areas.

Mobile drilling rigs and temporary lighted buoys are not charted; however, their positions may be promulgated from time to time by Brazilian Notice to Mariners.

Light Vessels

Light vessels in Brazil display a secondary light from their sterns, which should be taken into account when passing a light vessel.

Currency

The official unit of currency is the real, consisting of 100 centavos.

Firing Areas

Firing exercises are promulgated by local Radio Navigational Warnings. The following exercise areas are used by the Brazilian Navy:

1. **Area B-1** (SSE of Ponta Negra)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°10'00"S, 42°12'30"W.
- b. 23°10'00"S, 42°45'06"W.
- c. 23°35'00"S, 42°45'06"W.
- d. 23°35'00"S, 42°12'30"W.

2. **Area B-2** (S of Cabo Frio)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°10'00"S, 41°40'12"W.
- b. 23°10'00"S, 42°12'30"W.
- c. 23°35'00"S, 42°12'30"W.
- d. 23°35'00"S, 41°40'12"W.

3. **Area B-3** (S of Cabo Frio)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°35'00"S, 41°40'12"W.
- b. 23°35'00"S, 42°12'30"W.
- c. 24°00'00"S, 42°12'30"W.
- d. 24°00'00"S, 41°40'12"W.

4. **Area B-4** (SSE of Ponta Negra)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°35'00"S, 42°12'30"W.
- b. 23°35'00"S, 42°45'12"W.
- c. 24°00'00"S, 42°45'12"W.
- d. 24°00'00"S, 42°12'30"W.

5. **Area C-1** (Saquarema approaches)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 22°56'12"S, 42°45'06"W.
- b. 22°56'12"S, 42°12'30"W.
- c. 23°10'00"S, 42°12'30"W.
- d. 23°10'00"S, 42°45'06"W.

Anchorage and fishing are prohibited.

6. **Area C-2** (Cabo Frio)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 22°45'00"S, 41°58'00"W.
- b. 22°45'00"S, 41°40'12"W.

c. 23°10'00"S, 41°40'12"W.

d. 23°10'00"S, 42°12'30"W.

e. 22°56'12"S, 42°12'30"W.

Anchorage and fishing are prohibited.

7. **Area C-3** (E of Cabo Frio)—Gunnery exercises.—Enclosed by a line joining the following:

a. 22°45'00"S, 41°08'06"W.

c. 22°45'00"S, 41°40'12"W.

b. 23°10'00"S, 41°40'12"W.

d. 23°10'00"S, 41°08'06"W.

Anchorage and fishing are prohibited.

8. **Area C-4** (E of Cabo Frio)—Gunnery exercises.—Enclosed by a line joining the following:

a. 23°10'00"S, 41°40'12"W.

b. 23°10'00"S, 41°08'06"W.

c. 23°35'00"S, 41°08'06"W.

d. 23°35'00"S, 41°40'12"W.

Anchorage and fishing are prohibited.

9. **Area C-5** (ESE of Cabo Frio)—Gunnery exercises.—Enclosed by a line joining the following:

a. 23°35'00"S, 41°40'12"W.

b. 23°35'00"S, 41°08'06"W.

c. 24°00'00"S, 41°08'06"W.

d. 24°00'00"S, 41°40'12"W.

Anchorage and fishing are prohibited.

10. **Area Delta** (Ilha de Alcatrazes).—Enclosed by a line joining the following:

a. 24°06'00"S, 45°27'00"W.

b. 24°01'00"S, 45°35'00"W.

c. 24°02'00"S, 45°46'30"W.

d. 24°14'00"S, 45°51'00"W.

e. 24°15'00"S, 45°36'00"W.

The above area is reserved for surface gunnery exercises by the Brazilian Navy and is considered dangerous for navigating, fishing, and anchoring.

11. **Area D-1** (Barra do Porto do Rio de Janeiro)—Naval exercises.—Enclosed by a line joining the following:

a. 22°56'12"S, 43°16'42"W.

b. 22°56'12"S, 42°45'06"W.

c. 23°12'00"S, 42°45'06"W.

d. 23°13'30"S, 42°46'30"W.

e. 23°06'06"S, 42°54'00"W.

f. 23°13'30"S, 43°01'30"W.

g. 23°06'06"S, 43°09'12"W.

h. 23°13'30"S, 43°16'42"W.

12. **Area D-2** (Ilha Maricas)—Naval exercises.—Enclosed by a line joining the following:

a. 23°12'00"S, 42°45'06"W.

b. 23°28'12"S, 42°45'06"W.

c. 23°20'00"S, 42°54'00"W.

13. **Area D-3** (SE of Ilha Rasa)—Naval exercises.—Enclosed by a line joining the following:

a. 23°27'12"S, 42°46'30"W.

b. 23°28'12"S, 42°45'06"W.

- c. 23°42'18"S, 42°45'06"W.
- d. 23°34'18"S, 42°54'00"W.

14. **Area D-4** (SSE of Ilha Rasa)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°27'12"S, 43°01'30"W.
- b. 23°42'18"S, 42°45'06"W.
- c. 23°50'00"S, 42°45'06"W.
- d. 23°50'00"S, 43°16'42"W.
- e. 23°41'06"S, 43°16'42"W.

15. **Area D-5** (SSE of Ilha Rasa)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°13'30"S, 43°16'42"W.
- b. 23°20'00"S, 43°09'12"W.
- c. 23°27'12"S, 43°16'42"W.
- d. 23°20'00"S, 43°24'12"W.

16. **Area E-1** (Baia da Ilha Grande)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°00'00"S, 44°00'00"W.
- b. 23°00'00"S, 44°41'00"W.
- c. 23°25'00"S, 44°41'00"W.
- d. 23°25'00"S, 44°00'00"W.

17. **Area E-2** (Ilha Grande)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°00'00"S, 44°00'00"W.
- b. 23°00'00"S, 43°16'42"W.
- c. 23°13'30"S, 43°16'42"W.
- d. 23°25'00"S, 43°29'24"W.
- e. 23°25'00"S, 44°00'00"W.

18. **Area E-3** (Ilha Grande)—Naval exercises.—Enclosed by a line joining the following:

- a. 23°25'00"S, 44°00'00"W.
- b. 23°25'00"S, 43°29'24"W.
- c. 23°20'00"S, 43°24'12"W.
- d. 23°34'18"S, 43°09'12"W.
- e. 23°41'06"S, 43°16'42"W.
- f. 23°50'00"S, 43°16'42"W.
- g. 23°50'00"S, 44°00'00"W.

19. **Area E-4** (Restinga da Marambaia)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 23°50'00"S, 43°16'42"W.
- b. 23°50'00"S, 44°00'00"W.
- c. 24°15'00"S, 44°00'00"W.
- d. 24°15'00"S, 43°16'42"W.

Anchorage and fishing are prohibited.

20. **Area E-5** (S of Restinga da Marambaia)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 23°25'00"S, 44°30'00"W.
- b. 23°25'00"S, 44°00'00"W.
- c. 24°15'00"S, 44°00'00"W.
- d. 24°15'00"S, 44°30'00"W.

21. **Area F-1** (SW of Ilha de Sao Sebastiao)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 23°25'00"S, 45°08'42"W.
- b. 23°25'00"S, 45°04'18"W.
- c. 24°15'00"S, 45°04'18"W.
- d. 24°15'00"S, 45°34'30"W.
- e. 23°45'18"S, 45°34'30"W.

22. **Area F-2** (Approaches to Ilha de Sao Sebastiao)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 23°25'00"S, 45°04'18"W.
- b. 23°25'00"S, 44°30'00"W.
- c. 24°15'00"S, 44°30'00"W.
- d. 24°15'00"S, 45°04'18"W.

23. **Area R-1** (S of Ilha Rasa)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 23°50'00"S, 43°16'42"W.
- b. 23°50'00"S, 42°45'06"W.
- c. 24°15'00"S, 42°45'06"W.
- d. 24°15'00"S, 43°16'42"W.

24. **Area R-2** (S of Ilha Rasa)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 24°15'00"S, 43°16'42"W.
- b. 24°15'00"S, 42°45'06"W.
- c. 24°45'00"S, 42°45'06"W.
- d. 24°45'00"S, 43°16'42"W.

25. **Area S-1** (W of Ilha Rasa)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 24°15'00"S, 44°00'00"W.
- b. 24°15'00"S, 43°16'42"W.
- c. 24°45'00"S, 43°16'42"W.
- d. 24°45'00"S, 44°00'00"W.

26. **Area S-2** (Approaches to Ilha de Sao Sebastiao)—Gunnery exercises.—Enclosed by a line joining the following:

- a. 24°15'00"S, 45°04'18"W.
- b. 24°15'00"S, 44°00'00"W.
- c. 24°45'00"S, 44°00'00"W.
- d. 24°45'00"S, 45°04'18"W.

The following restricted areas are aerial spaces for firing practices and rocket launching, whose limits cover maritime areas:

1. **Aquiraz Area.**—A circular area with a radius of 2.7 miles centered at 3°55'00"S, 38°20'00"W, used for gunnery exercises. The area comes into operation once the NOTAM (Notice to Airmen) is promulgated.

2. **Jangada Area.**—A permanent area enclosed by a line joining positions a, b, c, d, and e, having positions c and d joined by an arc of 10 miles radius centered in position f.

- a. 3°03'00"S, 38°22'00"W.
- b. 3°14'00"S, 37°54'00"W.
- c. 3°36'00"S, 38°21'00"W.
- d. 3°38'00"S, 38°37'00"W.
- e. 3°37'00"S, 38°40'00"W.
- f. 3°43'00"S, 38°28'00"W.

3. **Barreira Area.**—A permanent area for missile launching enclosed by a line joining the following:

- a. 5°54'00"S, 35°11'00"W.
- b. 5°56'00"S, 35°11'00"W.
- c. 5°47'00"S, 34°56'18"W.
- d. 6°03'54"S, 34°57'12"W.

4. **Satelite Area.**—An area for rocket launchings enclosed by a line joining the following:

- a. 4°59'18"S, 34°31'36"W.
- b. 5°28'18"S, 34°09'42"W.
- c. 5°38'48"S, 35°02'30"W.
- d. 5°54'00"S, 35°11'00"W.
- e. 5°56'00"S, 35°11'00"W.
- f. 6°23'36"S, 34°19'54"W.

The area comes into operation once the NOTAM is promulgated.

5. **Pirangi Area.**—An area for firing exercises enclosed by a line joining positions a, b, c, and d, having as an inner limit an arc of 24 miles radius and as an outer limit an arc of 32 miles radius, both centered on position e.

- a. 6°03'54"S, 34°52'42"W.
- b. 5°49'30"S, 34°51'18"W.
- c. 5°47'48"S, 34°43'30"W.
- d. 6°07'00"S, 34°45'18"W.
- e. 5°54'30"S, 35°14'54"W.

The area comes into operation once the NOTAM is promulgated.

6. **Touros Area.**—An area for firing exercises enclosed by a line joining the following:

- a. 5°15'00"S, 34°45'00"W.
- b. 5°07'00"S, 34°38'00"W.
- c. 4°51'00"S, 34°57'00"W.
- d. 5°00'00"S, 35°03'00"W.

The area comes into operation once the NOTAM is promulgated.

7. **Marte Area.**—An area for gunnery exercises enclosed by a line joining the following:

- a. 5°26'00"S, 35°05'00"W.
- b. 5°18'00"S, 34°58'00"W.
- c. 5°01'00"S, 35°06'00"W.
- d. 5°01'00"S, 35°18'00"W.

The area comes into operation once the NOTAM is promulgated.

8. **Restinga Area.**—A circular area for firing exercises, permanent in nature, with a radius of 5.5 miles centered at position a, limited by a straight line joining positions b and c.

- a. 23°04'00"S, 43°52'00"W.
- b. 23°04'00"S, 43°47'20"W.
- c. 23°10'00"S, 43°52'00"W.

9. **Marambaia Area.**—An area for firing exercises enclosed by a line joining the following:

- a. 23°02'00"S, 43°51'00"W.
- b. 23°05'00"S, 43°51'00"W.
- c. 23°02'00"S, 43°35'00"W.
- d. 23°04'00"S, 43°35'00"W.

This is a permanent area under visual meteorological conditions and may come into operation once the NOTAM is promulgated.

10. **Atlantico Area.**—An exercise area enclosed by a line joining the following:

- a. 23°02'00"S, 43°36'00"W.
- b. 23°03'00"S, 43°35'00"W.
- c. 23°37'00"S, 44°07'00"W.
- d. 23°20'00"S, 44°22'00"W.

The area comes into operation once the NOTAM is promulgated.

11. **Moreia Area.**—An area for firing exercises enclosed by a line joining the following:

- a. 23°45'00"S, 42°30'00"W.
- b. 23°45'00"S, 43°10'00"W.
- c. 24°20'00"S, 43°10'00"W.
- d. 24°20'00"S, 42°30'00"W.

The area comes into operation once the NOTAM is promulgated.

12. **Campos Novos Area.**—A circular area with a radius of 1.1 miles centered at 22°42'30"S, 42°00'00"W, used for firing exercises. The area comes into operation once the NOTAM is promulgated.

13. **Oceano Area.**—A permanent area for military aircraft and firing practices enclosed by a line joining the following:

- a. 23°27'00"S, 43°52'00"W.
- b. 23°30'00"S, 43°50'00"W.
- c. 24°08'00"S, 44°35'00"W.
- d. 23°45'00"S, 44°44'00"W.

14. **Pinhal Area.**—An area bound by true bearings of 108° and 123° of Salgado Filho radiobeacon (Porto Alegre), forming a sector whose internal limit is an arc with a radius of 60 miles and whose outer limit is an arc with a radius of 85 miles, both centered at position 29°59'25"S, 51°09'48"W.

Government



Flag of Brazil

Brazil is a federal republic. The country is divided into 26 states and one federal district.

Brazil is governed by a directly-elected President serving a 4-year term. The bicameral National Congress consists of an

81-member Senate (two-thirds are directly elected, with the remaining one-third indirectly elected) serving 8-year terms and a 513-member Chamber of Deputies (directly elected according to proportional representation) serving 4-year terms.

The legal system is based on Roman codes.

The capital is Brasilia.

Holidays

The following holidays are observed:

January 1	New Year's Day
Carnival (the two days before Ash Wednesday)	Variable
Ash Wednesday (half day until 1300)	Variable
Good Friday	Variable
Easter Sunday	Variable
April 21	Martyrdom of Tiradentes
May 1	Labor Day
Corpus Christi	Variable
September 7	Independence Day
October 12	Nossa Senhora Aparecida
November 1	All Saints' Day
November 2	All Souls' Day
November 15	Proclamation of the Republic
December 24	Christmas Eve (half day)
December 25	Christmas Day
December 31	New Year's Eve (half day)

In addition, numerous local holidays (religious and traditional) are observed at the various ports.

Industries

The main industries are agriculture, livestock raising, and forestry.

Other industries include oil and natural gas production, textiles, motor vehicles, rubber, resins, chemicals, fishing, wood products, and food processing.

Minerals mined include quartz crystal, industrial diamonds, chrome ore, mica, zirconium, beryllium, graphite, titanium, thorium, manganese, tungsten, lead, asbestos, bauxite, barites, apatite, tin, silver, gold, and coal.

Crops include coffee, cotton, cocoa, sugarcane, maize, wheat, oranges, bananas, tobacco, rice, castor beans, jute, potatoes, cannabis, cassava, sisal, and soya.

Languages

Portuguese is the official language. Spanish, English, and French are also used.

Navigational Information

The maritime territorial claims of Brazil are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone **	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims to require permission for more than three warships of the same flag to be in the territorial sea at the same time.

** Military exercises in the EEZ can only be conducted with prior permission.

Pilotage

Pilotage is compulsory for foreign vessels of any gross tonnage and for all Brazilian vessels over 2,000 grt carrying oil, gas, or dangerous cargo.

Regulations

Vessels must fly the Brazilian flag at the foremast in Brazilian waters from 0800 to sunset daily. The customs flag, blue with a white star, must be flown 24 hours after clearance is granted.

In order for forts, patrol craft, and lookout posts to establish the identity of ships in the approaches to ports, vessels entering or leaving must display their ensign when within 3 miles of the entrance to a port or anchorage and, by day, also display their name (call sign) in flags of the International Code of Signals.

Vessels navigating within 200 miles of the Brazilian coast should maintain a continuous listening watch on VHF channel 16.

Anchoring and fishing are prohibited within 500m of all submarine cables.

Search and Rescue

A series of Maritime Rescue Coordination Centers (MRCC) is located, as follows:

1. MRCC Brazil (Rio de Janeiro)—Can be contacted by e-mail, as follows:

mrccbrazil@con.mar.mil.br

2. MRCC South (Rio Grande)
3. MRCC Southeast (Rio de Janeiro)
4. MRCC East (Salvador)
5. MRCC Northeast (Natal)
6. MRCC North (Belem)

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Signals

At some Brazilian ports, weather conditions may prevent the pilot from boarding a vessel. In these circumstances, vessels can be guided into port by signals given from the pilot vessel or a watch boat, as follows:

1. Pilot boat.—Signals are given by hand using a red signal flag. The flag is lowered towards the side of the pilot boat which the vessel should steer; if the signal flag is in the center, the vessel's rudder should be amidships. The speed with which the signal flag is displaced indicates the speed with which the rudder should be applied to keep the vessel in the channel.

2. Watch boat.—Signals are given from a mast, by a black sphere, which runs under the yardarm. The position of the sphere in relation to the mast indicates the side the vessel should steer towards; if the sphere is in the center, the vessel's rudder should be amidships. The speed with which the sphere is displaced indicates the speed with which the rudder should be applied to keep the vessel in the channel.

Submarine Operating Areas

Submarines of the Brazilian Navy when engaged in submerged exercises, may, or may not be accompanied by escorting warships. If accompanied, an escorting vessel will display the signal "NE2" from the International Code of Signals, meaning that one or more submarines are exercising in the vicinity.

All other vessels, military and commercial, not taking part in the exercises shall clear the area.

When vessels sight one or two orange buoys on the surface showing flashing or fixed white lights of low intensity, they should investigate, as these buoys could belong to a submarine in distress or in need of help. Sometimes the buoys are unlighted.

Brazilian Tupi class submarines have a marking/transmitting buoy moored to them. The buoy is orange, 86cm in diameter, and 2.47m high, with gray vertical bands, and a white light that flashes 33 times per minute. The buoy has reflectors and a plate with a number and the instructions "Avisar A Autoridade Naval Competente Afundado/Finder Inform Navy Coast Guard Or Police Do Not Secure To Or Touch" inscribed in Portuguese and English. The buoy transmitter operates on 8364kHz and 243MHz for up to 72 hours.

The signal, transmitted in morse, is silence for 120 seconds; the serial number of submarine repeated three times in 30 seconds; SOS repeated six times in 27 seconds; SUBSUNK repeated three times in 36 seconds; and a goniometric signal for 30 seconds. The entire cycle is then repeated.

In addition to the marking/transmitting buoys, a submarine in distress may signal with air or oil bubbles. If vessels sight any of these buoys or receives any of the radio signals mentioned above, they should report this information immediately to the nearest Brazilian Naval vessel or to the first authority with which it can establish contact. Under no circumstances should vessels or boats moor to any of these buoys.

Submarines operating within Brazilian territorial waters and navigating on the surface, may exhibit, in addition to the conventional lights prescribed by the International Rules, an all-round intermittent yellow (amber) light with 90 flashes per minute. If necessary, they may exhibit only the intermittent light.

The following exercise areas, promulgated by local Radio Navigational Warnings, are used by submarines of the Brazilian Navy:

1. **Area A-1** (SSE of Ilha Rasa)—Enclosed by a line joining the following:

- a. 23°13'30"S, 43°01'30"W.
- b. 23°20'00"S, 42°54'00"W.
- c. 23°27'12"S, 43°01'30"W.
- d. 23°20'00"S, 43°09'12"W.

2. **Area A-2** (S of Ilha Rasa)—Enclosed by a line joining the following:

- a. 23°06'06"S, 43°09'12"W.
- b. 23°13'30"S, 43°01'30"W.
- c. 23°20'00"S, 43°09'12"W.
- d. 23°13'30"S, 43°16'42"W.

3. **Area A-3** (SE of Ilha Rasa)—Enclosed by a line joining the following:

- a. 23°06'06"S, 42°54'00"W.
- b. 23°13'30"S, 42°46'30"W.
- c. 23°20'00"S, 42°54'00"W.
- d. 23°13'30"S, 43°01'30"W.

4. **Area A-4** (S of Ilha Rasa)—Enclosed by a line joining the following:

- a. 23°20'00"S, 43°09'12"W.
- b. 23°27'12"S, 43°01'30"W.
- c. 23°34'18"S, 43°09'12"W.
- d. 23°27'12"S, 43°16'42"W.

5. **Area A-5** (SSE of Ilha Rasa)—Enclosed by a line joining the following:

- a. 23°20'00"S, 42°54'00"W.
- b. 23°27'12"S, 42°46'30"W.
- c. 23°34'18"S, 42°54'00"W.
- d. 23°27'12"S, 43°01'30"W.

Time Zone

Brazil is covered by multiple Time Zones, as follows:

1. Eastern states (except No. 2 below)—The Time Zone description is PAPA (+3). Daylight Savings Time (OSCAR (+2)) is maintained from the beginning of November through the middle of February of the following year; the exact changeover dates should be obtained from local authorities.

2. Northeastern states and East Para—The Time Zone description is PAPA (+3). Daylight Savings Time is not observed.

3. Western states (except No. 4 below)—The Time Zone description is QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the beginning of November through

the middle of February of the following year; the exact changeover dates should be obtained from local authorities.

4. Rondonia, West Para, Amazonas, and Roraima—The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

5. Acre and Tabatinga City—The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

6. Archipelago de Fernando de Noronha and Ilha de Trindade—The Time Zone description is OSCAR (+2). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Avenida das Nacoes, Quadra 801, Lote 3, CEP: 70403-900, Brasilia, Distrito Federal.

The mailing address is Unit 3500, APO AA 34030.

U. S. Embassy Brazil Home Page
<http://www.embaixada-americana.org.br>

Vessel Traffic Service

Maritime Traffic Information System (SISTRAM)

Brazil has signed the International Convention for the Safety of Life at Sea and the International Convention on Maritime Search and Rescue (SAR). Therefore, Brazil is required to utilize all available means to help any merchant ship in distress within its own SAR maritime area of responsibility.

To achieve this goal, Brazil uses the Maritime Traffic Information System (SISTRAM), an electronic information system for maritime traffic operated by the Naval Command for the Control of Maritime Traffic (COMCONTRAM). This system tracks all merchant vessels engaged in ocean, coastal, and inland navigation within the Brazilian SAR area.

SISTRAM is compatible with the AMVER system and provides quick identification of nearby vessels which may be capable of assisting ships in distress. In addition, the system can help to render urgent medical assistance.

The greater the number of vessels participating in the program, the greater the effectiveness, the reliability, and the security of the ships themselves. Therefore, all merchant ships are invited to participate in the system. Ships participating in the system add to the safety of life at sea as they can arrive at the scene of a SAR incident before any other means is sent from the shore.

Participation by Brazilian ships is mandatory; however, participation by foreign vessels is voluntary. The participation involves the transmission of standard type messages which are free when sent to COMCONTRAM through the Brazilian Coastal Radio Stations Network (RENEC).

Even though participating in SISTRAM by foreign vessels is voluntary, foreign vessels that are still within the Brazilian territorial sea of 12 miles are still required, under penalty of fines, to report the following information:

1. Position.
2. Course.
3. Speed.
4. Port of departure.
5. Port of destination.
6. ETA.

This information can be submitted through SISTRAM, participation in which is free of charge, provided the report is sent through RENEC.

Participation in SISTRAM begins when a vessel sends a Type 1 message (Sailing Plan) and ends when the vessel sends a Type 4 message (Final Report).

Any nonparticipating vessel may join SISTRAM at any time by sending a Type 1 message. Such a vessel may leave SISTRAM at any time by sending a Type 4 message. Line X should be completed in the Final Report, including the reason for terminating participation.

SISTRAM Area

The SISTRAM area is bounded by a line joining the following positions:

- a. 4°30.5'N, 51°38.2'W.
- b. 8°35.0'N, 48°00.0'W.
- c. 10°00.0'N, 48°00.0'W.
- d. 10°00.0'N, 36°00.0'W.
- e. 7°40.0'N, 35°00.0'W.
- f. 6°22.0'S, 16°00.0'W.
- g. 6°22.0'S, 10°00.0'W.
- h. 34°00.0'S, 10°00.0'W.
- i. 34°00.0'S, 48°27.0'W.
- j. 35°48.0'S, 50°10.0'W.
- k. 34°00.0'S, 53°00.0'W.

Types of Messages

Type 1 (Sailing Plan).—This report provides the basic information required to estimate the ship's position. It can be sent when the ship joins SISTRAM, when departing from a Brazilian port, or when entering the Brazilian SISTRAM area from other ports.

Preferably, the Sailing Plan will be sent as early as possible prior to entering the SAR area or prior to departure from a Brazilian port. In port, it may be sent as a written document.

Type 2 (Position Report).—This report confirms if the ship departed, or if its position is correct per the Sailing Plan. It must be sent within the first 24 hours after departing from a Brazilian port.

Position Reports can be sent whenever the ship is in heavy weather or under other adverse conditions and at any time interval desired.

Type 3 (Deviation Report).—This report provides information for necessary corrections to the existing Sailing Plan. A deviation report should be sent whenever the ship's position deviates 25 miles or more from the original track, the destination port is changed, or other changes occur which result in changing the Sailing Plan.

Type 4 (Final Report).—The Final Report provides the information which terminates participation in SISTRAM. Accordingly, reports should be sent at least 1 hour before entering the destination port or when exiting the SISTRAM area.

Transmission of Messages

Reports addressed to COMCONTRAM are free of charge and can be sent through the following Brazilian Coast Radio Stations:

1. Juncao (PPJ).
2. Rio (PPR).

3. Olinda (PPO).
4. Belem (PPL).
5. Manaus (PPM).

Alternatively, reports addressed to COMCONTRAM RIO can be sent by radiotelex, number 2136931 (reports sent in this way are chargeable).

For further details, vessels may contact COMCONTRAM, as follows:

1. Surface mail address:
Edificio Almirante Tamandare - 6 andar
Praca Barao de Ladario, S/N Centro
Rio de Janeiro - RJ - Brazil CEP: 20091-000
2. Telephone: 55-21-3870-6353
3. Facsimile: 55-21-3870-6341
4. Telex: 38 (021) 2136931/2130933
5. E-mail address: controle@cotram.mar.mil.br
6. Web site: <http://www.comcontram.mar.mil.br>

Reporting Format

Each message consists of a selection of items from the message format list. Message items should be separated by a stroke (/), omitted items by a dash between two strokes (/ - /), and the end of the message by a double stroke (//). The system name (SISTRAM), type of message, and date-time group should precede every message. The message format is as follows:

System Name (SISTRAM) / Type of Message (1, 2, 3, or 4)/Date-Time-Month-Year of Transmission//
 A /Call sign/Vessel name/Flag/Type//
 B /Date-time of departure//
 C /Latitude/Longitude//
 E /Current course//
 F /Estimated average speed//
 G /Port of departure/Latitude/Longitude//
 I /Port of destination/Latitude/Longitude//
 K /Port of arrival or exit point/Latitude/Longitude/ETA//
 L /Average speed/Latitude/Longitude/ETA//
 M /Current coastal radio station/Next coastal radio station//
 V /Onboard medical resources//
 X /Amplifying comments (up to 65 characters)//
 Y /Comments//

The following notes apply to the format:

1. **Date-Time.**—All date-time groups start with six (6) digits. The first two (2) digits are the day of the month. The next four (4) digits are hours and minutes using the 24-hour clock. Only Universal Coordinate Time (UTC) (GMT) is to be used. The date-time group (six-digit) must be followed by the capital letter Z. The remainder of the Date-Time group must contain the first three letters of the month and the last two digits of the year.

2. **Type of Vessel.**—Select as appropriate:
 - CGO-General cargo

- TKR-Tanker
- BLK-Bulk carrier
- PAS-Passenger
- FSH-Fish
- TUG-Tug
- CTR-Container carrier
- ROL-Roll on/roll off

3. **Latitude/Longitude.**—Latitude is a four-digit group expressed in degrees and minutes and suffixed with “N” for North or “S” for South. Longitude is a five-digit group expressed in degrees and minutes and suffixed with “E” for East or “W” for West.

4. **Route Information.**—The information about the proposed route, in line L, is expressed by three (3) points. When a ship enters the SAR area, show in the first line “L” of the Type 1 message (Sailing Plan) the latitude/longitude of that point and the estimated time of arrival (ETA). In the Type 3 message (Deviation Report), in the first line “L,” insert the data about the points where the course changes or of the first point which confirms deviation (if greater than 25 miles) from the planned route.

5. **Onboard Medical Resources.**—Select as appropriate:
 - MD-Physician
 - PA-Physician's assistant or Health Supervisor
 - NURSE-Nurse
 - NONE-None

6. **Optional Data Items.**—These optional data items are useful but are not required. Line E contains the current course as a three-digit group. Line F contains the estimated average speed for the entire passage expressed in knots and tenths of a knot.

7. **Lines X and Y (Reference data items).**—Optional information such as reference data for SISTRAM is entered on line X. Examples include date-time estimates for the next transmission, type of cargo, or INMARSAT number. Line Y can be used for any other type of communication at the discretion of the merchant vessel.

8. **Course Deviation Data Items.**—This is used to specify changes to the Type 1 message (Sailing Plan). An example is shown below:

I/Salvador/1258S/03831W/051800Z//

In this case, the destination port was changed to Salvador.

Messages

Type 1 (Sailing Plan) consists of items (in order of transmission) A/B/G/I/L/V/M/X/Y.

Type 2 (Position Report) consists of items (in order of transmission) A/B/C/E/F/M/X/Y.

Type 3 (Deviation Report) consists of items (in order of transmission) A/I/L/M/X/Y.

Type 4 (Final Report) consists of items (in order of transmission) A/K/X/Y.



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49 bounded on the W by Bangladesh and India, on the N by China, and on the E by Laos and Thailand.
49 The terrain consists of a central lowland ringed by steep, rugged highlands.
50 The climate is mostly tropical monsoon. The summer is rainy, hot, and humid during the Southwest Monsoon (June to September). The winter is mild, with lower humidity during the Northeast Monsoon (December to April).

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

General

Burma, also known as Myanmar, is located in Southeast Asia and borders the Andaman Sea and the Bay of Bengal. It is

Currency

The official unit of currency is the kyat, consisting of 100 pyas.

Government



Flag of Burma

Burma, also known as Myanmar, is a military regime. The country is divided into seven states and seven administrative divisions.

Burma is governed by Chairman of the State Peace and Development Council. The People's Assembly was to have consisted of 485 directly-elected members serving 4-year terms; however, the last election was conducted in 1990 and the People's Assembly was never allowed to convene by the military regime.

The legal system is based on remnants of the British era, but there is no guarantee of fair trials, as the judiciary is not independent of the military regime.

The capital is Rangoon (referred to by the regime as Yangon).

Holidays

The following holidays are observed:

January 4	Independence Day
February 12	Union Day
March 2	Peasants' Day
March 27	Armed Forces Day
May 1	May Day
July 19	Martyrs Day
December 25	Christmas Day

Other holidays, which are subject to the appearance of the moon, are Full Moon of Tabaung, Thingyan (Burmese Water Festival), Burmese New Year's Day, Full Moon of Kason (Beginning of Buddhist Lent), Full Moon of Waso, Full Moon of Thadingyut (End of Buddhist Lent), Tazaungdaing, National Day, Karen New Year, Idul Athwaha, and Dewali.

Industries

The principal industry is agriculture. The major crops include rice, sugarcane, groundnuts, oilseed, corn, jute, cotton, and opium.

Other industries include wood processing, textiles, footwear, mining, cement, petroleum refining, pharmaceuticals, fertilizer, fishing, livestock raising, and tourism.

Languages

Burmese is the official language. The use of English is permitted in commerce and education.

Navigational Information

The maritime territorial claims of Burma are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims the following as internal waters:

1. All waters inside a 223 mile baseline closing the Gulf of Martaban.
2. All waters inside straight baselines connecting coastal islands.

** Also considered a Security Zone.

Search and Rescue

Search and rescue operations are coordinated between the Myanmar air force, the Myanmar navy, the Department of Civil Aviation, and the Department of Marine Administration. A Maritime Rescue Coordination Center is located in Rangoon (Yangon). Rangoon (Yangon) Coast Radio Station maintains a continuous listening watch on international distress frequencies.

Signals

Storm Signals

The General System, the Brief System, or the Extended System of storm signals may be used in Burmese ports. For further information, see India—Signals—Storm Signals.

Time Zone

The observed Standard Time is 6 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 581 Merchant Street, Rangoon (GPO 521).

The mailing address is Box B, APO AP 96546.



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The climate is equatorial, with high temperatures and plentiful rainfall occurring during all seasons. The heaviest rain falls from March to June and from September to November.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the French African Community franc, consisting of 100 centimes.

Government

General

Cameroon, located on the SW coast of Africa, is bounded on the NW by Nigeria; on the E by Chad and the Central African Republic; and on the S by the Republic of Congo, Gabon, and Equatorial Guinea.

The country may be divided into four distinct physical regions, as follows:

1. The S region consists of a coastal plain covered by dense rain forests.
2. The central region consists of the Adamawa Plateau, which is 1,370m high.
3. The N region is a transitional area, with forests giving way to savanna country. In the far N part of this region, the savanna gradually slopes into marshland surrounding Lake Chad.
4. The W region consists of forested mountains up to 4,090m high.

Numerous rivers are located along the coast but are generally encumbered with rapids.



Flag of Cameroon

Cameroon is a republic. The country is divided into ten provinces.

Cameroon is governed by a directly-elected President serving a 7-year term. The Prime Minister and the Council of Ministers are appointed by the President. The National Assembly consists of 180 directly-elected members serving 5-year terms; the President may shorten or lengthen the term. The constitution provides for the formation of an upper chamber, called the Senate, but this has not been created.

The legal system is based on French civil law and English common law.

The capital is Yaounde.

Holidays

The following holidays are observed:

January 1	New Year's Day/Independence Day
February 11	Youth Day
Feast of the Lamb	Variable
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 1	Ascension Day
May 20	National Day
August 15	Assumption of the Blessed Virgin Mary
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan) and Eid Al-Adha (End of Pilgrimage).

In addition, two or more local holidays are usually celebrated in each region. Autonomous provinces may celebrate certain local holidays instead of some of the general holidays.

Industries

The main industries are the production of crude oil, hardwoods, textiles, aluminum, food, and beverages. Other industries include metals, chemicals, cement, timber, fishing, livestock raising, and tourism. Crops include cassava, sorghum, millet, maize, plantains, yams, groundnuts, bananas, palm kernels, cocoa, coffee, rubber, and cotton.

Languages

English and French are the official languages; however, 24 major African dialects are also spoken.

Navigational Information

The only maritime claim of Cameroon is a territorial sea of 12 miles.

Search and Rescue

Douala Coast Radio Station maintain a continuous listening watch for distress calls on 2182 kHz.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Rue Nachtigal, Yaounde. The mailing addresses are, as follows:

1. Cameroon address—
P.O. Box 817
Yaounde
2. U.S. address—
American Embassy Yaounde
Department of State
Washington DC 20521-2520

U. S. Embassy Cameroon Home Page
<http://yaounde.usembassy.gov>



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General

The Comoros (Iles Comores), a group of four islands, lie W of the N end of Madagascar, in the middle of the N entrance to the Mozambique Channel.

The islands are of volcanic origin and their interiors vary from low hills to steep mountains. The climate is tropical, affected by the Indian monsoon winds from N, with a wet season from November to April.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Fishing

Fishing with traps, hand lines, gill nets, longlines, and purse seine nets, as well as by trolling and trawling, is carried out in the vicinity of all of the islands.

Buoyage

Buoyage around the three westernmost islands cannot be relied upon and navigational lights on the coasts are frequently reported to be extinguished or irregular.

Currency

The official unit of currency is the Comorian franc, consisting of 100 centimes.

Government

Comoros



Flag of Comoros

The Comoros consists of Grand Comore (Njazidja), Moheli (Mwali), and Anjouan (Nzwani). These three islands, the westernmost of the group, gained independence from France in 1975 after a referendum.

The Comoros is governed by a directly-elected President serving a 5-year term. The Assembly of the Union consists of 30 directly-elected members serving 5-year terms.

The legal system is based on French and Muslim law in a new consolidated code.

The capital is Moroni.

Mayotte

Mayotte (Ile Mayotte), the easternmost island of the group, remains a French dependency (Territorial Collectivity). After referendums in 1976, the island rejected inclusion into the Comoros. The island is attached for administrative purposes to La Reunion.

Holidays

The following holidays are observed in the Comoros:

January 1	New Year's Day
March 16	Anniversary of the Death of ex-President S. M. Cheikh
May 1	Labor Day
May 25	Organization of African Unity Day
May 29	Anniversary of the Death of ex-President A. Solih
July 6	National Independence Day
	Anniversary of the Death of ex-President A. Abdallah
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

The following holidays are observed in Mayotte:

January 1	New Year's Day
Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitmonday	Variable
July 14	National Holiday
August 15	Assumption of the Blessed Virgin Mary
November 1	All Saints' Day
November 11	1918 Armistice Day
December 25	Christmas Day

Several Islamic holidays are also observed.

Industries

Agriculture, livestock raising, and fishing are important industries.

The major crops include essential oils for perfume essences, vanilla, copra, cloves, sugar cane, maize, and coffee. Other crops are coconuts, cinnamon, bananas, rice, and sweet potatoes. The main industries are perfume distillation, food processing, chemicals, plastics, textiles, and tourism.

Languages

French and Arabic are the official languages. Comoran, a blend of Swahili and Arabic, is also used.

Navigational Information

The maritime territorial claims of the Comoros are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Regulations

Foreign fishing vessels that have traditionally fished in the waters around the Comoros are permitted to do so, but only at a distance of 6 miles or more from the coasts. Other foreign vessels are prohibited from fishing inside the territorial waters.

Signals

Storm signals denoting the localities of the Comoros and Madagascar threatened by a cyclone are indicated by showing

a black cylinder and black cones, displayed from a flagstaff, as described in the accompanying table. The signals are numbered from 1 to 14 to permit rapid transmission by radio.

Signal No.	Signal	Meaning
1	Cylinder above two cones, points upward	Between Antsiranana and Antalaha—E coast of Madagascar
2	Cylinder between two cones, points upward	Between Antalaha and Port Sainte Marie (Ambodifotra)—E coast of Madagascar
3	Cylinder below two cones, points upward	Between Port Sainte Marie (Ambodifotra) and Vatomandry—E coast of Madagascar
4	Cylinder above two cones, points downward	Between Vatomandry and Mananjary—E coast of Madagascar
5	Cylinder between two cones, points downward	Between Mananjary and Farafangana—E coast of Madagascar
6	Cylinder below two cones, points downward	Between Farafangana and Tolanaro (Faradofay)—E coast of Madagascar
7	Cylinder below two cones, with the upper cone point downwards and the lower cone point upwards	Between Antsiranana and Hellville (Andoany)—W coast of Madagascar
8	Cylinder above a cone, points upwards	Between Hellville (Andoany) and Mahajanga (Majunga)—W coast of Madagascar
9	Cylinder below a cone, points upwards	Between Mahajanga (Majunga) and Maintirano—W coast of Madagascar

Signal No.	Signal	Meaning
10	Cylinder above a cone, points downwards	Between Maintirano and Morondava—W coast of Madagascar
11	Cylinder below a cone, points downwards	Between Morondava and Toliari—W coast of Madagascar
12	Cylinder above two cones, with the upper cone point downwards and the lower cone point upwards	Between Toliari and Tolanaro (Faradofay)—S extremity of Madagascar
13	Cylinder between two cones, points towards the cylinder	Comoros
14	Cylinder between two cones, bases towards the cylinder	E part of the Comoros

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

There is no diplomatic representative in the Comoros. The U.S. ambassador to Mauritius is accredited to the Comoros.

The mailing addresses for the U.S. Embassy in Mauritius are, as follows:

1. Mauritius address—
P.O. Box 544
Port Louis
Mauritius
2. U.S. address—
American Embassy Port Louis
Department of State
Washington DC 20521-2450

U. S. Embassy Mauritius Home Page
<http://mauritius.usembassy.gov>



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General

The Democratic Republic of Congo, formerly known as Zaire, is located in the central part of Africa. It is bounded on the N by the Central African Republic; on the NE by Sudan; on the E by Uganda, Rwanda, and Burundi; on the S by Zambia; on the SW by Angola; and on the NW by the Republic of Congo.

Cabinda, an Angolan enclave, lies on the NW side of the strip that extends to the Atlantic Ocean.

A low plateau extends between the highlands of East Africa and the coastal ranges of West Africa from the basin of the central part of the country. Dense rain forests cover the central lowlands. They are bordered to the SE by the Shaba region, a high plateau, and to the S by the lower lands of the Angola plateau. Rain forests in the E part of the country rise to the mountains bordering the lakes.

The climate is varied, the central region having an equatorial climate with yearlong high temperatures and rain in all seasons. Elsewhere, depending on position N or S of the Equator, there are well-defined wet and dry seasons. The mountains of

the E and S regions have a temperate climate with the highest summits having considerable snowfall.

Buoyage System

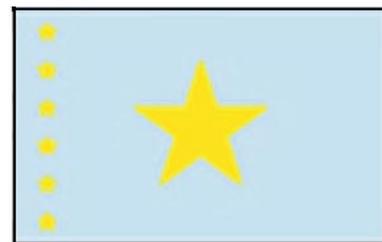
The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

It is reported that obsolescent buoyage (Uniform System of Buoyage) may still be encountered in some waters.

Currency

The official unit of currency is the Congo franc.

Government



Flag of Democratic Republic of Congo

The Democratic Republic of Congo is a dictatorship, presumably undergoing a transition to a representative government. The country is divided into ten provinces and one city.

Under the constitution of 1978, the country was ruled by one political party whose leader and President automatically became the head of state. In 1990, President Mobutu announced a transition to a multi-party state.

A state of emergency was declared in 1996 when secessionist forces led by Laurent-Desire Kabila established a rebel administration and formed a coup. In 1997, Kabila's forces advanced on the capital of Kinshasa, ousted President Mobutu, and assumed power. President Kabila then formed a Government of National Salvation and changed the name of the country to the Democratic Republic of Congo. In 2001, Kabila was assassinated and succeeded by his son.

A 300-member Transnational Constituent Assembly is in the process of writing a new constitution, with plans for elections to be held in 2005.

The legal system is based on Belgian civil law and tribal law. The capital is Kinshasa.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 4	Day of the Martyrs
May 1	Labor Day
May 20	Party Day/Popular Movement Day
June 24	Constitution Day/Fisherman's Day
June 30	Independence Day
August 1	Parent's Day
October 14	Founder's Day/Youth Day
October 27	Naming Day (Three-Z Day)
November 17	Army Day
November 24	New Regime Anniversary
December 25	Christmas Day

Industries

The major industries include mining for copper, zinc, cobalt, gold, diamonds, coal, tin, and silver; crude oil production; forestry; livestock raising; and fishing. Other industries include the production of textiles, footwear, cigarettes, processed foods, and beverages.

The principal crops are coffee, cassava, plantains, sugarcane, maize, peanuts, bananas, yams, rice, palm oil, cotton seed, and various fruits.

Languages

French is the official language, but English is also used. Of the 200 native dialects, four (Swahili, Tshiluba, Kikongo, and Lingala) have been recognized as national languages.

Navigational Information

The only maritime territorial claim of the Democratic Republic of Congo is a territorial sea of 12 miles. The Exclusive Economic Zone limits will be fixed in coordination with neighboring states.

Search and Rescue

Banana Coast Radio Station (9PA) maintains a continuous listening watch for distress calls on 2182 kHz, 4125 kHz, and VHF channel 16.

Time Zone

The Democratic Republic of Congo is covered by two Time Zones, as follows:

1. Eastern zone—The Time Zone description is BRAVO (-2). Daylight Savings Time is not observed.
2. Western zone—The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 310 Avenue des Aviateurs, Kinshasa-Gombe.

The mailing addresses are, as follows:

1. Congo address—
310 Avenue des Aviateurs
B.P. 697
Kinshasa 1
2. U.S. address—
Unit 31550
APO AE 09828

**U. S. Embassy Democratic Republic of
Congo (Zaire) Home Page**
<http://usembassy.state.gov/kinshasa>



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

It is reported that some obsolescent buoyage (Uniform System of Buoyage) may still be encountered.

Currency

The official unit of currency is the French African Community franc, consisting of 100 centimes.

Government

General

Congo, known as the Republic of Congo, is located in the W part of Africa. It is bounded on the W by Gabon; on the NW by Cameroon; on the NE by the Central African Republic; on the E and S by Zaire, which is now known as the Democratic Republic of Congo; and on the S by the Angolan province of Cabinda.

The coast, which is 84 miles long, fronts the South Atlantic Ocean and extends between a position lying 10 miles SE of Pointe Banda (3°49'S., 11°01'E.) and a point lying 19 miles SSE of Pointe Noire.

The terrain is partly mountainous, with a dense forest in the N part.

The climate is equatorial, being constantly hot and humid. There is a long dry season, from May to October, in the SW region. The NE region is more humid, with a heavy annual rainfall.



Flag of Republic of Congo

The Republic of Congo is a republic. The country is divided into nine regions and one commune.

The Republic of Congo is governed by a directly-elected President serving a 7-year term. The President appoints a Council of Ministers. The bicameral Parliaments consists of a

66-member directly-elected Seante serving 5-year terms and a 137-member directly-elected National Assembly serving 5-year terms.

The legal system is based on French civil law and customary law.

The capital is Brazzaville.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 5	President's Day
February 8	Youth Day
March 8	Congolese Women's Day
March 18	Marien Ngoubai Day
May 1	Labor Day
June 22	National People's Army Day
July 31	Congo Revolution Day
August 15	Independence Day (Anniversary of the Revolution)
December 25	Christmas Day
December 31	Congolese Labour Party Foundation Day/Republic Day

Industries

The major industries are crude oil, timber, breweries, cigarettes, sugar, food processing, textiles, chemicals, cement, leather goods, soap, livestock raising, and fishing.

The main minerals mined are lead, zinc, gold, diamonds, iron ore, and potash.

Crops include bananas, cassava, yams, maize, coffee, cocoa, rice, and peanuts.

Languages

French is the official language. Lingala, Kongo, and Monokutuba are the most widely used of several African languages.

Navigational Information

The only maritime territorial claim of the Republic of Congo is a territorial sea of 200 miles. It also requires advance permission or notification for innocent passage of warships in the territorial sea.

Regulations

In the event of congestion at the ports, vessels are obligated to work cargo at night and on Sundays. If they refuse to do this, vessels may be relegated to the roadstead anchorages and thereby lose their turn to berth alongside.

As the customs officials are very strict, store lists and crew declarations must be accurate, as the slightest error is penalized and a fine imposed.

Search and Rescue

The Congolese Navy is responsible for coordinating search and rescue operations.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

As of 2001, the U.S. Embassy was co-located at the U.S. Embassy in Democratic Republic of the Congo (Zaire).

The U.S. Embassy in Democratic Republic of the Congo (Zaire) is situated at 310 Avenue des Aviateurs, Kinshasa-Gombe.

The mailing addresses are, as follows:

1. Congo address—
310 Avenue des Aviateurs
B.P. 697
Kinshasa 1
2. U.S. address—
Unit 31550
APO AE 09828

**U. S. Embassy Democratic Republic of
Congo (Zaire) Home Page**
<http://usembassy.state.gov/kinshasa>



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Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Djibouti franc, consisting of 100 centimes.

Government

Djibouti is a republic. The country is divided into five provinces.

Djibouti is governed by a directly-elected President serving a 6-year term. The unicameral Parliament consists of a 65-member directly-elected Chamber of Deputies serving 5-year terms.

The legal system is based on French civil law, Islamic law, and traditional practices.

The capital is Djibouti.

General

Djibouti, located in the NE part of Africa, has a coast, about 195 miles long, and extends for about 48 miles inland. It is bordered on the NW by Eritrea, on the W by Ethiopia, on the SE by Somalia, and on the E by the Gulf of Aden.

The country has a coastal plain and a plateau, separated by central mountains.

The climate is dry, with high temperatures and sparse rainfall.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Djibouti

Holidays

The following holidays are observed:

January 1	New Year's Day
May 1	Labor Day
June 27	Independence Day (2 days)
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid-il-Fitr (End of Ramadan), Eid-il-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

The country provides services as both a transit port for the region (free trade zone) and an international transshipment and refueling center. It has few natural resources and little industry.

Scanty rainfall limits crop production. The principal exports are hides, cattle, and coffee (in transit).

Languages

French and Arabic are the official languages. Several Somali and Afar dialects are also widely used.

Navigational Information

The maritime territorial claims of Djibouti are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Nuclear-powered vessels and vessels transporting nuclear materials or other radioactive substances are required to give notice prior to entering the territorial sea.

Search and Rescue

Djibouti Coast Radio Station maintains a continuous listening watch for distress calls on VHF channel 16.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Plateau du Serpent, Boulevard Marechal Joffre, Djibouti.

The mailing address is B.P. 185, Djibouti.



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General

Egypt is located in the N part of Africa. It is bordered on the N by the Mediterranean Sea; on the W side by Libya; on the E side by the Gaza Strip, Israel, the Gulf of Aqaba, and the Red Sea; and on the S by Sudan. The Sinai Peninsula, which forms the E part of the country, is bordered on its W by the Gulf of Suez and the Suez Canal and on its E by the Gulf of Aqaba.

A number of Egyptian islands lie within the Gulf of Suez and the Red Sea. These include Jazirat Jubal, Jazirat Shakir, Jazair Jiftun, and Jazirat Zabarjad (St. Johns Island).

The Nile River, in the 960 miles of its course through Egypt, does not receive a single tributary. The First Cataract is near Aswan (24°05'N., 32°52'E.), above which has been constructed the High Dam. Most of the country is an arid desert. Only the Nile valley, the Nile delta, and some oases are cultivated. Sev-

eral mountain ranges intersect the desert between the Nile River and the Red Sea. The climate is arid with hot, dry summers and moderate winters.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Egyptian pound, consisting of 100 piastres.

Government

Egypt is a republic. The country is divided into 26 governorates.

Egypt is governed by a President, nominated by the People's Assembly to serve a 6-year term, and confirmed in a national referendum. The unicameral 454-member People's Assembly, which is the principal legislative body, consists of 444 directly-elected members and ten appointed members, all serving 5-



Flag of Egypt

year terms. There is also a 264-member Advisory Council, which functions only in a consultative capacity; it is composed of 176 directly-elected members and 88 appointed members.

The legal system is based on English common law, Islamic law, and the Napoleonic code.

The capital is Cairo.

Holidays

The following holidays are observed:

January 7	Coptic Christmas
April 25	Sinai Liberation Day
Easter Monday	Variable
May 1	Labor Day
June 18	Evacuation Day
July 23	Revolution Day
October 6	Armed Forces Day
October 24	Suez Victory Day
December 23	Victory Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Sham El Nessim (Spring Holiday), and the Prophet's Birthday.

Industries

Agriculture is the chief industry, with cotton being the most important crop. Other crops include rice, onions, beans, wheat, corn, and barley. Other industries include textiles, chemicals, petroleum products, cement, tourism, and shipping (via the Suez Canal).

Languages

Arabic is the official language. English and French are widely understood by the educated classes.

Mined Areas

Due to dangerous mines, navigation is prohibited within an area on the W side of the Red Sea in an area bounded by the following positions:

- 28°38.5'N, 32°51'E.
- 28°38.5'N, 32°53'E.
- 28°35.0'N, 32°56'E.
- 28°33.5'N, 32°55'E.

Navigational Information

The maritime territorial claims of Egypt are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Also considered a Security Zone. Egypt claims the right to prior permission for entry of nuclear-powered vessels, vessels carrying nuclear materials, and foreign vessels carrying hazardous or other wastes.

Regulations

Navigation

Navigation may be prohibited in certain areas within 20 miles of the Egyptian coast.

Vessels bound for Egyptian ports or navigating off the Egyptian coast are advised to obtain the latest information from their agents.

All vessels should send an ETA at least 24 hours in advance to the port authorities indicating their last port of call, position, course, and speed. Vessels navigating within 24 miles of the Egyptian coast should contact the port authorities for entry instructions.

Vessels bound for Egyptian ports in the Red Sea should request permission to enter Egyptian waters from the port authorities, through their agents, at least 48 hours before crossing the parallel of 23°N.

Vessels in the Gulf of Suez (Khalij as Suways) should maintain a listening watch on VHF channel 16.

Routes

Traffic Separation Scheme

An extensive IMO-adopted Traffic Separation Scheme (TSS) exists within the Gulf of Suez.

The following TSS-associated rules for vessels navigating in the Gulf of Suez have been approved by the IMO:

- 1.1 Ships should take into account that crossing traffic may be encountered in the traffic junction eastward of Ain Sukhna and in the precautionary area off Ras Shukheir,

and should be in a high state of readiness to maneuver in these areas.

1.2 Exceptional care is needed, when overtaking another ship within a lane, not to enter the separation zone or force the overtaken ship to do so.

1.3 Ships navigating in the Gulf of Suez are requested to keep a continuous listening watch on the Suez Gulf Traffic Information Broadcasts and report any aids to navigation which are malfunctioning or are out of position and that are not already included in the broadcasts.

2.1 All oceangoing ships should have their radar in effective use by day and at night throughout the passage between Shaker Island and Suez Port as an aid to achieving maximum feasible lane conformity and avoiding risk of collision. Particular care is required for strict adherence to the confines of relevant traffic lanes.

2.2 Ships proceeding S from Suez should be alert for tankers heading for the SUMED Oil Terminal, situated off Ain Sukhna.

2.3 Northbound tankers heading for the SUMED Oil Terminal should report their intention of using the traffic junction off Ain Sukhna on the appropriate frequencies.

2.4 All ships, northbound and southbound, when navigating through the precautionary area off Ras Shukheir or in the vicinity of the July Oil Field should avoid overtaking within the traffic lanes in these areas.

2.5 All ships, including service and supply craft serving the July, Ramadan, and Morgan Oil Fields, proceeding in and out of the Ras Shukheir Oil Terminal should only cross the southbound and northbound traffic flow through the precautionary area. Within this precautionary area, local rules relating to crossing traffic apply.

2.6 Tankers leaving the Ras Shukheir Oil Terminal and intending to join the northbound traffic lane should only do so when no through southbound traffic is in the vicinity and should always report their movements to other ships beforehand on VHF.

2.7 Ships anchored in the designated waiting area for Ras Shukheir should ensure that they are never less than 0.25 mile from the edge of the southbound traffic lane and should pay special regard to their correct light signals for ships at anchor. They should also show their deck lights.

Suez Canal

The Suez Canal, a sea-level waterway, connects Port Said (Bur Said) on the Mediterranean Sea with Suez (As Suways) on the Red Sea. It has a total length of 193.5km (including approaches); it has been reported (2003) that the Suez Canal has been dredged to a depth of 18.9m, with further plans to dredge the canal to a depth of 20.1m by 2006. The canal was originally opened for traffic on November 17, 1869 and nationalized in 1956. It was closed in June 1967 due to military conflict and reopened in June 1975. Regulations, restrictions, and other operational details concerning transit of the Suez Canal are fully described in Pub. 172, Sailing Directions (En-route) Red Sea and the Persian Gulf.

Search and Rescue

The Middle East Search and Rescue Center at the Joint Rescue Coordination Center (JRCC) Cairo is responsible for coordinating search and rescue operations and can be contacted by e-mail, as follows:

jrcc136@afmic.gov.eg

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Signals

Visual storm warning signals used in Egypt are given in the accompanying table.

Egypt—Storm Signals		
Day	Night	Meaning
One black triangle, point up	—	Gale from NW quadrant
One black triangle, point down	—	Gale from SW quadrant
Two black triangle, points up, vertically disposed	—	Gale from NE quadrant
Two black triangles, points down, vertically disposed	—	Gale from SE quadrant
Two black triangle, bases together, vertically disposed	—	Storm
White flag with yellow anchors	Four red lights, vertically disposed	Sea too rough. Pilots cannot go out.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of April through the end of September; the exact changeover dates should be obtained from local authorities.

U.S. Embassy

The U.S. Embassy is situated at 5 Latin America Street, Garden City, Cairo.

The mailing address is Unit 64900, Box 15, APO AE 09839-4900.

U. S. Embassy Egypt Home Page
<http://cairo.usembassy.gov>



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General

Equatorial Guinea consists of **Isla de Bioko** (3°30'N., 8°41'E.), formerly known as Macias Nguema Biyogo or Fernando Poo; **Pagalu** (1°26'N., 5°37'E.), formerly known as Annobon; and an enclave on the mainland, formerly known as Rio Muni, which includes the adjacent islets of Corsico, Elobey Grande, and Elobey Chico. The mainland portion of the country is bounded on the N by Cameroon and on the E and S by Gabon.

Much volcanic activity exists on the various islands. In the cultivated areas of the islands, mosquitoes, phalaria flies, and tsetse flies are common up to a height of about 600m. Only sand flies and mosquitoes are encountered in the townships.

Isla de Bioko is the largest island in the Gulf of Guinea. It has two large volcanic formations separated by a valley that bisects the island at its narrowest point. The coast is high in the S part, while lower and more accessible in the N.

The climate is very hot and the island has a very heavy annual rainfall, especially in the S part. The period from April to October is the wettest, while the period from December to

February is relatively dry. The warmest period is from January through May when the average temperature is 26°C. The slightly cooler period is from July to October, when the mean annual temperature is 24°C. The island has recorded extreme temperatures of 16°C and 39°C.

Rio Muni has a coastal plain which gives way to a succession of valleys separated by low hills and spurs of the Crystal Mountains. The terrain is mostly made up of forest and woodland.

The climate is very hot and humid.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

It was reported (1993) that many lights and navigation aids are unreliable.

Currency

The official unit of currency is the French African Community franc, consisting of 100 centimes.

Government

Equatorial Guinea is a republic. The country is divided into seven provinces.

Equatorial Guinea is governed by a directly-elected President serving a 7-year term. The President appoints a Council of Ministers. The unicameral House of People's Representatives consists of 80 directly-elected members serving 5-year terms.



Flag of Equatorial Guinea

The legal system is based on Spanish civil law and tribal customs.

The capital is Malabo, located on Isla de Bioko.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
May 25	Organization of African Unity Day
June 5	President's Birthday
Corpus Christi	Variable
August 3	Armed Forces Day
August 15	Constitution Day
October 12	Independence Day
December 10	Human Rights Day
December 25	Christmas Day

Other holidays include Victory Day, Declaration of President Vitalicio S.E. Massie Nguema Biyogo Day, and Ascension of Equatorial Guinea's Life President Day.

Industries

Cocoa is the principal crop of Isla de Bioko. Mainland products include petroleum, natural gas, timber, coffee, coconuts, copra, palm oil, and bananas.

Languages

Spanish is the official language. Pidgin English and several local dialects are also spoken.

Navigational Information

The maritime territorial claims of Equatorial Guinea are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

The Captain of the Port of Malabo is responsible for coordinating search and rescue operations up to 50 miles off the coast of Equatorial Guinea.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy in Equatorial Guinea reopened in 2003 headed by a U.S. Foreign Services Officer. The U.S. Ambassador to Cameroon, who is also the accredited U.S. Ambassador to Equatorial Guinea, will operate in the U.S. Embassy in Cameroon.

U. S. Embassy Equatorial Guinea Home Page
<http://usembassy.state.gov/malabo>

The mailing addresses for the U.S. Embassy in Cameroon are, as follows:

1. Cameroon address—
P.O. Box 817
Yaounde
2. U.S. address—
American Embassy Yaounde
Department of State
Washington DC 20521-2520

U. S. Embassy Cameroon Home Page
<http://yaounde.usembassy.gov>



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Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the nakfa.

Government

General

Eritrea, located in the NE part of Africa, is bounded on the NE by the Red Sea, on the SE by Djibouti, and on the NW by Sudan. The Dahlak Archipelago, consisting of about 300 small and mostly uninhabited islands, lies close off the coast.

Highlands in the W part of the country descend to a desert strip along the coast.

The climate is hot and dry along the desert strip while the highlands are cooler and wetter. The rain is heaviest between June and September except on the coastal desert. Frequent droughts occur.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Eritrea

Eritrea obtained its independence from Ethiopia in 1993. The government is still in transition. The country is divided into six regions.

Eritrea is governed by a President who is elected by the unicameral 150-member National Assembly. The President appoints ministers to the State Council.

The legal system is based on a decree of May, 1993.

The capital is Asmara.

An agreement of July, 1993 gives Ethiopia the right to use the ports of Assab and Massawa.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 8	International Women's Day
May 24	National Liberation Day
June 20	Martyr Day
September 1	Launching of Armed Struggle Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitter (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoorra, and the Prophet's Birthday.

Coptic Christian holidays, which are subject to the appearance of the moon, include Coptic Christmas, Epiphany, Good Friday, Coptic Easter, Coptic New Year, and Meskal (Finding of the True Cross).

Industries

The country is basically an agricultural economy, with 80 per cent of the population living in rural areas. Industries include mining, textiles, oil products, leather and hide products, and food processing. Production has been heavily damaged by 30 years of war and reoccurring droughts.

Languages

Arabic and Tigrinya are the official languages. There are eight other indigenous languages. English is used in secondary education.

Navigational Information

No information on the maritime claims of Eritrea is available.

Regulations

When entering the territorial waters of Eritrea, vessels may be challenged by naval vessels. Vessels should be prepared to identify themselves by their signal letters or by other means.

It is prohibited to stop, anchor, or lower boats while in Eritrean territorial waters.

Vessels arriving at or leaving Eritrean ports are subject to medical inspections.

Search and Rescue

Port Harbormaster offices are responsible for coordinating maritime search and rescue operations.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Franklin D. Roosevelt Street, Asmara.

The mailing address is P.O. Box 211, Asmara.



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Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Falkland Islands pound, consisting of 100 pence.

Government

General

The Falkland Islands (Islas Malvinas), consisting of a group of numerous islands, are a Crown Colony of Great Britain.

East Falkland Island and West Falkland Island, the only two islands of any size, are separated from each other by a sound that varies in width from 2.3 to 12 miles. The group as a whole provides numerous sounds and bays which form excellent harbors. The S part of East Falkland Island is low, but the N part rises to a considerable elevation.

The aspect of the islands is not striking. Ridges of rocky hills, more than 300m high, traverse extensive tracts of treeless moorland, which are bounded by rocky coasts.

West Falkland Island is slightly greater in average elevation than East Falkland Island. Steep cliffs, exposed to the fury of the W seas, front the W sides of this island and the adjoining islets.

The islands have a cool temperate climate, very much affected by strong winds, particularly in the spring.



Flag of Falkland Islands

The Falkland Islands, a dependency of the United Kingdom, are claimed by Argentina. In April 1982, Argentine forces occupied the islands but the United Nations Security Council voted for their immediate withdrawal. After a military campaign, the Argentine forces surrendered and the United Kingdom regained possession in June 1982.

The colony is administered by an appointed Governor, assisted by an Executive Council (which is the equivalent of a cabinet) and an 8-member elected Legislative Council. A

Military Commissioner is responsible for defense and internal security.

The legal system is based on English common law.

Stanley, the principal city, stands at the E side of East Falkland Island and is the location of the seat of government.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 21	The Queen's Birthday
First Monday in May	May Day
Last Monday in May	Bank Holiday
June 14	Liberation Day
August 14	Falklands Day
Last Monday in August	Summer Bank Holiday
December 8	Battle Day
December 25	Christmas Day
December 26	Boxing Day

In addition, the first business day after Boxing Day is a public holiday known as Christmas Holiday. A government holiday is celebrated the two business days following Christmas Holiday.

Industries

The principal industries are sheep farming, wool processing, and fishing. Numerous foreign vessels purchase licenses to fish in the adjacent waters. Offshore exploration for oil and gas is being carried out in the vicinity of the islands.

Languages

English is the official language.

Mined Areas

Mines laid in the vicinity of the Falkland Islands during the 1982 conflict have been cleared and hazards to shipping have been marked; however, undiscovered dangers to navigation may still exist. Vessels wishing to enter Falkland Islands' waters are advised to contact the Harbor Master in Stanley.

Dangerous materials and ammunition may be found on many of the shores.

Stanley, Port Fitzroy, Goose Green Settlement, Darwin Settlement, Port Howard, and Fox Bay are areas within which land mines or booby traps are known to exist. There is no

evidence that other areas contain land mines or booby traps; however, they may contain unexploded bombs or missiles. Mines have been found on beaches and river banks outside of known mine fields. The seaward approaches to land mine fields are not marked. Special care is required when approaching the beaches and rivers lying adjacent to the above-mentioned areas.

Navigational Information

The maritime territorial claims of the Falkland Islands are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles. *
Continental Shelf	Defined by coordinates.

* Only enforced to a distance of 150 miles.

Offshore Islands

The South Atlantic Territories of South Georgia and the South Sandwich Islands



South Georgia and the South Sandwich Islands

South Georgia Island, the South Sandwich Islands, Shag Rocks, and Clerke Rocks are all dependencies of the United Kingdom.

South Georgia Island lies 800 miles SE of the Falkland Islands and has an area of about 1,450 square miles. It has no permanent population and is administered by a Commissioner,



Flag of South Georgia and the South Sandwich Islands

who resides in the Falkland Islands. A small military garrison is situated at Grytviken, on South Georgia, and a biological station, maintained by the British Antarctic Survey, is reported to be located on Bird Island.

Argentine forces invaded the island on 3 April 1982; however, a British naval task force recovered the territory on 25 April 1992.

The terrain is high and consists of very steep glacier-covered mountains. Mount Paget, the summit, is 2,934m high and saddle-shaped. In summer, the lower hills standing near the coast appear to be light brown in color, being free from snow and, in most cases, covered with grass and moss. There is little flat land and the island, except for patches of sparse grass and moss, is almost entirely barren. The SW side of the island is permanently frozen. The shores, especially at the N side, are deeply indented, but the bays are dangerous during most of the year because of large quantities of loose ice.

The climate is the same as for the Falkland Islands, being cloudy and humid with strong W winds.

The South Sandwich Islands have an area of about 130 square miles and lie 470 miles SE of South Georgia Island. The group consists of a chain of nine uninhabited islands, connected by a low submarine ledge. The islands, which offer little shelter, are mostly volcanic with some showing signs of activity. Zavodovski, the northernmost island, is reported to be in constant eruption.

The climate consists of fog, mist, and snow. The inclement weather and poor visibility render the islands difficult to approach. During the winter and spring, the group is completely surrounded by pack ice.

Search and Rescue

The Falkland Islands Rescue Coordination Center (FIRCC) is responsible for coordinating search and rescue operations. FIRCC maintains a continuous listening watch on VHF channel 16 and can be contacted by e-mail, as follows:

irics@horizon.co.fk

The Falkland Islands Fisheries Department maintains a continuous listening watch on VHF channel 16 and 2182 kHz, a daylight hours only listening watch on 4066.1 kHz, and can be contacted by e-mail, as follows:

fishops@fisheries.gov.fk

Time Zone

For the Falkland Islands, the Time Zone description is QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the first Sunday in September until April 21 of the following year.

For the South Atlantic Territories of South Georgia and the South Sandwich Islands, the Time Zone description is OSCAR (+2). Daylight Savings Time is not observed.

U.S. Embassy

There is no U.S. Embassy in the Falkland Islands or the South Atlantic Territories of South Georgia and the South Sandwich Islands.

These groups are dependencies of the United Kingdom.



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General

French Guiana, located in the N part of South America, is bounded on the W by Suriname and on the S and E by Brazil. It includes the offshore islands of Devil's Island, Royal Island, and St. Joseph Island.

The land rises gradually from a low swampy coastline, 200 miles long, to higher slopes and plains about 50 miles inland. The low mountains are composed entirely of granite and extend in an E/W direction.

The country is well drained, with more than 20 rivers discharging into the ocean. Immense forests of rich timber cover about 90 per cent of the land.

The climate is tropical, hot, and humid with very little seasonal temperature variation.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official monetary unit is the Euro, consisting of 100 cents.

Firing Areas

Rocket firings, associated with the space program at the Centre Spatial de Kourou (5°15'N., 52°45'W.), are conducted off the coast of French Guiana.

Danger areas are promulgated by Radio Navigational Warning Messages.

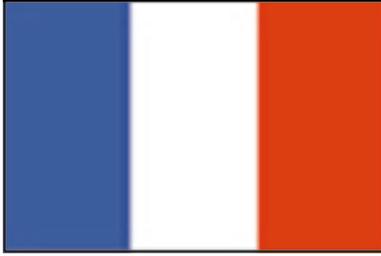
Government

French Guiana is an overseas department of France.

French Guiana administered by a directly-elected 19-member General Council and a 31-member Regional Council; members of both bodies serve 6-year terms. It is represented in the French National Assembly and Senate. The French government is represented by an appointed Prefect.

The legal system is based on French civil law.

The capital is Cayenne.



Flag of French Guiana

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 8	World War II Victory Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
June 10	Abolition of Slavery
July 14	Bastille Day
August 15	Assumption Day
October 15	Cayenne Festival
November 1	All Saint's Day
November 2	All Soul's Day
November 11	Armistice Day
December 25	Christmas Day

Industries

The principal crops are rice, manioc, bananas, sugarcane, and pineapples.

Tropical hardwoods are the chief resource of French Guiana. Important industries include construction materials, shrimp processing, forestry products, tourism, and gold mining.

Languages

French is the official language.

Navigational Information

The maritime territorial claims of French Guiana are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

Regulations

General

Vessels in transit or stationary within the territorial waters, except when alongside in port, should maintain a continuous listening watch on VHF channel 16 and respond to calls by official vessels and French coast radio stations.

Dangerous cargo is handled during daylight hours only. Vessels must provide an advance notice of 24 hours when carrying dangerous cargo.

Reporting System (SURNAV)

The SURNAV system is intended to prevent accidental pollution in the territorial water of French Guiana and the waters within 50 miles of the coast of French Guiana. The regulations are mandatory for the following vessels:

- Vessels carrying the following cargo:
 - Hydrocarbons, including oil (as specified in Appendix 1 to Annex 1 of MARPOL 73).
 - Dangerous substances (Class A and Class B to Appendix 2 to Annex 2 of MARPOL 73).
 - Certain radioactive cargo.
 - Certain bulk chemical products.
 - Bulk liquefied gas.
- Vessels providing assistance to those vessels listed in paragraph 1 above.

The reports are prefixed with SURNAV-FRANCE and should be sent to the Head of Marine in Guyana and the Antilles (CMAG). The reports should be sent through a coast radio station. If the vessel is in a port within French territorial waters, the report should be sent through the relevant port authority.

SURNAV messages are sent, as follows:

Inbound and outbound vessels:

Vessels intending to enter the territorial limits of French Guiana from sea or to depart from a port or anchorage in French Guiana are required to send a message, the details of which are listed in the table below, prefixed SURNAV-

FRANCE, followed by INFO COMELEMAR CAYENNE, to the CMAG in Martinique 6 hours in advance.

Inbound and Outbound Vessels	
Designator	Information required
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
INDIA	Destination.
JULIETT	1. Date, time UT (GMT), and position of entering territorial waters. 2. Date, time UT (GMT), and place of getting underway.
KILO	1. Date, time UT (GMT), and position of leaving territorial waters. 2. Date and time UT (GMT), of arrival at destination (port, anchorage, waiting position, deballasting position) within territorial waters.
NOVEMBER	Radio watch maintained.
PAPA	Draft.
QUEBEC	Cargo—type (as defined by MARPOL 73) and quantity.
ROMEO	Whether maneuvering capabilities are normal or reduced by damage to the following systems: 1. Propulsion machinery. 2. Control equipment. 3. Anchoring or mooring equipment.
SIERRA	Whether navigational capabilities are normal or reduced by damage to the following systems: 1. Radar. 2. Radio equipment, especially regarding the ability to send SURNAV message or to monitor VHF channel 16. 3. Safety of ballast equipment.

The message should cover the entire time of transit within the territorial waters, even if the vessels leaves and re-enters the territorial waters during the transit. If the message cannot be sent as recommended above, it should be transmitted by any other means possible.

A correction message should be sent to SURNAV-FRANCE if the vessel changes its intentions or if there is a change in its ability to maneuver and navigate.

Accidents:

Any vessel suffering a damage or a defect within 50 miles of the coast of French Guiana should send a message, the details of which are listed in the table below, prefixed SURNAV-AVAIRES, to the CMAG in Martinique.

Accidents	
Designator	Information required
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
INDIA	Destination.
JULIETT	Time UT (GMT) and nature of call for assistance or towage.
KILO	Name of assisting vessel, if present. If not present, its ETA UT (GMT).
MIKE	Name and telegraphic address of owner, charterer, and any French consignee.
NOVEMBER	Radio watch maintained.
PAPA	Draft.
QUEBEC	Cargo—type (as defined by MARPOL 73) and quantity.
ROMEO	Nature of damage or development of the situation.
TANGO	Any other information.

This message does not constitute a request for rescue or assistance. If rescue or assistance is required, the vessel should inform the CMAG.

Vessels should report any developments by means of a SURNAV-AVARIES message. A continuous listening watch should be maintained on VHF channel 16. The vessel should respond to any instructions received by the CMAG.

Vessels assisting another vessel:

Any assisting vessel is required, immediately on responding to a call for assistance, to send a message, the details of which are listed in the table below, prefixed SURNAV-AVAIRES, to the CMAG in Martinique.

Assisting Vessels	
Designator	Information required
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).

Assisting Vessels	
Designator	Information required
CHARLIE	Position of assisting vessel.
ECHO	Course of assisting vessel.
FOXTROT	Speed of assisting vessel.
GOLF	Name and telegraphic address of owner, charterer, and any French consignee.
INDIA	Destination.
JULIETT	Date, time UT (GMT), and position of casualty.
KILO	Name, nationality, and call sign of casualty.
LIMA	Course of casualty or destination, if known.
MIKE	Speed of casualty, if known.
NOVEMBER	Radio watch maintained.

Assisting Vessels	
Designator	Information required
QUEBEC	Cargo of casualty, if known.
ROMEO	Damage to casualty.
TANGO	Any other information.

Vessels should report any developments by means of a SURNAV-AVARIES message. A continuous listening watch should be maintained on VHF channel 16. The vessel should respond to any instructions received by the CMAG.

Time Zone

The Time Zone description is PAPA (+3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. maintains no resident representation in French Guiana. The country lies within the consular district of the U.S. Consulate General at Fort-de-France, Martinique.



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Currency

The official unit of currency is the French African Community franc, consisting of 100 centimes.

Government

General

Gabon, located on the Equator, is bounded on the N by Equatorial Guinea and Cameroon, on the E and S by the Republic of Congo, and on the W by the Atlantic Ocean.

The country consists of a narrow coastal plain, a hilly interior, and savanna regions in the E and S.

The land is mostly covered with a dense equatorial forest.

The climate is always hot and humid. There is a heavy rainfall. The dry periods are from the middle of May to the middle of September and from the middle of December to the middle of February.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

It is reported that obsolescent buoyage (Uniform System of Buoyage) may still be encountered in some waters.



Flag of Gabon

Gabon is a republic. The country is divided into nine provinces.

Gabon is governed by a directly-elected President serving a 7-year term. The Prime Minister, who is appointed by the President, is the head of government and appoints a Council of Ministers in consultation with the President. The bicameral legislature consists of a 91-member indirectly-elected Senate and a directly-elected 120-member National Assembly, serving a 5-year term.

The legal system is based on French civil law and customary law.

The capital is Libreville.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 12	Renovation Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 6	Martyrs' Day
Whitsunday	Variable
Whitmonday	Variable
August 15	Assumption Day
August 17	Independence Day
November 1	All Saints' Day
December 25	Christmas Day

Eid-il-Fitr (End of Ramadan) and Eid-il-Adha (End of Pilgrimage) are observed Islamic holidays, the dates of which vary from year to year and are subject to the appearance of the moon.

Industries

The major industries are petroleum and natural gas production, timber, mining, and food processing. Other industries include livestock raising, fishing, and tourism.

Minerals include manganese, uranium, gold, iron ore, zinc, and phosphates.

Crops include sugarcane, cassava, plantains, maize, groundnuts, bananas, palm kernels, cocoa, coffee, and rice.

Languages

French is the official language. Several native dialects are also spoken, with the principal ones being Fang, Myene, Bateke, Bapounou (Eschira), and Bandjabi.

Navigational Information

The maritime territorial claims of Gabon are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Boulevard de la Mer, Libreville.

The mailing address is Centre Ville, B.P. 4000, Libreville.

U. S. Embassy Gabon Home Page
<http://usembassy.state.gov/libreville>



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the cedi, consisting of 100 pesewas.

Government

General

Ghana, located on the W coast of Africa, is bounded on the W by the Ivory Coast, on the N by Burkina Faso, and on the E by Togo. The seacoast, about 290 miles long, lies between a position 2.5 miles W of **Newtown** (5°05'N., 3°04'W.) and a point 0.8 mile SW of Lome.

The land is fronted by a low, sandy shore and backed by plains and scrub. In the extreme W and E parts, sand spits enclose large lagoons which are bordered by mangrove forests.

A tropical rain forest belt extends N for 175 miles from a point on the shore near the border with the Ivory Coast. It is broken by several hills and many streams and rivers. This area, known as the Ashanti, produces most of Ghana's cocoa, minerals, and timber.

The country lying to the N of this belt varies from 90 to 390m in elevation and is covered by low bush, parkland savannah, and grassland plains.

The climate ranges from equatorial along the coast to savannah in the N part and is typified by the existence of well-defined dry and wet seasons.



Flag of Ghana

Ghana is a constitutional democracy. The country is divided into ten regions.

Ghana is governed by a directly-elected President who serves a 4-year term. The President appoints a Council of Ministers, subject to approval by the Parliament. The unicameral Parliament consists of 200 directly-elected members serving 4-year terms.

The legal system is based on English common law and customary law.

The capital is Accra.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 6	Independence Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	May Day
June 1	Anniversary of the Coup of 1979
July 1	Republic Day
December 7	Framer's Day
December 25	Christmas Day
December 26	Boxing Day
December 31	Revolution Day

Islamic holidays, which are subject to the appearance of the moon, include Eid-il-Fitr (End of Ramadan) and Eid-il-Adha (End of Pilgrimage).

Industries

Cocoa is the most important crop. Coffee, improved types of palm oil, coconuts, and tobacco are being planted on a larger scale. Progress has been made in the planting of clonal rubber in the SW part of the country.

There are large areas of forest land, providing a large export in sawn and log timber.

Oil has been found and produced in commercial quantities.

Natural mineral resources include gold, diamonds, manganese, bauxite, and aluminum. These are almost all exported in their primary state.

Languages

English is the official language. In addition, about 75 native dialects are also spoken.

Navigational Information

The maritime territorial claims of Ghana are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles.

Search and Rescue

Rescue Coordination Center (RCC) Accra is located at the main building of the Ghana Ports and Harbor Authority.

Tema Coast Radio Station maintains a continuous listening watch on all international distress frequencies.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated Ring Road East, Accra. The mailing address is P.O. Box 194, Accra.

U. S. Embassy Ghana Home Page
<http://usembassy.state.gov/accra>



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General

Guyana, located on the NE coast of Latin America, is fronted by the Atlantic Ocean. It is bounded on the E by Suriname, on the W by Venezuela, and on the S and W by Brazil.

The country can be divided roughly into three regions, as follows:

1. A low coastal region, about 250 miles long, which varies in width up to 30 miles and constitutes the agricultural area.
2. An intermediate area, about 100 miles wide, which is composed of slightly higher undulating land and which provides the chief mineral and forest resources

3. A hinterland composed of several mountain ranges and extensive savannahs
Approximately 87 per cent of the land area is covered with forests.

The climate is tropical, with rainy seasons from April to July and November to January. The humidity is high all year, but temperatures are moderated by sea breezes.

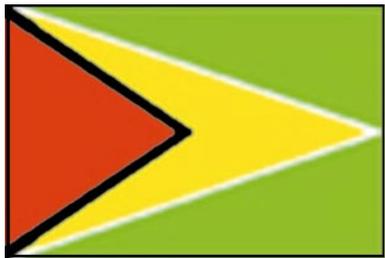
Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Guyana dollar, consisting of 100 cents.

Government



Flag of Guyana

Guyana is a republic. The country is divided into ten regions.

Guyana is governed by a President elected by the National Assembly to a 5-year term. The President appoints the Prime Minister and the Cabinet of Ministers. The National Assembly consists of 65 directly-elected members, under a system of proportional representation, and three appointed members, all serving 5-year terms.

The legal system is based on English common law, with certain admixtures of Roman-Dutch law.

The capital is Georgetown.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 23	Republic Day
Phagwah (Holi)	Variable
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable

May 1	Labor Day
May 5	Indian Heritage Day
May 26	Independence Day
First Monday in July	CARICOM Day
First Monday in August	Emancipation Day/Free-dom Day
Diwali (Deepavali)	Variable
December 25	Christmas Day
December 26	Boxing Day
December 31	Old Year's Night

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), and the Prophet's Birthday.

Industries

The major industries include bauxite mining, alumina production, livestock raising, timber, edible oil processing, and fishing.

Gold, diamonds, manganese, copper, tungsten, nickel, quartz, iron ore, and molybdenum are also mined. Other industries include tourism and the production of textiles and pharmaceuticals. The chief crops are sugar, rice, coffee, cocoa, copra, tobacco, coconut, and several tropical fruits.

Languages

The official language is English. Several Amerindian dialects are also spoken.

Navigational Information

The maritime territorial claims of Guyana are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Regulations

Dangerous cargo is handled during daylight hours only.

Search and Rescue

The Maritime Corps of the Guyana Defense Force is responsible for coordinating search and rescue operations. A Maritime Rescue Coordination Center is located in Georgetown.

Demerara Coast Radio Station (8RB) maintains a continuous listening watch for distress calls on 2182 kHz.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

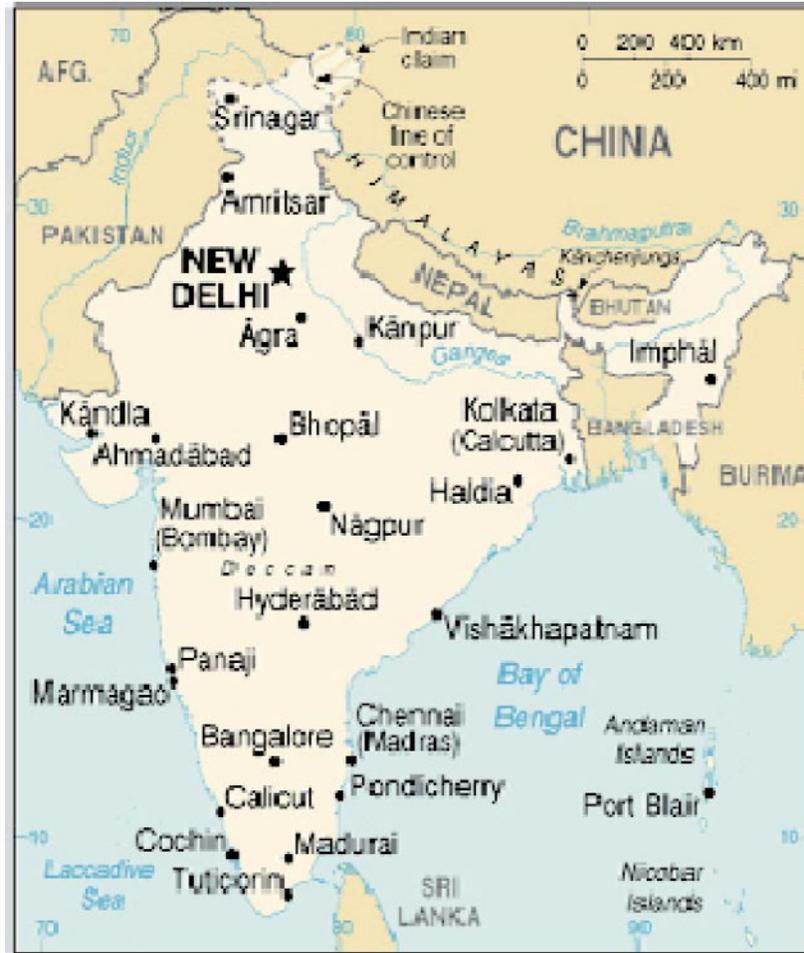
U.S. Embassy

The U.S. Embassy is situated at 100 Young and Duke Streets, Kingston, Georgetown.

The mailing addresses are, as follows:

1. Guyana address—
P.O. Box 10507
Kingston, Georgetown
2. U.S. address—
3170 Georgetown Place
Washington DC 20521-3170

U. S. Embassy Guyana Home Page
<http://georgetown.usembassy.gov>



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General

India is located in the S part of Asia. It is bounded on the W by Pakistan and the Arabian Sea; on the E by Bangladesh, Burma, and the Bay of Bengal; on the N by the disputed territory of Jammu and Kashmir; and on the NE by China,

Nepal, Tibet, and Bhutan. The far E part is almost separated from the rest of the country by Bangladesh.

The terrain varies and includes the mountainous region of the Himalayas in the N, the coastal lowlands, the almost flat plain of the Ganges River in the NE, and a desert in the W.

The climate varies from tropical monsoon in the S part to temperate in the N.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Development Area

An extensive offshore area, which is designated as a Development Area, lies in the approaches to the port of Bombay. Several oil fields and exploration sites lie within this area. In addition, numerous derricks, oil production platforms, wells, single point moorings, and other obstructions hinder safe navigation in this area.

Vessels not associated with oil field operations are strongly advised by the Government of India not to approach within 2.5 miles of any production platforms or structures in any Development Area.

Routes

The Indian authorities have established recommended routes for vessels bound for the port of Bombay in order to aid traffic transiting the approach areas. The local authorities request that vessels remain 1 to 2 miles to starboard of the recommended route tracklines, which may be seen on the chart, consistent with safe navigation and the International Regulations for Preventing Collisions at sea, 1972 (72 COLREGS).

Seismic Surveys

Seismic surveys, in connection with offshore oil and mineral exploration, are conducted in and around Indian waters. Details of these surveys are generally provided to mariners by local radio navigational warning or by Indian Notices to Mariners. It is seldom practicable to publish details of the areas of operation except in general terms; therefore, vessels carrying out seismic surveys may be encountered without prior notice. Seismic survey vessels operate either alone or in company and may tow a sensing device in the form of buoyant cable streamed 1 to 2 miles astern. This sensing device may be on the surface or lie at depths of up to 12m below. An orange buoy, which displays a quick flashing light and carries a radar reflector, is usually attached to the end of the cable.

In the process of the survey, repeated shock waves are created, at any level between the bottom and the surface, by the use of explosive charges, compressed air, mechanical librators, or electrical means. Vessels surveying will usually make way through the water, but sometimes they stop for extended periods.

Seismic survey vessels that are unable to maneuver are required to carry the lights and signals as described in the 72 COLREGS and should be given a wide berth.

If charges are being fired by radio or electrically triggered detonators, survey vessels may suspend radio and radar transmissions in order to avoid accidental firings. The charges may be contained in a variety of cylinders, tubes, or bags which may be marked as "Dangerous." No attempt to recover such items should be made and if any are inadvertently taken aboard in trawls, etc., should be jettisoned immediately.

Currency

The official unit of currency is the rupee, consisting of 100 paise.

Firing Areas

Firing, bombing, and other defense practice exercises take place within a number of areas lying off the coast of India. The responsibility to avoid accidents rests entirely with the Range Authorities. Therefore, the limits of these areas may not, in all cases, be shown on the charts and their descriptions may not appear in the Sailing Directions (Enroute).

When air to air, air to sea, or ground firing are carried out by aircraft, a large white or red sleeve, a winged target, or a flag is towed by another aircraft moving on a steady course.

Generally, warning signals are shown when the targets are stationary, but not when towed targets are used.

All marine craft operating as range-safety craft, target towers, or control launches for remote controlled targets will display for identification purposes, while within or in the vicinity of the danger area, a large red flag at the masthead.

Remote-controlled craft are about 21m in length and carry "Not Under Command" shapes and lights, as well as normal navigation lights. Exercises consisting of surface firing by ships, practice bombing, air to sea firing, and rocket firing may be carried out against these craft or targets towed by them. In such cases, a control craft will keep a visual and a radar watch extending up to about 8 miles and there will be cover from the air over a much greater range to ensure that shipping is not endangered.

Rocket and guided weapons firing exercises are conducted under Clear (Air and Sea) Range procedures. Devices are generally incorporated whereby the missiles may be destroyed should their flights be erratic.

Warning signals, when given, usually consist of red flags by day and red fixed or red flashing lights at night. However, the absence of any such signal cannot be accepted as evidence that a practice area does not exist. Warning signals are shown from shortly before practice commences until it ceases.

Ships and aircraft carrying out night exercises may illuminate with bright red or orange flares.

Vessels may be aware of the existence of practice areas by monitoring the NAVAREA VIII warning messages, the coastal warning messages, local Notice to Mariners, and by observing warning signals.

The Range Authorities are responsible for ensuring that there is no risk of damage from falling shell-splinters, bullets, etc., to any vessel which may be in the practice area.

Rocket Launching Areas

1. Thumba Equatorial Rocket Launching Station.—Experimental high altitude meteorological/scientific rocket firing will take place periodically from a launching site at Thumba on the W coast of India (8°32'34"N., 76°51'32"E.).

The danger areas are, as follows:

a. Area I.—Within a sector contained in a 5 mile radius from the launching site, between bearings 010° and 120° from seaward.

b. Area II.—Within a sector contained in arcs of 10 and 125 miles radii from the launching site, between bearings 010° and 120° from seaward.

Mariners are advised to keep clear of the above danger areas when firing is due to take place. NAVAREA VIII and coastal radio warnings will be issued sufficiently in advance in accordance with Indian Annual Notices Nos. 12 and 13. No visual warning signals will be displayed. Vessels unavoidably in the danger areas should contact VWB (Bombay) on 500kHz or 8MHz.

2. Balasore Rocket Launching Station.—Experimental high altitude meteorological/scientific rocket firing will take place periodically from a launching site at Balasore on the E coast of India (21°25'30"N., 87°00'10"E.).

The danger areas are, as follows:

a. Area I.—Within a sector contained in a 10 mile radius from the launching site between bearings 280° and 010° from seaward.

b. Area II.—Within a sector contained in arcs of 45 miles and 75 miles radii from the launching site between bearings 305° and 345° from seaward.

Mariners are advised to keep clear of the above danger areas when firing is due to take place. NAVAREA VIII and coastal radio warnings will be issued sufficiently in advance in accordance with Indian Annual Notices Nos. 12 and 13. No visual warning signals will be displayed. Vessels unavoidably in the danger areas should contact VWC (Calcutta) on 500kHz.

3. Sriharikota Satellite/Sounding Rocket Launching Stations.—Experimental high altitude satellite/sounding rocket launching will take place periodically from Sriharikota launching sites on the E coast of India.

a. Satellite Launching Station 1 (13°40'N., 80°14'E.) with danger areas, as follows:

(i) A circular zone of 5 miles radius around the launch pad.

(ii) A sector, with a radius of 16 miles, from the launch pad between the azimuth angles of 115° and 155°.

(iii) A circular zone, with a radius of 22 miles, with its center at 10°21'N, 84°42'E.

(iv) A circular zone, with a radius of 46 miles, with its center at 2°45'N, 90°14'E.

(v) A circular zone, with a radius of 88 miles, with its center at 13°20'S, 104°50'E.

b. Sounding Rocket Launching Station (13°42'N., 80°14'E.) with danger areas, as follows:

(i) Within a circular zone, with radius of 20 miles, with its center at 13°42'N, 80°29'E, the launch pad.

(ii) Within a sector contained in arcs of 45 miles and 95 miles radii from the launch pad, between azimuth angles of 50° and 120° from True North.

(iii) Within a sector contained in arcs of 155 miles and 275 miles radii from the launching pad, between the azimuth angles of 50° and 120° from True North.

(iv) Within a sector contained in arcs of 180 miles and 300 miles from the launch pad, between the azimuth angles of 50° and 120° from True North.

(v) Area enclosed by lines joining the following positions:

- 13°26'N, 80°14'E.
- 13°26'N, 80°30'E.
- 14°00'N, 80°30'E.
- 14°00'N, 80°14'E.

c. Satellite Launching Station 2 (13°44'N., 80°14'E.) with danger areas, as follows:

(i) Within a circular zone, with radius of 10 miles, with its center at 13°44'N, 80°14'E, the launch pad.

(ii) Within a sector contained in arcs of 20 miles and 37 miles radii from the launch pad, between azimuth angles of 130° and 150° from True North.

(iii) Within a sector contained in arcs of 95 miles and 190 miles radii from the launching pad, between the azimuth angles of 130° and 150° from True North.

(iv) Area enclosed by the following positions:

- 2°00'S, 81°00'E.
- 2°00'S, 83°00'E.
- 8°00'S, 83°00'E.
- 8°00'S, 81°00'E.

(v) Area enclosed by lines joining the following positions:

- 39°00'S, 72°00'E.
- 39°00'S, 77°00'E.
- 44°00'S, 77°00'E.
- 44°00'S, 72°00'E.

Mariners are advised to keep clear of the above danger areas when launching is due to take place. NAVAREA VIII and coast radio warnings will be issued sufficiently in advance in accordance with Indian Annual Notices Nos. 12 and 13. No visual warning signals will be displayed. Vessels unavoidably in the danger areas should contact Madras Coast Radio Station (VWM) or Vishakhapatnam (VWV) on 500 kHz.

Firing Practice and Exercise Areas

1. **Bedi (off Balachiri).**—Area enclosed by lines joining the following positions:

- a. 22°49'00"N, 70°06'00"E.
- b. 22°45'50"N, 70°13'10"E.
- c. 22°38'15"N, 70°09'20"E.
- d. 22°41'10"N, 70°01'50"E.

2. **Nora Island.**—Area of 2 miles around Nora Island (22°31'00"N., 69°20'30"E.).

3. Okha

(i) Shallow Water Submarine Exercise Area A—Area enclosed by lines joining the following positions:

- a. 22°30'N, 68°12'E.
- b. 22°16'N, 68°24'E.
- c. 22°04'N, 68°08'E.
- d. 22°19'N, 67°56'E.

(Reference position "AA" 22°17'N, 68°10'E.)

(ii) Deep Water Submarine Exercise Area B—Area enclosed by lines joining the following positions:

- a. 22°07'N, 67°32'E.
- b. 21°53'N, 67°45'E.
- c. 21°41'N, 67°29'E.
- d. 21°55'N, 67°16'E.

(Reference position "BB" 21°54'N, 67°31'E.)

4. Dwarka

(i) Area enclosed by lines joining the following positions:

- a. 22°18'30"N, 68°25'00"E.
- b. 22°06'00"N, 68°49'00"E.
- c. 21°30'45"N, 69°27'00"E.
- d. 21°09'00"N, 69°40'30"E.
- e. 21°30'30"N, 68°48'30"E.

(ii) Rushton Firing Area—Area enclosed by lines joining the following positions:

- a. 22°06'00"N, 68°49'00"E.
- b. 21°30'45"N, 69°27'00"E.
- c. 21°15'00"N, 69°08'00"E.
- d. 21°49'00"N, 68°31'30"E.

5. **Bombay**

(i) General Firing Area A—Area enclosed by lines joining the following positions:

- a. 18°28'N, 70°56'E.
- b. 18°28'N, 71°16'E.
- c. 18°10'N, 71°16'E.
- d. 18°10'N, 70°56'E.

(Reference position “AA” 18°19'N, 71°31'E.)

(ii) Surface Firing Area B—Area enclosed by lines joining the following positions:

- a. 17°48'N, 71°52'E.
- b. 17°48'N, 72°10'E.
- c. 17°28'N, 72°10'E.
- d. 17°28'N, 71°52'E.

(Reference position “BB” 17°38'N, 72°01'E.)

(iii) Submarine Exercise Area C—Area enclosed by lines joining the following positions:

- a. 17°40'N, 71°22'E.
- b. 17°50'N, 71°30'E.
- c. 17°32'N, 71°33'E.
- d. 17°36'N, 71°42'E.

(iv) Live and Practice Underwater Firing Area U—Area enclosed by lines joining the following positions:

- a. 17°40'N, 71°14'E.
- b. 17°30'N, 71°07'E.
- c. 17°25'N, 71°30'E.
- d. 17°18'N, 71°16'E.

(Reference position “UU” 17°28'N, 71°15'E.)

(v) Middle Ground Firing Area—Area enclosed by lines joining the following positions:

- a. 18°50'00"N, 72°54'30"E.
- b. 18°54'30"N, 72°54'00"E.
- c. 18°55'10"N, 72°50'58"E.
- d. 18°54'39"N, 72°50'35"E.

(vi) Oyster Rock Firing Area—Area enclosed by lines joining the following positions:

- a. 18°48'00"N, 72°52'00"E.
- b. 18°50'00"N, 72°54'30"E.
- c. 18°54'39"N, 72°50'35"E.
- d. 18°54'05"N, 72°49'48"E.

(vii) Firing area enclosed by lines joining the following positions:

- a. 18°48'00"N, 72°38'00"E.
- b. 18°52'00"N, 72°46'00"E.
- c. 18°51'00"N, 72°47'00"E.
- d. 18°53'39"N, 72°48'45"E. (Colaba Point)
- e. 19°00'00"N, 72°44'05"E.
- f. 19°00'00"N, 72°38'00"E.

(Position a and position f are to be joined by an arc with position d as the center.)

(viii) Firing area enclosed by lines joining the following positions:

- a. 18°51'50"N, 72°38'20"E.
- b. 19°01'20"N, 72°49'00"E.
- c. 19°05'00"N, 72°47'00"E.
- d. 19°04'00"N, 72°35'00"E.

(ix) Torpedo Firing Exercise Area J—Area enclosed by lines joining the following positions:

- a. 17°28'N, 71°02'E.
- b. 17°15'N, 70°55'E.
- c. 17°12'N, 71°15'E.

- d. 17°05'N, 71°05'E.

(x) Submarine Exercise Area K—Area enclosed by lines joining the following positions:

- a. 17°20'N, 71°32'E.
- b. 17°10'N, 71°50'E.
- c. 17°08'N, 71°25'E.
- d. 17°00'N, 71°45'E.

(Reference position “KK” 17°20'N, 71°40'E.)

(xi) Rushton Tracking and Firing Area VAD 31—Area enclosed by lines joining the following positions:

- a. 17°50'N, 72°28'E.
- b. 17°50'N, 72°45'E.
- c. 17°35'N, 72°28'E.
- d. 17°13'N, 72°42'E.

6. **West coast off Ratnagiri**

(i) Deep Water Submarine and Aircraft Exercise Area R—Area enclosed by lines joining the following positions:

- a. 16°46'N, 70°53'E.
- b. 16°34'N, 70°26'E.
- c. 16°20'N, 71°06'E.
- d. 16°08'N, 70°38'E.

(Reference position “RR” 16°26'N, 70°46'E.)

(ii) Missile Firing Area L—Area enclosed by lines joining the following positions:

- a. 16°53'N, 72°00'E.
- b. 16°32'N, 72°35'E.
- c. 15°43'N, 71°28'E.
- d. 15°22'N, 72°05'E.

(Reference position “LL” 16°05'N, 72°05'E.)

7. **Goa**

(i) General Exercise Area A—Area enclosed by lines joining the following positions:

- a. 15°12'30"N, 73°20'30"E.
- b. 14°54'00"N, 73°28'30"E.
- c. 15°16'30"N, 73°29'30"E.
- d. 14°58'00"N, 73°38'00"E.

(Reference position “AA” 15°05'30"N, 73°29'00"E.)

(ii) Live Firing Area B—Area enclosed by lines joining the following positions:

- a. 15°08'00"N, 73°10'30"E.
- b. 14°50'00"N, 73°19'00"E.
- c. 15°12'30"N, 73°20'30"E.
- d. 14°54'00"N, 73°28'30"E.

(Reference position “BB” 15°01'00"N, 73°19'30"E.)

(iii) Submarine Exercise Area D—Area enclosed by lines joining the following positions:

- a. 15°21'N, 72°22'E.
- b. 15°25'N, 72°34'E.
- c. 15°02'N, 72°30'E.
- d. 15°07'N, 72°42'E.

(Reference position “DD” 15°13'N, 72°32'E.)

(iv) Submarine Exercise Area G—Area enclosed by lines joining the following positions:

- a. 15°06'00"N, 73°15'00"E.
- b. 15°10'00"N, 73°27'00"E.
- c. 14°52'00"N, 73°35'00"E.
- d. 14°47'00"N, 73°23'30"E.

(Reference position “GG” 15°00'00"N, 73°26'00"E.)

(v) Deep Water Submarine Exercise Area H—Area enclosed by lines joining the following positions:

- a. 15°27'00"N, 72°51'30"E.
- b. 15°09'00"N, 72°59'30"E.
- c. 15°32'00"N, 73°02'30"E.
- d. 15°14'00"N, 73°10'45"E.

(Reference position "HH" 15°20'30"N, 73°01'00"E.)

(vi) Air to air range enclosed by lines joining the following positions:

- a. 15°44'N, 72°54'E.
- b. 15°53'N, 73°12'E.
- c. 14°58'N, 73°38'E.
- d. 14°50'N, 73°19'E.

(vii) Firing area enclosed by lines joining the following positions:

- a. 15°13'N, 73°57'E.
- b. 15°13'N, 73°52'E.
- c. 15°11'N, 73°52'E.
- d. 15°11'N, 73°57'E.

8. Cochin

(i) General Exercise Area A—Area enclosed by lines joining the following positions:

- a. 11°00'N, 74°40'E.
- b. 11°00'N, 75°50'E.
- c. 10°10'N, 73°40'E.
- d. 10°10'N, 76°00'E.

(Reference position "AA" 10°35'N, 75°15'E.)

(ii) Live Firing Area B—Area enclosed by lines joining the following positions:

- a. 10°40'N, 75°20'E.
- b. 10°40'N, 75°50'E.
- c. 10°20'N, 75°20'E.
- d. 10°20'N, 75°50'E.

(Reference position "BB" 10°30'N, 75°35'E.)

(iii) Firing sector with (a) as center and enclosing (b) and (c) as following below:

- a. 9°57'20"N, 76°14'10"E.
- b. 10°03'50"N, 76°03'10"E.
- c. 9°44'50"N, 76°15'09"E.

(iv) Area enclosed by lines joining the following positions:

- a. 9°57'30"N, 75°59'30"E.
- b. 9°57'42"N, 76°14'12"E.
- c. 9°44'00"N, 76°17'30"E.
- d. 9°42'30"N, 76°09'30"E.

(v) Live and Practice Underwater Firing Area U—Area enclosed by lines joining the following positions:

- a. 10°40'N, 74°50'E.
- b. 10°40'N, 75°10'E.
- c. 10°20'N, 75°10'E.
- d. 10°20'N, 74°50'E.

(Reference position "UU" 10°30'N, 75°00'E.)

(vi) Submarine Exercise Area D—Area enclosed by lines joining the following positions:

- a. 9°30'N, 74°30'E.
- b. 9°30'N, 75°00'E.
- c. 9°00'N, 74°30'E.
- d. 9°00'N, 75°00'E.

(Reference position "DD" 9°15'N, 74°45'E.)

9. Madras

(i) Firing area enclosed by lines joining the following positions:

- a. 12°56'52"N, 80°20'07"E.
- b. 13°04'21"N, 80°17'23"E.
- c. 13°09'45"N, 80°23'52"E.
- d. 13°02'08"N, 80°25'21"E.

(ii) Firing area enclosed by lines joining the following positions:

- a. 12°55'36"N, 80°25'25"E.
- b. 13°07'03"N, 80°17'37"E.
- c. 13°17'40"N, 80°26'51"E.
- d. 13°06'13"N, 80°32'00"E.

(iii) Firing area enclosed by lines joining the following positions:

- a. 12°51'10"N, 80°17'08"E.
- b. 13°04'00"N, 80°17'08"E.
- c. 13°10'03"N, 80°28'08"E.
- d. 12°58'00"N, 80°28'08"E.

(iv) Submarine Exercise Area D—Area enclosed by lines joining the following positions:

- a. 13°25'N, 80°36'E.
- b. 13°25'N, 80°50'E.
- c. 13°05'N, 80°50'E.
- d. 13°05'N, 80°36'E.

(Reference position "DD" 13°15'N, 80°43'E.)

(v) Submarine Exercise Area M—Area enclosed by lines joining the following positions:

- a. 12°47'00"N, 80°26'36"E.
- b. 12°47'00"N, 80°35'42"E.
- c. 12°37'00"N, 80°35'42"E.
- d. 12°37'00"N, 80°26'36"E.

(Reference position "MM" 12°42'00"N, 80°31'00"E.)

(vi) Submarine Exercise Area N—Area enclosed by lines joining the following positions:

- a. 13°02'N, 80°33'E.
- c. 13°02'N, 80°41'E.
- d. 12°52'N, 80°41'E.
- b. 12°52'N, 80°33'E.

(Reference position "NN" 12°57'N, 80°37'E.)

(vii) Live and Practice Underwater Firing Area U—Area enclosed by lines joining the following positions:

- a. 12°47'00"N, 80°40'42"E.
- b. 12°47'00"N, 80°48'42"E.
- c. 12°36'48"N, 80°48'42"E.
- d. 12°36'48"N, 80°40'42"E.

(Reference position "UU" 12°42'00"N, 80°44'42"E.)

(viii) Rushton Tracking and Firing Area V—Area enclosed by lines joining the following positions:

- a. 13°15'N, 82°20'E.
- b. 13°15'N, 83°00'E.
- c. 13°50'N, 83°00'E.
- d. 13°50'N, 82°20'E.

(Reference position "VV" 13°32'30"N, 82°40'00"E.)

10. Nizampatnam Bay.—Weapons Firing Range—Area enclosed by lines joining the following positions:

- a. 14°45'N, 80°08'E.
- b. 15°00'N, 81°30'E.
- c. 16°00'N, 81°10'E.

then along the coast to join back with position a.

11. Vishakhapatnam

(i) General Exercise/Live Firing Area A—Area enclosed by lines joining the following positions:

- a. 17°44'00"N, 84°05'00"E.
- b. 17°44'00"N, 83°48'00"E.
- c. 17°48'08"N, 83°42'00"E.
- d. 17°58'00"N, 83°52'00"E.
- e. 17°58'00"N, 84°19'00"E.

(Reference position "AA" 17°50'18"N, 84°00'00"E.)

(ii) General Exercise/Live Firing Area B—Area enclosed by lines joining the following positions:

- a. 17°10'N, 83°33'E.
- b. 17°09'N, 84°05'E.
- c. 17°25'N, 83°45'E.
- d. 16°54'N, 83°53'E.

(Reference position "BB" 17°09'30"N, 83°49'00"E.)

(iii) Area D—Area enclosed by lines joining the following positions:

- a. 17°42'N, 83°47'E.
- b. 17°42'N, 84°07'E.
- c. 17°18'N, 83°47'E.
- d. 17°18'N, 84°07'E.

(Reference position "DD" 17°30'N, 83°57'E.)

(iv) Firing from Naval Coast Battery Area E—Area enclosed by lines joining the following positions:

- a. 17°42'03"N, 83°18'24"E.
- b. 17°41'30"N, 83°18'07"E.
- c. 17°30'24"N, 83°18'07"E.
- d. 17°34'04"N, 83°30'18"E.
- e. 17°46'04"N, 83°32'04"E.

(Reference position "EE" 17°38'12"N, 83°25'06"E.)

(v) Submarine Exercise Area R—Area enclosed by lines joining the following positions:

- a. 17°45'00"N, 83°39'12"E.
- b. 17°40'24"N, 83°44'42"E.
- c. 17°32'36"N, 83°38'12"E.
- d. 17°37'18"N, 83°32'12"E.

(Reference position "RR" 17°39'00"N, 83°38'36"E.)

(vi) Submarine Exercise Area S—Area enclosed by lines joining the following positions:

- a. 17°31'36"N, 83°31'24"E.
- b. 17°26'42"N, 83°37'30"E.
- c. 17°19'00"N, 83°30'36"E.
- d. 17°23'54"N, 83°24'36"E.

(Reference position "SS" 17°25'18"N, 83°31'00"E.)

(vii) Submarine Exercise Area T—Area enclosed by lines joining the following positions:

- a. 16°00'N, 82°39'E.
- b. 15°00'N, 84°00'E.
- c. 17°00'N, 83°15'E.
- d. 15°00'N, 83°24'E.

(Reference position "TT" 16°19'N, 83°20'E.)

(viii) Submarine Bottoming Area F—Area enclosed by lines joining the following positions:

- a. 17°45'18"N, 83°25'24"E.
- b. 17°44'54"N, 83°25'48"E.
- c. 17°44'48"N, 83°24'54"E.
- d. 17°44'12"N, 83°25'06"E.

(Reference position "FF" 17°44'42"N, 83°25'30"E.)

(ix) Submarine Deep Diving Area G—Area enclosed by lines joining the following positions:

- a. 17°16'54"N, 83°29'00"E.
- b. 17°15'00"N, 83°30'00"E.
- c. 17°26'12"N, 83°43'24"E.
- d. 17°28'00"N, 83°41'36"E.

(Reference position "GG" 17°21'30"N, 83°36'12"E.)

(x) Missile Firing Area M—Area enclosed by lines joining the following positions:

- a. 17°05'N, 83°30'E.
- b. 16°35'N, 83°52'E.
- c. 16°00'N, 84°15'E.
- d. 15°16'N, 83°20'E.
- e. 15°50'N, 82°55'E.
- f. 16°05'N, 82°45'E.

(Reference position "MM" 16°10'30"N, 83°30'00"E.)

12. Kalaikunda—Area enclosed by lines joining the following positions:

- a. 20°00'N, 88°00'E.
- b. 20°00'N, 89°00'E.
- c. 20°35'N, 89°00'E.
- d. 20°35'N, 88°00'E.

13. Balasore—Firing Area B—Area enclosed by lines joining the following positions:

- a. 21°27'30"N, 87°02'00"E.
- b. 21°09'00"N, 87°21'51"E.
- c. 21°00'18"N, 87°03'00"E.
- d. 20°58'30"N, 86°53'30"E.

14. Calcutta—Firing area enclosed by lines joining the following positions:

- a. 22°11'30"N, 88°11'00"E.
- b. 22°11'24"N, 88°08'00"E.
- c. 22°06'00"N, 88°09'30"E.
- d. 22°01'00"N, 88°03'18"E.
- e. 22°07'00"N, 88°10'30"E.
- f. 22°05'00"N, 88°15'00"E.

15. Port Cornwallis—Firing Area A—Area enclosed by lines joining the following positions:

- a. 13°10'N, 93°24'E.
- b. 13°10'N, 93°48'E.
- c. 13°30'N, 93°48'E.
- d. 13°30'N, 93°24'E.

(Reference position "AA" 13°20'N, 93°36'E.)

16. Port Blair

(i) Firing Area A—Area enclosed by lines joining the following positions:

- a. 11°39'N, 92°49'E.
- b. 11°39'N, 93°03'E.
- c. 11°24'N, 93°03'E.
- d. 11°24'N, 92°49'E.

(Reference position "AA" 11°31'30"N, 92°56'00"E.)

(ii) Firing Area B—Area enclosed by lines joining the following positions:

- a. 11°39'N, 93°03'E.
- b. 11°39'N, 93°18'E.
- c. 11°24'N, 93°18'E.
- d. 11°24'N, 93°03'E.

(Reference position "BB" 11°31'30"N, 93°10'30"E.)

(iii) Missile Firing Area C—Area enclosed by lines joining the following positions:

- a. 11°00'N, 92°50'E.
- b. 10°30'N, 92°50'E.
- c. 10°30'N, 93°40'E.
- d. 10°00'N, 93°40'E.

(Reference position “CC” 10°30'N, 93°15'E.)

(iv) Firing Area D—Area enclosed by lines joining the following positions:

- a. 11°24'N, 92°55'E.
- b. 11°24'N, 93°12'E.
- c. 11°00'N, 93°12'E.
- d. 11°00'N, 92°55'E.

(Reference position “DD” 11°15'N, 93°04'E.)

Note.—The safe flying heights in these areas are, as follows:

1. In areas of firing by aircraft:
 - a. Air to air range—10,000m.
 - b. Air to sea/ground range—7,000m.
2. In gunnery practice areas:
 - a. 4 inch and above—13,000m.
 - b. 40/60 and 20mm—8,000m.
3. In missile firing areas—20,000m.

Government



Flag of India

India is a federal republic with a parliamentary government. The country is divided into 28 states and seven union territories.

Each state is administered by a Governor appointed by the President for a 5-year term. Each union territory is administered by the President through an appointed administrator or Lieutenant-Governor.

The head of the Union is the President, who is elected by an electoral college for a 5-year term, in whom all executive power is vested. The electoral college consists of all the elected members of the Parliament and the State Assemblies.

The Council of Ministers aids and advises the President. The Prime Minister is elected by the members of the majority party.

The bicameral Parliament consists of the Council of States (the upper house) and the House of the People (the lower house). The Council of States consists of not more than 250 members and is a combination of members selected by the elected members of the state and territorial assemblies and up to 12 members appointed by the President. All members serve 6-year terms. The House of the People consists of 542 directly-

elected members and three appointed members, all serving 5-year terms.

The legal system is based on English common law.

The capital is New Delhi.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 26	Republic Day
Good Friday	Variable
August 15	Independence Day
October 2	Mahatma Gandhi's Birthday
December 25	Christmas Day (Natal)

Hindu holidays subject to the Hindu solar calendar include Vishnu/Bahag, Mesadi, and Maghi.

Hindu holidays subject to the Hindu lunar calendar include Holi, Sri Rami Navami, Mahavir Jayanthi, Buddha Purnima, Krishna Janamashti (Janmastami), Dussehra (Vijaya Dashmi), Diwali (Deepavali), and Hazrat Ali's Birthday.

There are many smaller Hindu holidays that may be celebrated locally.

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

The major industries include textiles, chemicals, food processing, petroleum and natural gas production, steel, mining, pharmaceuticals, cement, transportation equipment, livestock raising, and fishing.

The main agricultural crops are rice, cereals, tea, oil seed, cotton, jute, and sugarcane.

Languages

Hindi is the official language. English is also very widely used, especially in business, communications, and government. In addition, there are 14 other official languages; numerous dialects are also spoken.

Navigational Information

The maritime territorial claims of Argentina are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims the Gulf of Mannar and Polk Bay as internal waters.

** Also considered a Security Zone.

Offshore Islands

The Andaman Islands

The Andaman Islands, a group of about 204 islands and rocks, lie between 10°30'N and 13°40'N, and between 92°11'E and 93°07'E.

The Andaman Islands, together with the Nicobar Islands, are administered as a Union Territory by the President of the Republic of India, acting through a Lieutenant Governor. The seat of administration is situated at Port Blair. The islands are densely wooded and contain valuable hardwood and softwood trees which form the principal export. They are deeply indented and form several deep and spacious harbors.

The observed Standard Time is 5 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.

The Nicobar Islands

The Nicobar Islands, a group of about 19 islands, are a dependency of the Andaman Islands. They lie between 6°45'N and 9°15'N, and between 92°40'E and 93°55'E.

The islands are mostly hilly and undulating. Rivers are found only on the island of Great Nicobar. Severe earthquakes can be expected in this vicinity as the islands lie on a fault line. Coconuts and tobacco are grown.

The observed Standard Time is 5 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.

The Laccadive Islands

The **Laccadive Islands** (10°00'N., 72°30'E.), meaning the hundred thousand islands, consist of a group of coral atolls lying between 115 and 215 miles off the SW coast of India; several detached shoals and banks lie off the islands.

The islands are divided into two groups, N and S, separated approximately by the parallel of 11°N. The N group is known as the Amindivi Islands. The S group is known as the Cannanore Islands.

Each of these islands lies on extensive coral shoals and no parts of these formations are more than about 4m high. As these islets and islands are low, with coconut trees only 18 to 24m high and not discernible for any great distance, they should be avoided. There are, however, some wide and deep channels between them.

The observed Standard Time is 5 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.

Regulations

Dangerous and Hazardous Cargo

It is required that all vessels above 100 grt carrying dangerous and hazardous cargo transiting through the Indian Exclusive Economic Zone (EEZ) report the details of the cargo carried 48 hours before entering any Indian port or 24 hours prior to entering the Indian EEZ. Vessels sailing from neigh-

boring countries are also required to report on their cargo 24 hours prior to departure.

This information shall be included in line P of the Indian Ship Position and Information Reporting System (INSPIRES) reporting format.

Vessel Age Restrictions

The following restrictions apply to foreign-flagged tankers in Indian waters:

1. Crude oil carriers—Must have segregated ballast tanks and be less than 25 years old.
2. Product tankers—Must have segregated ballast tanks and be less than 25 years old.
3. Chemical tankers—Must be less than 25 years old.

Restricted Area

The union territories of the Andaman Islands and the Nicobar Islands has been declared a Restricted Area by the Government of India. Foreign vessels and foreign nationals are prohibited from visiting the Andaman Islands and the Nicobar Islands without prior permission from the Government of India.

Search and Rescue

The Indian Navy is responsible for coordinating Search and Rescue Operations (SAR) in the Indian Search and Rescue Region (ISRR). For the limits of the ISRR, see Ship Reporting System—INDSAR.

The ISRR is divided into three subregions, each with an assigned Maritime Rescue Coordination Center (MRCC) and several assigned Maritime Rescue Coordination Subcenters (MRSC). Many centers can be reached by e-mail, as follows:

Western Region

MRCC Mumbai	cgmumbai@bon3.vsnl.net.in
MRSC Porbandar	comdislad1@sancharnet.in
MRSC Goa	cgaegoa@goate.com
MRSC New Mangalore	cgman@sancharnet.in
MRSC Kochi	—

Eastern Region

MRCC Chennai	isareast@md3.vsnl.net.in
	cgpoorav@md2.vsnl.net.in
MRSC Tuticorin	cgstuti@sancharnet.in
MRSC Vizag	dhq6@md4vsnl.net.in
MRSC Paradip	cgdhqdp@dte.vsnl.net.in
MRSC Haldia	cgdhq8@cal2.vsnl.net.in
MRSC Mandapam	cgsmp@md5.vsnl.net.in

Andaman and Nicobar Region

MRCC Port Blair	pblcgrhqan@sancharnet.in
MRSC Diglipur	—
MRSC Campbell Bay	—

Ship Reporting System—INSPIRES

The Indian Ship Position and Information Reporting System (INSPIRES) covers the sea area within the limits defined by the following:

- The India-Pakistan border at the coast.
- 12°00'N, 63°00'E.
- The African coast at 12°00'N.
- The African coast at 10°30'S.
- 10°30'S, 55°00'E.
- 30°00'S, 55°00'E.
- 30°00'S, 95°00'E and N to the coast.

The Indian Ship Position and Information Reporting System (INSPIRES) is mandatory for all Indian merchant vessels, including coastal and fishing vessels, of more than 300 grt.

Other vessels within the reporting area are encouraged to participate in the system. The purpose of the system is to provide data for SAR operations, vessel traffic management, weather forecasting, and the prevention and containment of marine pollution.

Vessels participating in the system should send regular reports through selected radio stations.

There are four types of messages, each containing a selection of the items listed in the Message Format in the accompanying table, as follows:

- The Sailing Plan (SP) should be sent just prior to sailing or as soon as possible after leaving from a port within the reporting area, or when the vessel enters the area.
- A Position Report (PR) should be sent every day according to the accompanying table.
- A Deviation Report (DR) should be sent when the vessel's position varies significantly from the position that would have been predicted from previous reports, when changing the reported route, or as decided by the Master.
- A Final Report (FR) should be sent on arrival at the destination or when leaving the reporting area.

Brief reports on cyclones, deep depressions, defect and damage to the participating vessel, and marine pollution may be sent at the discretion of the Master.

The first line of every message should always state the INSPIRES/message type (SP, PR, DR, FR, or title in full for other reports). Subsequent lines should start with the line identifier;

the line identifier and other data items on a line should be separated by “/” and lines should be terminated by “//”.

INSPIRES Position Report Schedule		
Longitude of vessel	Latitude of vessel	Time Schedule UT (GMT)
West of 80°E	0°-10°N	0400-0455
	10°N-20°N	0500-0655
	N of 20°N	0700-0755
	0°-30°S	0400-0455
East of 80°E	0°-10°N	0300-0355
	10°N-20°N	0500-0555
	N of 20°N	0600-0655
	0°-30°S	0400-0455

Message Format.—The line identifiers listed in the accompanying table should be used when preparing an INSPIRES message

INSPIRES messages will be accepted free of charge by Indian Naval Communication Centers (COMCEN) Mumbai (Bombay) (VTF) and Vizag (Vishakhapatnam) (VTO). On establishing contact, vessels are requested to forward their working frequencies.

Reports sent through Mumbai (Bombay) Radio (VWB) and Chennai (Madras) Radio (VWM) are chargeable at present but are likely to be made free in the near future. Vessels are advised to use telex through their agent for SP reports. Vessels fitted with WT are requested to assist vessels fitted with RT only to relay PR reports.

Position Reports must be received within 6 hours of the scheduled times. A list of vessels holding overdue reports will be broadcast daily at 1400 UT(GMT) by Mumbai (Bombay) Naval Radio (VTG) for vessels W of 80°E and by Vishakhapatnam Naval Radio (VTO) for vessels E of 80°E. Vessels listed in these broadcasts must send their reports immediately to COMCEN.

INSPIRES Message Format					
Identifier	Content	SP	PR	DR	FR
A/	Vessel's name/Call sign//	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 ¹	X ²	X ²	X ²
D/	Position//—(true bearing is 3 digits; distance in miles is 2 digits from clearly identified stated landmark)				
E/	Course//—(true heading is a 3-digit group)	X	X	X	X ³
F/	Speed//—(knots and tenths of knots e.g. 15.5=15.5)	X	X	X	X ³
G/	Port of departure//—(name of last port of call)	X	X		

INSPIRES Message Format					
Identifier	Content	SP	PR	DR	FR
H/	Time/Position of entry into the system//—(time as expressed in B; position as expressed in C or D)	X ¹	X		
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X		
J/	Pilot carried//—(state whether deep sea or local pilot is on board)				
K/	Time/point of exit from system//—(time as expressed in B; position as expressed in C or D)				X ³
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})	X	X	X	X ³
M/	Radio communications//—(state full name of stations and frequencies guarded)	X	X		
N/	Time of next report//—(as expressed in B)	X	X	X	
O/	Draft//—(in meters and centimeters expressed as 4 digits)	X	X		
P/	Cargo//—(brief details of any dangerous cargo)	X ⁴	X ⁴		
Q/	Defects or damage//—(brief details of any defects, damage, or other limitations)			X	
R/	Pollution//—(brief details of type of pollution and position as in C or D)				
S/	Weather//—(brief details of cyclonic conditions only)				
T/	Vessel's agent//—(name and particulars)	I	I	I	I
U/	Vessel size/type//—(length, beam in meters, grt, and type)	I	I	I	I
V/	Medical personnel//—(doctor, physician's assistant, nurse, or no medic)	X	X		
W/	Number of persons on board//	X	X		
X/	Remarks//—(any other information—brief details)				

Key to Symbols:

X—Required information.

X¹—Required information when entering the area. Either item C or D may be used.

X²—Either item C or D may be used.

X³—Required information when leaving the area.

X⁴—Reports on dangerous and hazardous cargo shall be made in accordance with the list below:

- 1 Correct technical name(s) of cargo.
- 2 UN number(s).
- 3 IMO hazard class(es).
- 4 Name of consignee/consignor and manufacturer of cargo.
- 5 Types of packages, including identification, make(s), or whether in portable tank, vehicle, or packaged in vehicle freight container or other portable tank unit.
- 6 Quantity and likely condition of the cargo.
- 7 Details of arms and ammunition being carried on board.

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

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

Ship Reporting System—INDSAR

The India Ship Reporting System for SAR (INDSAR) is a

voluntary system designed to contribute to the safety of life at sea. It is designed to be used by foreign-flag vessels over 300

gross tons operating or transiting in the Indian Search and Rescue Region (ISRR). The ISRR consists of the waters adjoining the Indian coast within the limits defined by the following:

- a. 21°00'N, 68°15'E.
- b. 12°00'N, 63°00'E.
- c. 12°00'N, 60°00'E.
- d. 6°00'S, 60°00'E.
- e. 6°00'S, 68°00'E.
- f. 0°00', 68°00'E.
- g. 8°00'N, 73°00'E.
- h. 6°10'N, 78°00'E.
- i. 10°00'N, 80°00'E.
- j. 10°00'N, 82°00'E.
- k. 6°00'N, 92°00'E.
- l. 6°00'N, 97°32'E.

The objective of INDSAR is to contribute to the safety of life at sea by:

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a rescue action.
3. Providing up-to-date information on shipping resources available in the area in the event of a SAR incident.

INDSAR is supplementary to INSPIRES and is an advanced computerized system operated and maintained by the Indian Coast Guard through the Maritime Rescue Coordination Center in Mumbai. Participation in INDSAR is voluntary and vessels will not incur any charges, if the INDSAR report is sent to MRCC Mumbai through NMARSAT- C using code 43, or

additional responsibilities other than those that already exist under SOLAS 74 and SAR 79.

The efficiency of INDSAR depends on the number of vessels regularly participating in the system. The more vessels maintained in the computerized plot, the greater the chance that a vessel will be identified near the position of distress. Since INDSAR will identify the most suitable vessel(s) to respond to a vessel in distress, MRCC Mumbai can release other vessels to continue their voyage.

The following actions are taken during a vessel's participation in INDSAR:

1. Upon departure from an Indian port or upon entering the ISSR area from overseas, masters are required to send a Sailing Plan (SP) or an Entry Report (ENR) to MRCC Mumbai by INMARSAT- C on code 43.
2. A computerized plot of the vessel's position will be maintained by the Indian Coast Guard through MRCC Mumbai.
3. Masters are required to send a Position Report (PR) each day at a convenient time chosen by the vessel. The maximum time between any two reports is not to exceed 24 hours. All dates and times in INDSAR reports are to be in UTC.
4. A Final Report (FR) or an Exit Report (EXR) is to be sent on arrival at the destination or on departure from the INDSAR area.

There are six types of messages, each containing a selection of the items listed in the Message Format in the accompanying table, as follows:

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	X		
E/	Course//—(true heading is a 3-digit group)	X	X	X	X		
F/	Speed//—(knots and tenths of knots e.g. 15.5=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	X	O		
T/	Vessel's agent//—(name and particulars)	I	I	I	I	I	I

INDSAR Message Format							
Identifier	Content	SP	ENR	PR	DR	FR	EXR
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/	Remarks//—(other information; brief details)	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.

1. **Sailing Plan (SP).**—This report contains the complete routing information for the vessel and should be sent a few hours before departure, upon departure, or within a 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.

Format of messages.—The first line begins with INDSAR, followed by a slash (/), the report type (SP, ENR, etc.), and ends with a double slash (//). Each remaining line begins with a specified letter, followed by a slash (/), to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (//). All reports end with a Z (end of report) line.

Note.—All reports are to be prefixed INDSAR and can be transmitted to MRCC Mumbai by the following:

1. Telephone: +91-22-24376133
+91-22-24301455
2. Telex: 011 71381 BMCG IN
3. Fax: +91-22-24333727
4. INMARSAT-C: 441907210
5. E-mail: indsar@vsnl.net

Signals

Harbor Signals

Should it become necessary to control the movement of ships into and within ports in Pakistan, the signals described below will be displayed from a conspicuous position in or near the port approaches and/or from any Examination or Traffic Control Vessel operating in the approaches to the port, as follows:

1. Entry to port prohibited:
 - Day signal—Three red balls, vertically disposed.
 - Night signal—Three flashing red lights, vertically disposed.
2. Entry to port permitted:
 - Night signal—Three fixed green lights, vertically disposed.
3. Movement or anchorage within port prohibited:
 - Day signal—Blue flag.
 - Night signal—A fixed green light between two fixed red lights, vertically disposed.

INDIA—PORT STORM SIGNALS—GENERAL SYSTEM

No.	Day	Night	Remarks
I			Cautionary. —There is a region of squally weather in which a storm may be forming. This signal is shown at ports so situated with reference to the disturbed weather that a ship leaving the port might run into danger during its voyage.
II			Warning. —A storm has formed. This signal is shown when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm. But if, in addition to distant warnings (I and II), there is risk of the port experiencing bad weather, then the appropriate local signals (III to XI) are shown. In general, if the weather situation warrants two or three signals, then the highest-numbered signal is shown.
III			Cautionary. —The port is threatened by squally weather (i. e., winds over 20 knots accompanied by rain).
IV			Warning. —The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution. The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike are warned by this signal.
V			Danger. —The port will experience severe weather from a cyclone expected to move keeping the port to the left of its track.
VI			Danger. —The port will experience severe weather from a cyclone expected to move keeping the port to the right of its track.

INDIA—PORT STORM SIGNALS—GENERAL SYSTEM

No.	Day	Night	Remarks
VII			<p>Danger.—The port will experience severe weather from a cyclone expected to move over or close to the port. The signal is also used when a storm is expected to skirt the coast without actually crossing it.</p>
VIII			<p>Great danger.— The port will experience severe weather from a severe cyclone expected to move keeping the port to the left of its track.</p>
IX			<p>Great danger.— The port will experience severe weather from a severe cyclone expected to move keeping the port to the right of its track.</p>
X			<p>Great danger.— The port will experience severe weather from a severe cyclone expected to move over or close to the port. The signal is also used when a storm is expected to skirt the coast without actually crossing it.</p>
XI			<p>Failure of communication.— Communications with the Meteorological Warning Center have broken down and the local port officers consider that there is danger of bad weather.</p>
<p><u>Key to Color of Lights:</u></p>		<p><u>RED</u></p> 	<p><u>WHITE</u></p> 

Storm Signals

The system of storm warnings may be briefly described as consisting of the following:

1. A General System, consisting of 11 signals. Two of these signals indicate the existence of distant disturbed weather; eight indicate that local bad weather threatens the port; and the remaining one indicates that communication with the Meteorological Office concerned has broken down and that, in the opinion of the local officer, there is danger of bad weather.

2. A Brief System, consisting of only five of the above signals. This system is used at ports frequented mainly by smaller vessels engaged in local traffic. The signals used by the Brief System are III, IV, VII, X, and XI.

3. An Extended System, which, in addition to the signals of the General System, includes signals to indicate the position of the disturbance. This system is in use only at certain ports in the Bay of Bengal and is further described at the end of this section.

The Meteorological Offices of India, Sri Lanka, and Pakistan keep port offices informed of all necessary warnings and the latest information with respect to disturbances in the seas off the coasts of the Indian peninsula.

The Madras Meteorological Office is the warning center for ports on the W shore of the Bay of Bengal S of, and including, Kalingapatam. The Calcutta Meteorological Office is the warning center for Indian ports N and E of Baruva. The Rangoon Meteorological Office is the warning center for Burmese ports. These authorities keep the Port Officers informed of all necessary warnings and the latest information with respect to disturbances in the seas off the shores of the Bay of Bengal. Therefore, vessels may contact the Port Officers for details to supplement the indications of the signals displayed. Vessels will also receive detailed information in the broadcast weather bulletins issued by the Meteorological Offices through the coast radio stations. Vessels are advised to obtain a copy of the Meteorological Manual listing the day signals used in the three warning systems at the first port of call or through their agents.

Extended System—Explanation

These special signals are shown in many ports in the Bay of Bengal. These signals help locate areas of bad weather in the Bay of Bengal with some degree of certainty, even though the indicated bad weather may be located a considerable distance from the coast. The Bay of Bengal is divided into six Sections, along with a corresponding Section Signal, as shown in the accompanying graphic.

At ports not threatened, the Section signal for the affected Section is displayed below the General System Signal I or the General System Signal II and indicates the general position of the bad weather in the Bay of Bengal. Some examples of the Extended System are, as follows:

1. **Bad weather located in Section 5**—A horizontally-disposed cylinder (General Signal I) displayed over a black cone, point up (Extended System Section Signal 5).

2. **Storm located in Section 2**—A vertically-disposed cylinder (General Signal II) displayed over a vertically-disposed cylinder (Extended System Section Signal 2) would be shown at all ports which are not directly affected by the storm. If the port itself is threatened, only the signals of the General System would be displayed.

If the storm center is near the boundary of two Sections, two Extended System Section Signals will be given. The first Extended System Section Signal will indicate which Section the storm center is in; the second Extended System Section Signal will indicate the neighboring Section.

If the storm center is near the boundary of three Sections, three Extended System Section Signals will be given. The first Extended System Section Signal will indicate which Section the storm center is in; the second Extended System Section Signal will indicate the nearest adjoining Section; and the third Extended System Section Signal will indicate the remaining Section.

Submarine Operating Areas

Warning Signals

Indian submarines may be encountered by day or at night while operating in any of the waters off the Indian coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

Indian escort vessels fly the International Code Group “NE2” to denote that submarines, which may be submerged or surfaced, are exercising in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged at a depth too great to show the periscope may sometimes indicate its position by releasing a “smoke candle” that gives off a considerable volume of smoke on first reaching the surface. Submarines may sometimes also indicate their positions by towing on the surface close astern a red-and-white or red-and-yellow float.

The Sindhughosh Class of submarines may, in addition to the above, also display a yellow flashing all-around light (93 flashes per minute) 11m aft of and 1.5m higher than the forward masthead light.

In order to enable the accompanying vessel to identify the position of a submerged Shishumar Class of submarine, an identification light is provided in the aft section of the conning tower. This light emits a white light upward through plexiglass and has a luminous range of 7 miles when measured in the air during clear visibility.

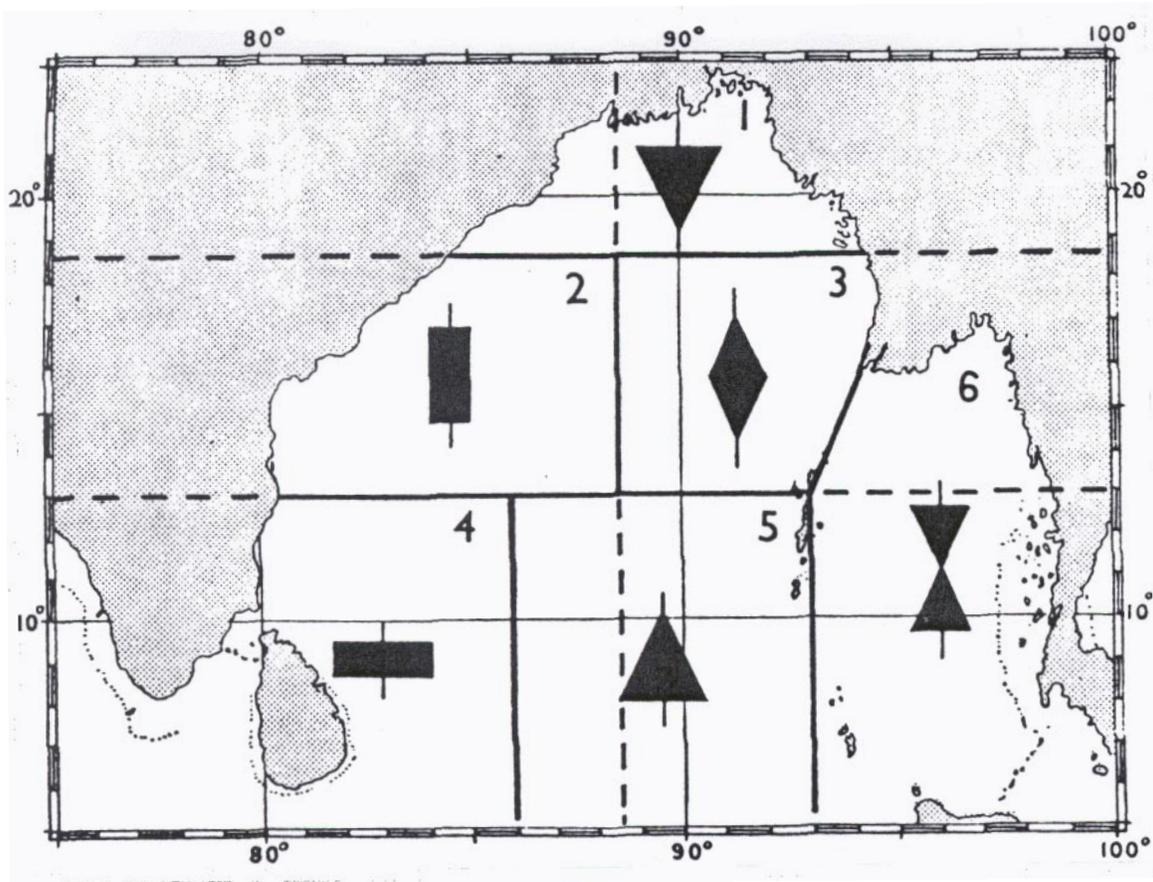
The following signals are used by submerged submarines within designated Submarine Exercise Areas:

1. Red grenades fired in quick succession indicate that vessels should clear the area immediately as the submarine is carrying out emergency surfacing procedure. Vessels must not stop their propellers and should standby to render assistance.

2. Two colored grenades fired 3 minutes apart (white, yellow, or green) indicate that vessels should clear the immediate vicinity. The submarine has indicated its position and is intending to carry out surfacing procedure. Vessels must not stop their propellers.

Navigation Lights

The navigation lights of submarines are exhibited from the sail (upper conning tower), which is near the center of the vessel. The steaming lights, side lights, and stern light are necessarily low down and closely spaced with the result that



Indian Extended System

they give no indication of the submarine's length nor exact course. Consequently, they may be mistaken for the lights of a much smaller vessel.

The main steaming light is fitted in the forward part of the sail at a height of 6.3m (8.2m for Sindhughosh Class) above the waterline. The side lights are fitted in the center of the sail at a height of 4m (5.9m for Sindhughosh Class) above the waterline.

The stern light is placed rather low, at a height of only 1m (0.5m for Sindhughosh Class) and may at times be partially obscured by spray and wash. Under these circumstances, a submarine may choose to use a substitute stern light which is fitted at the aft end of the sail at a height of 4m (7.08m for Sindhughosh Class). The overall arrangements of these lights may appear unusual.

Sunken Submarine

An Indian submarine that is bottomed and unable to surface will try to indicate its position by the following methods:

1. Releasing an indicator buoy as soon as the accident occurs.
2. On the approach of surface vessels and at regular intervals by firing red and green grenades accompanied by red, orange, white, or yellow smoke candles. (It should be noted that submarines may not be able to fire their grenades. Correspondingly, a partially flooded submarine may have

only a certain number of grenades available and searching ships should not therefore expect many to appear.)

3. Pumping out fuel or lubricating oil.
4. Blowing out air.

Since oil streaks or debris may be the only indication of the presence or position of the sunken submarine, it is vitally important that surface vessels refrain from discharging anything which might appear to have come from a submarine while in the probability area. Searching vessels and aircraft can waste many valuable hours investigating these false contacts.

In any submarine accident, time is the most vital factor effecting the chances of rescue of survivors. As the sighting of a buoy may be the first indication that an accident has, in fact, occurred, it is vital that no time should be lost in taking action.

At any time after a submarine accident, survivors may start attempting to escape. Conditions inside are likely to deteriorate rapidly and postponement of escape will only be made in order to allow rescue ships to reach the scene. Therefore, any ship finding a moored submarine indicator buoy should not leave the position but should standby, well clear, ready to pick up survivors. Survivors will ascend nearly vertically and it is important that plenty of sea room is given to enable them to do so in safety. On arrival at the surface, survivors may be exhausted or ill, and if circumstances are favorable, the presence of a boat already lowered is very desirable. Some survivors may require a recompression chamber and it will,

therefore, be the aim of the Naval authorities to get such a chamber to the scene as soon as possible.

Submarine Indicator Buoys

Indian Navy submarines carry two indicator buoys. The buoys are painted in four quadrants. The diagonally opposite quadrants are painted yellow and orange. The name of the submarine is painted/affixed on the fore and aft parts of the buoy in black letters, 25mm thick and 140mm high. Each buoy has a white light which can either show steadily or exhibit 120 flashes per minute. A sound-powered telephone is fitted in each buoy, under the base of the light, for communication with the submarine. No radio beacon or wireless transmitter is fitted to the buoys. The indicator buoy has a diameter of 132cms. When in water, the buoy floats 15 to 23cms above sea level. The buoy wire is 350m long. The finder should inform the nearest Naval/Port/Police authorities and should not secure to or attempt to lift the buoy.

The Sindhughosh Class of submarine carries one Emergency Indicator Buoy. This buoy has a white light which flashes once every 3 seconds. A sound-powered telephone is fitted on the top of the buoy for communication with the submarine. A key is available for MCW two-way communication with the submarine on 121.5MHz as long as the buoy is in the water. When the buoy is recovered, communication can be established by two-way telephony. The buoy is also fitted with a radio beacon transmitting on 51.2MHz (the transmission may be continuous or for 20 seconds with a pause of 60 seconds). The buoy has a diameter of 115cms. The buoy wire is 500m

long. The finder should inform the nearest Naval/Port/Police authorities and should not secure to or attempt to lift the buoy.

The Shishumar Class of submarine carries an Emergency Indicator Buoy that has three signals. An HF transmission, at a frequency of 8364kHz, consisting of the international distress call "SOS" together with the submarine's identification number; a UHF Sarbe tone transmitted on 243MHz; and an Xenon light flashing approximately 33 times per minute that is visible at a distance of 5 miles in good weather conditions.

The finder should inform the nearest Naval/Port/Police authorities and should not secure to or attempt to lift the buoy.

Time Zone

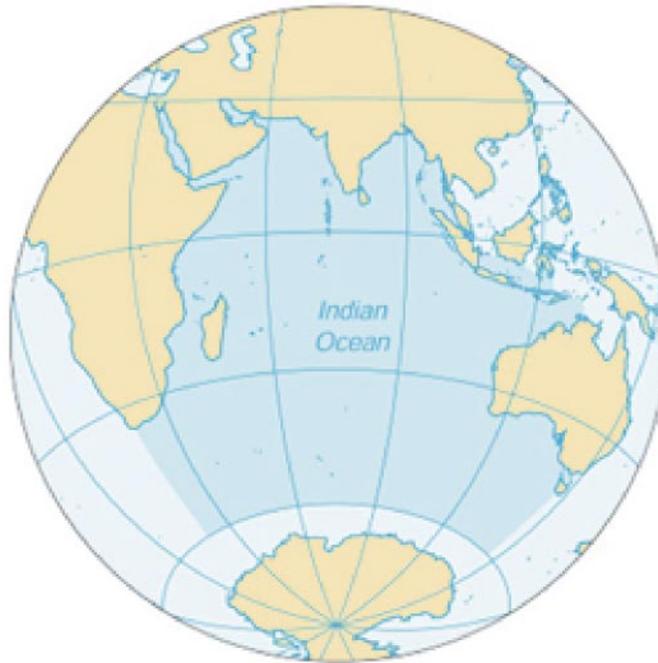
The observed Standard Time is 5 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Shanti Path, Chanakyapuri, New Delhi.

The mailing address is Shanti Path, Chanakyapuri, New Delhi 110021.

U. S. Embassy India Home Page
<http://newdelhi.usembassy.gov>



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General

The Indian Ocean, the third largest ocean, is bordered on the W by Africa, on the S by Antarctica, on the N by Asia, and on the E by Australia.

The Mid-Indian Ridge, the most notable bathymetric feature of the ocean, lies near the center. It takes the form of an inverted “Y” and has a depth of 2,743m. The Mid-Indian Ocean Basin, with depths of over 5,000m, lies E of this ridge. The Ninetyeast Ridge extends S from the Bay of Bengal on the E side of the basin.

The **Vema Trench** (9°00'S., 67°30'E.), with depths of over 6,000m, lies on the E side of the Mid-Indian Ridge.

The **Java Trench** (10°20'S., 110°10'E.), with a reported maximum depth of 7,449m, is the deepest part of the Indian Ocean.

Cautions

ODAS

The term Ocean Data Acquisition System (ODAS) covers a wide range of devices for collecting weather and oceanographic data. However, the devices of most concern to vessels consist of buoy systems which support instruments. These buoy systems may be expected to become more numerous each year and may be found in most oceans.

The buoy systems vary considerably in size and are either moored or free-floating. As far as possible, positions of the former will always be widely promulgated, and, if considered to be of a permanent enough nature, will be charted. In both types, the instruments may be either in the float or attached at any depth beneath it.

The buoys are colored yellow and marked ODAS with an identification number. The moored buoys usually display a yellow light, showing a group of five flashes every 20 seconds.

ODAS equipment may be encountered in unexpected areas and often in deep water where navigational buoys would not be found. It should be noted that valuable instruments are often suspended beneath these systems or attached to the mooring lines. In some cases, the moorings have been cut loose beneath the buoy by unauthorized persons, with the consequent loss of the most valuable part of the system.

The moored buoys may be up to 7.5m in diameter and 2 to 3m in height. The free-floating buoys are usually much smaller, 2m wide, and do not display a light.

Locust Reports

General.—Many countries in Africa and Southwest Asia are, from time to time, invaded by swarms of Desert Locust. These locusts are capable of traveling for hundreds of miles and have repeatedly been seen in flight at sea within the Gulf of Aden, the Persian Gulf, and the N part of the Indian Ocean. The adult Desert Locust is about 60mm long with a wingspan of about 120mm. They vary in color from red to yellow according to their state of maturity.

Reports of locusts in all infested countries are exchanged through the Desert Locust Information Service, Food and Agriculture Organization (FAO) of the United Nations, Rome. To assist in the provision of appropriate warnings to countries

threatened by locust invasion, mariners sighting locusts are requested to report by radio or, as follows:

1. Telephone: +39-06-5705
2. Fax: +39-06-5705-3152
3. Telex: 625852 FAO
610181 FAO
4. Telegraph: FOODAGRI ROME
5. E-mail: FAO-HQ@fao.org
6. Web site: <http://www.fao.org>

The report should include the following particulars:

1. Date and time (specifying UT/GMT or zone time) when locust first seen.
2. Latitude and longitude, if possible to nearest minute, where locusts first seen.
3. Time and position at which locusts were last seen.
4. Whether isolated locusts (seen in flight singly), locust groups(s) (flying locusts seen intermittently in numbers), swarm (flying locusts seen continuously in numbers over a period of at least a minute), dense swarm (obscuring part of horizon or other background), or locusts appearing on board or floating dead (isolated, groups, or swarms).
5. Color of locusts (yellow, pink, or gray).
6. Wind direction and speed.

The cost of these messages will be defrayed by the FAO Desert Locusts Information Service.

Pakistan.—Reports of locusts seen in the Arabian Sea can also be sent directly to the Department of Plant Protection, Karachi, as follows:

1. Telephone: +92(0)-21-9248612-
+92(0)-21-9248613
+92(0)-21-9248614
+92(0)-21-9248615
2. Fax: +92(0)-21-9248673
3. E-mail: d_locust@gem.net.pk
mohd_bashirpp@yahoo.com
locust@khi.paknet.com.pk
locustgp@hotmail.com

The cost of these messages will be defrayed by the Department of Plant Protection.

Oman.—Mariners sighting locusts are asked to report the information contained in 1 to 6 above to the Omani Ministry of Agriculture and Fisheries by fax (if fax is unavailable, then by telex and through Muscat Coast Radio Station), as follows:

1. Telephone: +968-696287
2. Fax: +968-696271
3. Telex: 625852 FAO
610181 FAO
4. Telegraph: FOODAGRI ROME

Off-lying Dangers

The **Madagascar Plateau** (33°13'S., 43°48'E.), a submarine ridge, lies about 460 miles S of Madagascar. Walters Shoal, with a least depth of 18m, lies on this ridge.

The **Alphard Banks** (35°02'S., 20°52'E.), a series of coral and rock formations, rise from general depths of about 85m to a least depth of 15.5m. Heavy swells and turbulent seas frequently occur, especially during strong SW winds, in the vicinity of these formations.

Muirfield Seamount (13°10'S., 96°11'E.), with a least depth of 18m, is reported to lie about 70 miles SSW of the Cocos Islands (Keeling Islands).

Piracy

Acts of piracy are reported to occur within the waters of the Indian Ocean lying off the W coast of Sumatra. The International Maritime Bureau (IMB) of the International Chamber of Commerce has established a Piracy Countermeasures Center at Kuala Lumpur. This center operates for the Southeast Asian Region and is able to receive reports from vessels concerning attacks and advise of danger areas. Piracy warnings are broadcast by the center. For further information, see Malaysia—Cautions.

Freak Waves

An area in the Indian Ocean lying between the Cape of Good Hope and Durban has long been regarded as dangerous due to large swells and the occurrence, without warning, of abnormally high, freak waves. These freak waves are reported to be preceded by a steep trough, often described as a “hole,” into which vessels may plunge. Such vessels are then unable to rise up again before encountering a solid wall of water, 20 to 25m high. These freak waves have usually been reported to occur within 20 miles of the edge of the Continental Shelf.

While the chances of encountering a freak wave are slight, care should be exercised when navigating in the vicinity of the edge of the Continental Shelf.

Climatology

The Northeast Monsoon occurs from December to April. The SW monsoon occurs from June to October. Tropical cyclones occur mostly during May, June, October, and November in the N part of the ocean and during January and February in the S part.

The N part of the Indian Ocean has a typical monsoon climate, with the onset of the Southwest Monsoon affecting Sri Lanka and the S part of India from late May to early June and steadily moving NW to affect the NW part of India and the SW part of Pakistan by early July. In early September, the Southwest Monsoon starts to retreat towards the SE and by mid to late December, the Southwest Monsoon has usually cleared most of Sri Lanka.

The weather pattern over much of the area is more regular than in most parts of the world, and is usually classified over most of India, as follows:

1. The cool season (December through March)—Dry NE winds, with little clouds, except in the S.
2. The hot season (April and May)—Light, variable winds, with sea breezes along the coasts, and a small chance of a tropical cyclone.
3. The Southwest Monsoon or rainy season (June through September)—Winds normally W to SW, but along the SW coast of India, winds are W to NW.
4. The interim, or transitional, period (October and November)—Light, variable winds, with sea and land breezes. Occasional tropical cyclones may be experienced.

On the W coast of India, the whole period from the cessation of the Southwest Monsoon to its recommencement is often referred to as the “fine weather season.” Along much of the coast of Pakistan and the W coast of India, most of the rainfall is associated with the Southwest Monsoon. The rainy season is more prolonged over the S part of India and Sri Lanka; in the

extreme S part of the area, the monthly variation in rainfall is small.

Tropical cyclones (force 12) are infrequent, with an average of one or two occurring over the Arabian Sea each year.

Due to their devastating storm tides, tropical cyclones in the vicinity of the head of the Bay of Bengal have long been recognized as extremely dangerous. As far back as 1737, a "wall of water," reported to be 12m high, swept ashore killing over 300,000 people. In November 1970, a "severe cyclone" (classification used in India in lieu of hurricane) sent a 7m storm surge over Bangladesh and the offshore islands with loss of life estimated at about 310,000. This storm generated winds of 130 knots. In the past 35 years, cyclones, at times, have generated winds estimated at 150 to 175 knots and waves of up to about 10m high. However, with the increased use of satellites for detection and tracking, more advanced notice can be given and the intensity of the storm determined.

Government

Dependent Island Groups

British Indian Ocean Territory (Chagos Archipelago)



British Indian Ocean Territory

The British Indian Ocean Territory, which includes the entire Chagos Archipelago, lies about midway between Indonesia and Africa and is a dependent territory of the United Kingdom. It is composed of a group of five atolls. The numerous coral islands and banks forming the atolls are flat and only attain heights of up to 4m.

Diego Garcia (7°20'S., 72°27'E.) is the largest and southernmost atoll of the group. It is the site of a joint US/UK military facility. There is no permanent population. A constant listening

watch for distress radio traffic is maintained at Diego Garcia. There is no agricultural or industrial activity on the atolls. Fishing with traps, hand lines, gill nets, and purse seine nets is carried out in the vicinity of the atolls.

The climate is tropical. It is hot, humid, and moderated somewhat by the trade winds.

Diego Garcia Coast Radio Station maintains a continuous listening watch on 2182 kHz and VHF channel 16 for distress traffic.

The Time Zone description is FOXTROT (-6). Daylight Savings Time is not observed.

Antipollution laws are strictly enforced in the area of the atolls.



Flag of British Indian Ocean Territory



Reunion

Reunion (Ile de la Reunion)

Reunion (formerly Ile Bourbon) lies about 360 miles E of Madagascar and is a dependent territory of France (an Overseas Department of France). The island, with an area of 968 square miles, is administered by a Prefect, assisted by an elected General Council and Regional Assembly. The seat of administration is situated in **Saint-Denis** (20°52'S., 55°27'E.).

The terrain is mostly rugged and mountainous, with fertile lowlands near the coasts. The island is composed of volcanic formations. Piton des Neiges, 3,069m high, is the summit. Piton de la Fournaise rises in the SE part of the island and is an active volcano.

The climate is tropical, being moderated by the high elevations. It is usually cool and dry from May to November, and wet and rainy from November to April. However, the Northeast Monsoon sometimes brings heavy rains to the E side of the island from October to April.

The official unit of currency is the Euro.

The legal system is based on French civil law.

A firing area, identified as FM-D50, is bounded by lines joining the following positions:

- a. 21 12.0'S, 54 57.0'E.
- b. 21 26.0'S, 55 02.5'E.
- c. 21 31.2'S, 54 47.4'E.
- d. 21 17.2'S, 54 42.0'E.

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Monday	Variable
Easter Monday	Variable
May 1	Labor Day
May 8	Victory Day (1945)
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 14	Bastille Day
August 15	Assumption Day
November 1	All Saints' Day
November 11	Victory Day (1918)
December 20	Slavery Abolition Day
December 25	Christmas Day

The chief agricultural products are sugar, tropical fruits and vegetables, vanilla, perfume essences, corn, tobacco, potatoes, and maize

The main industries include sugar processing, rum distilling, cigarettes, canning, fishing, livestock raising, textiles, leather, handicrafts, and tourism.

French is the official language, but Creole is also widely used.

The Centre Operational de Sauvetage en Mer de la Reunion (COSRU) at the Maritime Rescue Coordination Center (MRCC) Reunion maintains a continuous listening watch on VHF channel 16, 2182 kHz, and 8291 kHz for distress traffic. MRCC Reunion can also be contacted by e-mail, as follows:

mrcc.reunion.cosru.aem@quipement.gouv.fr
coru.mrcc.reunion@wanadoo.fr

The Time Zone description is DELTA (-4). Daylight Savings Time is not observed.

The islands of Ile Tromelin (15°53'S., 54°31'E.), Iles Glorie (11°33'S., 47°18'E.), Ile Juan de Nova (17°03'S., 42°43'E.), Ile Europa (22°20'S., 40°21'E.), and Bassas da India (21°27'S., 55°27'E.) are all administratively attached to Reunion, but have no permanent inhabitants.



Flag of Reunion

The Crozet Islands (Iles Crozet)

The Crozet Islands are an archipelago consisting of two groups of volcanic islands lying about 50 miles apart. This archipelago is a dependent territory of France (an Overseas Department of France). The islands lie between 45°57'S and 46°30'S, and between 50°10'E and 52°20'E.

Ile aux Cochons, with an area of 26 square miles, is the main island of the W group. Its summit, 775m high, is always covered with snow.

Ile de la Possession, the largest island, lies in the E group. It is mostly formed by a splendid mass of volcanic mountains, the summit of which is 935m high and usually covered with snow.

The seat of administration is situated in Port Alfred, at the head of **Crique du Navire** (46°25'S., 51°52'E.), on Ile de la Possession. It is reported that a permanent scientific station is maintained by the French government at Port Alfred.

The winds are often extremely violent in the vicinity of these islands. The sky is usually overcast and the weather cold and bleak.

The Time Zone description is ECHO (-5). Daylight Savings Time is not observed.

French regulations prohibit all fishing within the 12-mile zone of territorial waters and the 200-mile economic zone surrounding the Crozet Islands.

Amsterdam Island (Ile Amsterdam)

Amsterdam Island (37°51'S., 77°33'E.) is a dependent territory of France (an Overseas Department of France). It has an area of 21 square miles and has been declared a sanctuary for all forms of wild life. Antipollution laws are strictly enforced in the vicinity of this island. The island is of volcanic origin and composed of basaltic lava and ashes. It has a high, rugged cone on which stand several old volcanic craters. Some wild cattle, penguins, and seals, frequent the W side of the island.

The seat of administration is situated at Roche Godon, on the NE part of the island. A permanently-inhabited meteorological and scientific station stands at Roche Godon.

The Time Zone description is ECHO (-5). Daylight Savings Time is not observed.

Saint-Paul Island (Ile Saint Paul)

Saint-Paul Island (38°43'S., 77°33'E.) is a dependent territory of France (an Overseas Department of France). It has an area of 2 square miles and has been declared a sanctuary for all forms of wildlife. Antipollution laws are strictly enforced in the vicinity of this island.

The island is formed by the above-water part of an extinct volcano; a large section is occupied by a submerged crater. It has sulfurous hot springs and is overrun with rabbits and rats.

Strong W winds and overcast skies predominate for most of the year. Significant E winds blow between December and March. Gales are common. When SW winds blow, violent squalls usually sweep down the sides of the crater.

The Time Zone description is ECHO (-5). Daylight Savings Time is not observed.

The Kerguelen Islands (Iles de Kerguelen)

The Kerguelen Islands are an archipelago consisting of over 300 islands, islets, and rocks. This archipelago is a dependent territory of France (an Overseas Department of France). The islands, islets, and rocks lie between 48°27'S and 49°58'S, and between 68°25'E and 70°35'E.

Mont Grand Ross, 1,849m high, is the summit of Grand Terre, the main island. It is always covered with snow and glaciers descend down the sides. Because of the rugged and boggy nature of the ground, in addition to the severity of the climate and the absence of trees and wood, the interior of the island is little visited. It is reported that reindeer, trout, and sheep have been acclimatized.

The seat of administration is situated in **Port aux Francais** (49°21'S., 70°13'E.), on Grand Terre. It is the only permanent and inhabited settlement in the archipelago and is the site of a meteorological and scientific station.

Squalls, descending from the heights with great speed and a deafening roar, quickly transform the surface of the sea near the island into a froth. Even in summer, scarcely a day passes without winds of force 8 or 9 blowing for a few minutes.

The Time Zone description is ECHO (-5). Daylight Savings Time is not observed.

The NW and W coasts of the archipelago have been declared a national park, in which hunting and fishing are forbidden.

French regulations prohibit all fishing within the 12-mile zone of territorial waters surrounding Iles de Kerguelen. All fishing, with the exception of trawling, is prohibited within the 200-mile economic zone. However, trawling is prohibited within the economic zone during the months of March, April, and May and in the SE quadrant of the economic zone, bounded on the N side by 49°30'S and on the W side by 69°00'E, between 15 September and 15 November.

Navigational Information

Electronic Navigation and Communication

International Maritime Satellite Organization (INMARSAT)

Around the world satellite communication systems have now become synonymous with reliable and quality transfer of

information. The International Maritime Satellite Organization (INMARSAT) is an international consortium comprising over 75 partners who provide maritime safety management and maritime communications services.

The INMARSAT system consists of a number of satellites, which maintain geosynchronous orbits, and provides quality communications coverage between about 77°N and about 77°S, including locations with less than a 5° angle of elevation.

INMARSAT-A, the original system, provides telephone, telex, and fax services. However, this system is being replaced by INMARSAT-B, which, by the use of digital technology, is providing the services with improved quality and higher data transmission rates.

INMARSAT-C provides a store and forward data messaging capability, but no voice communication.

Global Maritime Distress and Safety System (GMDSS)

The Global Maritime Distress and Safety System (GMDSS) provides a great advancement in safety over the previous usage of short range and high seas radio transmissions.

The GMDSS has been adopted by the International Convention for the Safety of Life at Sea (SOLAS) 1974. It applies to cargo vessels of 300 grt and over and all vessels carrying more than 12 passengers on international voyages. Unlike previous regulations, the GMDSS requires vessels to carry specified equipment according to the area in which they are operating. Such vessels navigating in polar regions must carry VHF, MF, and HF equipment and a satellite Emergency Position Indicating Radiobeacon (EPIRB).

Information on the GMDSS, provided by the U.S. Coast Guard Navigation Center, is accessible via the Internet, as follows:

U. S. Coast Guard Navigation Center

<http://www.navcen.uscg.mil/marcomms/default.htm>

Global Positioning System (GPS)

The NAVSTAR Global Positioning System (GPS) is a satellite-based system, operated by the US. Air Force, which provides very accurate positioning, time, and velocity information to multiple users. It is an all-weather system with world wide and continuous usage which will replace OMEGA and other such hyperbolic radio navigation systems. The space component of GPS consists of 24 satellites, of which a minimum of six are observable from any place on earth. GPS receivers convert data from the satellites to produce three-dimensional positions (latitude, longitude, and altitude). They compute information for fixes in terms of the World Geodetic System (1984) reference ellipsoid; hence, a datum shift correction may be required before a position can be plotted on a chart.

GPS provides two services for navigation positioning, but accuracy of a fix also depends upon the capability of user equipment.

Standard Positioning Service (SPS) is the standard level of positioning and timing accuracy. It is available without restrictions to any user on a continuous world-wide basis and provides horizontal accuracy to approximately 100m.

Precise Positioning Service (PPS) is limited to authorized users and provides horizontal accuracy to approximately 30m.

SafetyNET

NAVTEX is an international automated direct printing service for the promulgation of navigational and meteorological warnings and urgent information to ships. It is a component of the World Wide Navigational Warning Service (WWNWS) and is an essential element of GMDSS.

The SafetyNET broadcast system provides the same information as NAVTEX to vessels on the high seas beyond NAVTEX coverage (generally about 200 miles offshore) and is delivered by the INMARSAT-C system.

General Information

For further information concerning the International Maritime Satellite Organization (INMARSAT), the Global Maritime Distress and Safety System (GMDSS), the SafetyNET system, and the Global Positioning System (GPS), see Pub. No. 9, *The American Practical Navigator* (Bowditch-2002 Edition); Pub. 117, *Radio Navigation Aids*; and *Annual Notice to Mariners* No. 1.

Routes

Vessels leaving the Indian Ocean by rounding the S end of Africa from the N and E should remain in the strength of the Agulhas Current. This current lies 20 to 30 miles off the coast, but is favorable as close as 6 or 7 miles to the shore. Vessels entering the Indian Ocean from the South Atlantic Ocean should avoid the Agulhas Current by remaining well to the S of it.

The Indonesian and Malaysian governments have requested that tankers larger than 200,000 dwt operating between the Indian Ocean and the North Pacific Ocean not use the Malacca Strait or Singapore Strait. The channels leading through the Malacca Strait and Singapore Strait narrow to widths of about 2 miles and 1.2 miles, respectively. In addition, depths of only about 22m lie in several places in the SE part of the Malacca Strait and in the Singapore Strait. Selat Lombok, leading between the islands of Lombok and Bali, provides the safest route through the Eastern Archipelago for large vessels over 200,000 dwt. The minimum channel width is 11.5 miles and the minimum depth is greater than 140m. Selat Sunda leads between the islands of Sumatra and Jawa. This channel is deep and wide enough for large, deep-draft vessels, but the currents are strong. In addition, the straits to the N leading to the South China Sea are shallow and dangerous.

Seas

Adjacent Waters

Adjacent waters include the Red Sea, the Gulf of Aden, the Arabian Sea, the Gulf of Oman, the Persian Gulf, the Bay of Bengal, the Malacca Strait, Bass Strait, and the Great Australian Bight.

The Red Sea

Excessive refraction and mirages are frequent in the Red Sea. In November 1902, **Al Ikhwan** (The Brothers Islets) (26°19'N., 34°51'E.) was reported seen from a distance of over 100 miles. The excessive refraction causes an apparent elevation or depression of the horizon and this effect may

introduce errors of up to 20' of longitude and 10' of latitude in the results of celestial observations.

Occasionally, the water in the Red Sea suddenly becomes brilliant at night because of bioluminescence. This effect may occur during both winds and calms.

During both monsoons, variable cross currents, which set E or W, occur in all months and are observed in all parts of the Red Sea. The velocity of the majority of these currents does not exceed 1 knot. However, rates exceeding 2 knots have been experienced on extremely rare occasions to the S of 20°N. In addition, currents with rates exceeding 2 knots may occur, at times, in the Strait of Bab al Mandab during the Northeast Monsoon.

Water levels in the Red Sea may fluctuate as a result of changes in winds and atmospheric pressure. Onshore winds or a decrease in atmospheric pressure can cause an increase in the water level, whereas offshore winds or an increase in atmospheric pressure can cause a lowering of the level. The maximum fluctuations in water level may be about 0.7m higher in winter than in summer. This phenomenon is especially noticeable in the vicinity of Jeddah, where numerous reefs only uncover during the summer.

Numerous drilling and production platforms, oil wells, and associated structures, many of which are unlighted or lighted only by flares, are situated in the Red Sea and Gulf of Suez.

The S part of the Red Sea is one of the hottest areas on earth; temperatures as high as 47.7°C have been recorded.

The Gulf of Aden

Excessive refraction phenomena in all forms is common in the Gulf of Aden, but haze is infrequent, except in summer.

The currents in the gulf are seasonal, mainly depending on the monsoons of the N part of the Indian Ocean.

Numerous drilling and production platforms, oil wells, and associated structures, many of which are unlighted or lighted only by flares, are situated in the gulf.

Sand storms, known locally as "khamsin" may occur in the gulf without warning and frequently set in with great violence from the N.

The Arabian Sea

Care should be exercised during the Southwest Monsoon in the Arabian Sea when the weather may be stormy, the sea heavy, and the land often obscured by thick haze.

Great caution is advisable off Ras Aser (Capo Guardafui) and in the region of Suqutra (Socotra) due to the likelihood of some degree of onshore set at any time of the year. The East African current branches E into the ocean to the S of Suqutra and is very strong during the SW monsoon, especially from July to September. During these months, the area with strongest currents lies between 7°30'N and 10°30'N, and between 51°30'E and 54°30'E. Many of the currents have rates of 4 to 5 knots and occasionally some currents attain rates of 6 to 7 knots. Between Suqutra and 14°N, the currents usually attain maximum rates of 2 to 3 knots during the SW monsoon.

The most probable direction of movement of tropical storms off the SE coast of Arabia is towards the NW. However, individual storms are liable to move erratically on almost any course. Although tropical storms (cyclones) are rarely encountered in these waters, they are very dangerous due to the difficulty of forecasting their approach. Therefore, any unusually

signs of bad weather should always be noted, especially at the change of the monsoons when cyclones are most likely to be experienced.

Small scale whirlwinds, which may give rise to dust-devils over land or waterspouts at sea, may occur in the region of the Arabian Sea.

Luminosity of the sea occurs in this region and a "white water" phenomena is quite common within the Arabian Sea. With a strong monsoon blowing and a high sea, the horizon has been reported to become suddenly very clear. In addition, a white bank that seemed to be rushing toward the ship has appeared dead ahead. A short time later, the sea was reported to be a sheet of pure white that lit up the surroundings to the brilliancy of a full moon. After an hour, this phenomena gradually faded away. Other reports described the surface of the sea being smooth with flashes of light giving it a violent, agitated appearance like breakers on a low beach.

The Gulf of Oman

Haze is frequent in this region and strong tidal currents occur in the extreme N part of the gulf.

Fish aggregation devices are reported to lie close off the coast in this area.

The Persian Gulf

Numerous drilling and production platforms, seismic survey vessels, oil wells, pipelines, and associated structures are situated in the gulf. It should be noted that flares for burning off gas emanating from oil rigs are sometimes very bright and difficulty may be experienced in sighting navigational lights in their vicinity. Movements of mobile drilling rigs and vessels engaged in seismic surveys are promulgated by local notices to mariners issued by the Middle East Navigation Aids Services (MENAS). Notices are not issued for movements within existing fields or in areas of no navigational significance. In certain circumstances, MENAS will also broadcast their movements through local coast radio stations. The Iranian authorities also issue local notices. Movements of mobile rigs and survey vessels are also promulgated through NAVAREA IX radio navigation warnings.

Vessels are cautioned that many submarine pipelines within the gulf are not buried and may rise up to 2m above the bottom.

It was reported (1991) that several oil production platforms in the gulf have been removed. However, all that remains in many such cases are pipes standing 3 to 6m above the waterline. These pipes are a hazard to navigation and are not radar conspicuous.

Sand waves are known to exist in many parts of the Persian Gulf and caution is advised. Although the range of the tide in the gulf nowhere exceeds 3m and is less than 2m in the S part, such heights may be crucial to the under-keel clearance of deep-draft vessels that are required to predict the rise of tide for locations in the open sea at considerable distances from the reference stations in the tables. Because of the complex nature of the tides and the existence of amphidromic points in the gulf, predictions based on the nearest port may be considerably in error. In extreme cases, the HW at a port may coincide with the LW at a location in the open sea no more than 50 miles distant.

At some ports within the gulf, regulations stipulate the minimum underkeel clearance permissible for ships entering or

leaving. It must be appreciated that such clearances are calculated allowing for ships following accurately surveyed channels in relatively sheltered waters with no heavy seas or swells and proceeding at low speeds. Under no circumstances should such regulations be taken as a guide to safe underkeel clearance in the open sea.

Strong winds blowing from a constant direction for a prolonged period may set up surface currents in the gulf, which can lower the sea level in some places and raise it in others.

Haze, especially in summer and also during winter in the S part of the gulf, often completely obscures the land and reduces the visibility of shore lights. In addition, sand storms have been reported to suddenly reduce visibility to less than 1,000m.

Strong tidal currents setting near the entrance of the Persian Gulf necessitate caution. Off **Ras Musandam** (26°23'N., 56°32'E.), on the W side of the entrance, the current has been reported to attain rates of over 4 knots. Within the gulf, the set caused by the winds is sometimes so great that an opposing tidal current fails to overcome it. The resulting set continues in the same direction as before and merely changes its rate.

Except at the entrance, the Arabian coast of the gulf is low and, in places, shoals and reefs lie up to 50 miles offshore. Traffic Separation Schemes (TSS) and buoyed channels are provided for safe navigation in this area.

In addition to dust storms and haze, squalls with waterspouts are also common in the gulf, particularly in autumn. Wind gusts of up to 95 knots winds have been recorded during these squalls.

Temperatures are very high in the open gulf and may reach 45°C.

An unusual oceanographic phenomenon of the open gulf is the submarine spring formed off Bahrain. The source of this artesian fresh water upwelling is reported to be the Jabal Tuwayq in Arabia.

Part of the trade between the Persian Gulf, India, the Red Sea, and the E coast of Africa, is carried on by local vessels. Such small vessels are known as "bagala" or "'bum boats'" by the Arabs. Similar Indian-built vessels are called "kutiyah" or "dangiyah." The term "dhow" (from the Swahili word "daw") is mostly unknown to the inhabitants of the Persian Gulf littoral, but is used commonly by Europeans to denote any local sailing craft.

Local magnetic disturbances have been reported to occur within the gulf.

Vessels are advised that mined areas exist in the N part of the gulf. Swept routes are provided in the approaches to ports and information concerning them should be obtained from the local authorities. Mine sightings should be reported to the naval authorities by IMARSAT (150 5612) or by VHF. Further details of areas reported to be dangerous due to mines are promulgated by Navigation Notices issued by the Middle East Navigation Aids Service (MENAS). In addition, see Annual U.S. Notice to Mariners No. 1 (MARAD Advisories).

The Bay of Bengal

The Bay of Bengal lies in the NE part of the Indian Ocean and is dominated by the monsoon winds. During spring, the current in the bay has a strong clockwise circulation. In autumn, the current is weaker and counterclockwise. The heaviest rains occur during autumn and the surface water tends to

pile up on the W side of the bay. This, combined with the funnel shape of the bay and shoaling of its bottom, causes high tides and seiches.

The vast delta of the Ganges River lies at the head of the bay and has many mouths. The Hooghly, the W branch of the Ganges, forms the main route for oceangoing ships bound for Calcutta. The Meghna, lying 180 miles E of the Hooghly, discharges the main volume of water from the Ganges. At times, tidal bores occur during spring tides in these branches.

The Malacca Strait

The Malacca Strait, which forms the main route connecting the Indian Ocean with the South China Sea, is about 500 miles long. The channel fairway narrows to a width of about 8 miles at the E end where it joins the Singapore Strait.

Large sand waves are reported to be formed, with crests at right angles to the direction of the tidal currents, on the bottom of the strait. These sand waves form where strong tidal currents occur and rise 4 to 7m above the bottom. In addition, long sand ridges, running parallel to the direction of the tidal currents, are also formed. Therefore, deep-draft vessels should take particular note of the latest reports concerning depths in or near the fairway.

Navigational aids are difficult to maintain within the strait and are reported to be frequently unreliable.

Heavy traffic is often encountered within the strait and maneuvering room may be restricted, at times, by numerous fishing craft.

For information concerning Navigation Rules for the Malacca and Singapore Straits, see Singapore—Regulations.



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General

Indonesia consists of an archipelago of 17,508 islands that extends up to about 3,100 miles along the Equator between the mainland of Southeast Asia and Australia. The archipelago forms a natural barrier between the Indian Ocean and the Pacific Ocean. The main islands are Sumatra (Sumatra), Java, Sulawesi (formerly Celebes), Borneo (the S part of Kalimantan), and Irian Jaya (W half of New Guinea). Indonesia shares land borders with Malaysia and Papua New Guinea.

The terrain consists of mostly coastal lowlands but the larger islands have interior mountains and some volcanoes.

The climate is mostly tropical being hot and humid, while somewhat moderate in the mountain areas.

The former Portuguese colony of East Timor, which was abandoned in 1975, was occupied by Indonesia and claimed as the province of Timor Timur. The United Nations does not recognize Indonesian sovereignty over this territory. In 1999, the population of East Timor voted for independence. Shortly thereafter, the Indonesian parliament concurred with the vote. After a short period of United Nations administration, East

Timor became the Democratic Republic of Timor-Leste on May 20, 2002.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Rigs

Movable oil drilling rigs and production platforms may be encountered off the coasts of Indonesia and in open waters. Buoys associated with the drilling operations are frequently moored in the vicinity of these structures. The positions of these rigs and buoys are frequently changed and are generally promulgated by radio navigational warnings.

Piracy

It was reported (1995) that vessels have been attacked by armed thieves in the vicinity of the Malacca and Singapore Straits, mainly near Phillip Channel. These attacks were usually made from fast motor boats approaching from astern. Loaded vessels with low freeboards seem to be particularly vulnerable.

The International Maritime Bureau (IMB) of the International Chamber of Commerce has established a Piracy Countermeasures Center at Kuala Lumpur. This center operates for the Southeast Asian Region and is able to receive reports from vessels concerning attacks and advise of danger areas. Piracy warnings originated by the center will be broad-cast daily to NAVAREA XI, VIII, and X through Enhanced Group Calling using the SafetyNET System.

For further details, the IMB Center can be contacted, as follows:

IMB Piracy Reporting Center
ICC International Maritime Bureau

P.O. Box 12559
50782 Kuala Lumpur
Malaysia
Telephone: +60-3-2031-0014
Facsimile: +60-3-2078-5769
Telex: MA31880 IMBPCI
E-mail: imbkl@icc-ccs.org.uk

IMB Piracy Reporting Center Home Page

http://www.iccwbo.org/ccs/menu_imb_piracy.asp

Buoyage

Within Indonesian waters, lights and buoys are considered unreliable, being frequently irregular, extinguished, missing, or off station.

General

For further information concerning dangers in the vicinity of Sumatera (Sumatra) and the Malacca Strait, see Singapore—Cautions.

For further information concerning dangers in Indonesian waters, see Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

Currency

The official unit of currency is the rupiah, consisting of 100 sen. It was reported (1997) that sen are no longer used.

Government



Flag of Indonesia

Indonesia is a republic. The country is divided into 27 provinces, two special regions, and one special capital city district.

Indonesia is governed by a President, who is chosen by the People's Consultative Assembly to serve a 5-year term. The People's Consultative Assembly, which consists of the members of the House of People's Representatives plus 195 government appointees, meets every 5 years to choose the President.

The unicameral House of People's Representatives consists of 500 members; 462 members are directly elected, while the remaining members are appointed from the armed forces. All members serve 5-year terms.

The legal system is based on Roman/Dutch law and is substantially modified by indigenous concepts.

The capital is Jakarta.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Nyepi Saka	Variable
Ascension Day	Variable
Waisak	Variable
August 17	Independence Day
December 25	Christmas Day
December 31	New Year's Eve

Islamic holidays, which are subject to the appearance of the moon, include the Ascension of the Prophet Muhammad (Isra Mi'raj), Eid Al-Fitter (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

The principal industries include petroleum and natural gas production, textiles, shipyards, chemical factories, automobiles, cement, fertilizers, livestock raising, timber, mining, fishing, and tourism.

The main agricultural crops include rice, maize, sweet potatoes, copra, sugarcane, rubber, palm oil, tea, coffee, fruits, nuts, tobacco, and cloves.

Languages

Bahasa Indonesia (a modified form of Malay) is the official language. English, Dutch, and several local dialects, the most common of which is Javanese, are also used.

Mined Areas

Danger Areas

Indonesia has declared the following areas dangerous due to mines which were laid during WWII:

1. The area of water bounded on the N side by the S coast of Palau Lingga, on the E side by 104°48'E, on the S side by 0°29'S, and on the W side by the NE coast of Palau Singkep and 104°32'E.
2. A swept channel S of Palau Lingga, clear for all types of vessels, is bounded, as follows:
 - a. On the N side by a line joining 0°20'06"S, 104°32'00"E and 0°23'06"S, 104°48'00"E.
 - b. On the S side by a line joining 0°21'30"S, 104°32'00"E; 0°22'00"S, 104°35'00"E; 0°23'18"S, 104°39'48"E; and 0°24'54"S, 104°48'00"E.
3. A recommended track near Selat Berhala lying between 0°54'00"S, 104°18'00"E and 0°54'00"S, 104°35'00"E.

Due to the lapse of time, proceeding through these minefields, whether they have been swept or not, is now considered no more dangerous from mines than from any other of the

usual hazards to navigation. However, in the unswept areas a real danger still exists with regard to anchoring, fishing or carrying out any form of submarine or seabed activities.

For further information concerning mine danger, firing practice, and restricted areas in the vicinity of Indonesia, see Pub. 120, *Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia*.

Navigational Information

The maritime territorial claims of Indonesia are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.

* Submarines must navigate above water level and show the national flag. Nuclear vessels and vessels carrying nuclear material must carry documents and adhere to international special preventative measures.

Regulations

Vessels are advised not to anchor in the Strait of Malacca and Singapore Strait between the landward limit of the Traffic Separation Scheme or precautionary area and the adjacent port limits. Vessels are to anchor only in designated areas.

For information concerning Navigation Rules for the Strait of Malacca and Singapore Strait, see *Singapore—Regulations*.

National Flag

The Indonesian national flag should be flown at sea by all foreign vessels when in Indonesian waters. It should be flown not lower than any other flag and should not be smaller than the vessel's national ensign or any other flag displayed.

Search and Rescue

Baden SAR National (BASARNAS) coordinates search and rescue operations and can be contacted by e-mail, as follows:

barsanas@indo.net.id

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Ship Reporting System

STRAITREP is a joint Indonesia-Malaysia-Singapore mandatory ship reporting system in the Strait of Malacca and Singapore Strait. For further information on STRAITREP, see *Singapore—Vessel Traffic Service—Reporting Systems*.

Signals

Various signals are made in Indonesian ports and waters for the control and assistance of shipping.

Tidal Current Signals

Tidal current signals are displayed from shore stations, as follows:

1. A white flag indicates slack water.
2. A blue flag indicates ebb tide.
3. A red flag indicates flood tide.

Port Closure Signals

During maneuvers and exercises, and also for other reasons, it may be necessary to prohibit entrance into channels and harbors of Indonesia or to permit it subject to reservations.

The following signals may be shown from Indonesian signal stations:

1. Emergency. Entry strictly prohibited:
 - a. Day signal.—Three red balls disposed vertically.
 - b. Night signal.—Three red lights disposed vertically.
2. Entry prohibited:
 - a. Day signal.—A black cone, point up, between two black balls.
 - b. Night signal.—A white light between two red lights disposed vertically.
3. Entry and departure prohibited:
 - a. Day signal.—Two black cones, points down, over a black ball disposed vertically.
 - b. Night signal.—Green light, white light, and red light, disposed vertically.
4. Departure prohibited:
 - a. Day signal.—Three cones, with the top and bottom points down and the middle point up disposed vertically.
 - b. Night signal.—A white light between two green lights disposed vertically.

Permission or refusal to enter the channel or harbor will be given after examination. A vessel is then only allowed to enter the channel or harbor provided she is in the charge of a pilot, or is preceded by a warship or pilot vessel.

From the time the signals are shown all exemptions from taking a pilot cease. Masters of vessels are obliged to carry out the instructions of the officer from the examination vessel and are to obey all signals.

When warning of firing is given, work on all vessels near the inspection vessel will be stopped immediately until it is safe, and permission has been given to proceed. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule, permission to enter at night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination, and if there is no examination vessel in the entrance to the fairway, vessels must anchor or lie off.

The coming into operation of these regulations at any particular fairway or harbor will not be announced beforehand.

Berthing Signals

The following flag signals that are displayed on shore may be used in the harbors of the Republic of Indonesia in addition to the international signals:

3rd substitute A	Your berth is No. 1.
3rd substitute B	Your berth is No. 2.
3rd substitute C	Your berth is No. 3.

3rd substitute D	Your berth is No. 4.
3rd substitute E	Your berth is No. 5.
3rd substitute F	Your berth is No. 6.
3rd substitute G	Your berth is No. 7.
3rd substitute R	Anchor in the anchorage area.
Blue flag	No communication, bad weather.

When two or more vessels are entering the harbor at the same time, the berthing signal for one particular vessels can be indicated by hoisting the company flag of the national flag of the vessel below the signal.

The following flag signals may be shown from vessels in Indonesian harbors:

1st substitute R	Ship requires docking.
2nd substitute M	Please send motor boat.
3rd substitute J	Water flag.
1st substitute N	Have passenger(s) who has come directly or indirectly from outside Indonesia.
2nd substitute V	Request rubbish boat.
3rd substitute Q	Onboard, or during the voyage, there were one or more cases of contagious disease, or disease thought to be contagious (other than cholera or yellow fever).

Time Zone

Indonesia is covered by multiple Time Zones, as follows:.

1. Western Zone (Bangka, Belitung, Jawa, Madura, Sumatera, West Kalimantan, and Central Kalimantan)—The Time Zone description is GOLF (-7). Daylight Savings Time is not observed.
2. Central Zone (Bali, Flores, South Kalimantan, East Kalimantan, Lombok, Sulawesi, Sumba, Sumbawa, and West Timor)—The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.
3. Eastern Zone (Aru, Kai, Moluccas, Tanimbar, and Irian Jaya)—The Time Zone description is INDIA (-9). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Jalan Merdeka Selatan 4-5, Jakarta.

The mailing addresses are, as follows:

1. Indonesia address—
Jalan Merdeka Selatan 4-5
Jakarta, 10110
2. U. S. address—
Unit 8129, Box 1
APO AP 96520

<p align="center">U. S. Embassy Indonesia Home Page http://jakarta.usembassy.gov</p>



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General

Iran is located in Southwest Asia and occupies the W part of the great Iranian plateau between the Indus River and the Tigris River. It is bounded on the N by Armenia, Azerbaijan, the Caspian Sea, and Turkmenistan; on the E by Afghanistan and Pakistan; on the S by the Persian Gulf and the Gulf of Oman; and on the W by Iraq and Turkey. Part of the E bank of the Shatt al Arab waterway is situated in Iran.

After an 8-year war with Iraq, Iran restored diplomatic relations in 1990 and is still trying to work out an agreement concerning the freedom of navigation and sovereignty over the Shatt al Arab waterway.

Iran has a dispute with the United Arab Emirates concerning the territorial claims of several islands in the Persian Gulf.

The terrain consists of a rugged and mountainous rim, a high central basin with deserts and mountains, and small plains along both coasts.

The climate is mostly arid or semiarid, with a subtropical area along the Caspian Sea coast.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 114 (Issued 5 February 2001)

1. Mariners are advised to exercise caution when transiting the waters of the north Persian Gulf.

2. Iranian-flag speedboats and patrol craft operating in Iranian and international waters have boarded vessels and demanded payment before the vessels are allowed to proceed.

3. Mariners should exercise caution and vigilance when operating in this area, and should obtain and evaluate current warning information broadcasted by the National Imagery and Mapping Agency (NIMA) via HYDROPAC broadcasts. U.S. citizens may also wish to refer to the State Department's Travel Warnings for Iran.

4. Any anti-shipping activity should be reported to NIMA NAVSAFETY BETHESDA MD or NAVSAFETY@NIMA.MIL via Ship Hostile Action Report (SHAR) procedures (See NIMA Pub 117—Chapter 4), or directly to the U.S. State Department, or nearest U.S. Embassy or U.S. Consulate.

5. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety, and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.

Currency

The official unit of currency is the Iranian rial, of which 10 equal 1 toman.

Government



Flag of Iran

Iran is a theocratic republic. The country is divided into 28 provinces.

Iran is governed by a directly-elected President who serves a maximum of two consecutive 4-year terms. The Council of Ministers is appointed by the President with the approval of the Islamic Consultative Assembly.

The unicameral Islamic Consultative Assembly consists of 290 directly-elected members serving 4-year terms.

An 83-member Assembly of Experts was established in 1982 and is popularly elected every 8 years. Its mandate is to interpret the constitution and select the religious leaders. Candidates for election are examined by a 12-member Council of Guardians. All legislation is subject to approval by the Council of Guardians.

The legal system is based on Islamic law.

The capital is Tehran.

Holidays

The following holidays are observed:

February 11	Revolution Day
March 20	Oil Nationalization Day
March 21-25	Iranian New Year (Eyde Nowrooz)
April 1	Iranian Islamic Republic Day

April 2	13th Day after Nowrooz
June 5	Rising of 15th Khordad Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, the Prophet's Birthday, Birthday of Imam Ali, Martyrdom of Imam Ali, Martyrdom of Imam Jaffar Sadegh, Birthday of Hazrat Emam Reza, Eid ul Ghadeer Al Khom, Tassoa, Ashoora, Arbaein, Death of the Holy Prophet and Martyrdom of Imam Hassan, and Birth of the Holy Prophet and Imam Jaffar Sadegh.

Industries

Petroleum and petrochemical production are the major industries. Other industries include textiles, food processing (particularly sugar refining and vegetable oil production), construction materials, metal fabricating, ores, coal, and armaments.

Agriculture includes wheat, rice, wool, cotton, fruits, sugar beets, caviar, opium poppies, tobacco, and livestock.

Languages

Farsi (Persian) is the official language. Other languages include Kurdish and Luri (in the W); Arabic, Gilaki, and Mazandarami (in the N); Baluchi (in the SE); and Turkish dialects (in the NW).

Mined Areas

Vessels are advised that Mined Areas exist in the N part of the Persian Gulf. Information concerning swept routes should be obtained from the local authorities. Mine sightings should be reported to the naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of Iran are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone ***	—
Continental Shelf ***	—

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Claims security jurisdiction in the Contiguous Zone.

*** Fisheries Zone and Continental Shelf extend to median line equidistant from baseline of neighbors.

Regulations

General

Alcoholic drinks are prohibited in Iranian ports.

All crew, men or women, should strictly observe the Islamic way of dressing (Hejab).

Reporting

All vessels heading for Iranian ports should report to Bandar Abbas Port Control, through Bandar Abbas (EQI), on passing Ras al Kuh (25°48'N., 57°17'E) stating their ETA at the Strait of Hormuz and destination. If clearance is not received before passing Bandar Abbas (27°11'N., 56°17'E), vessels should proceed to the anchorage off that port.

All tankers intending to load or unload crude oil or petroleum products at Iranian terminals must advise, at least 72 hours before their arrival, the terminal authorities of their fully authorized agent at the terminal concerned.

Search and Rescue

The Ports and Shipping Organization is responsible for coordinating maritime search and rescue operations. The Maritime Rescue Coordination Center (MRCC) Tehran can be contacted by e-mail, as follows:

tehran_mrcc@ir-pso.com

Maritime Rescue Coordination Subcenters (MRSC) are located, as follows:

1. MRSC Bandar-e Abbas (Persian Gulf).
2. MRSC Bushehr (Persian Gulf).
3. MRSC Chah-bahar (Gulf of Oman).

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Submarine Operating Areas

Submarine Exercise Areas

The following are submarine exercise areas declared by the Iranian navy:

1. **Area SO1.**—Bounded by lines joining:
 - a. 26°32.05'N, 56°49.05'E.
 - b. 26°36.08'N, 56°53.30'E.
 - c. 26°47.00'N, 56°50.05'E.
 - d. 26°43.05'N, 56°40.08'E.
2. **Area SO2.**—Bounded by lines joining:
 - a. 25°18'N, 58°00'E.
 - b. 25°28'N, 58°32'E.
 - c. 25°28'N, 58°00'E.
 - d. 25°18'N, 58°32'E.

Time Zone

The Time Zone description is 3 hours 30 minutes fast of UT(GMT). Daylight Savings Time (4 hours 30 minutes fast of UT(GMT)) is maintained from the end of March through the end of September; the exact changeover dates should be obtained from local authorities.

Note.—The Iranian year is a solar year running from 21 March to 20 March.

U.S. Embassy

There is no U.S. Embassy or diplomatic representation. Diplomatic messages may be passed to the authorities through the Embassy of Switzerland.



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General

Iraq is located at the head of the Persian Gulf within a triangle of mountains, desert, and fertile river valleys. The coastline, about 36 miles long, extends from Khawr Shatanah to the mouth of the Shatt al Arab. The country is bounded on the E by Iran, on the N by Turkey, on the W by Syria and Jordan, and on the S by Saudi Arabia and Kuwait.

After an 8-year war with Iran, Iraq restored diplomatic relations in 1990 and is still trying to work out an agreement concerning the freedom of navigation and sovereignty over the Shatt al Arab waterway. In 1992, the United Nations Boundary Commission redefined Iraq's border with Kuwait, moving it slightly to the N. Iraq formally accepted this UN-demarcated border and recognized the independence of Kuwait in 1994.

The country slopes from mountains, up to 3,050m high, standing along the Turkey/Iran border to the alluvial plains of the Tigris and Euphrates rivers. These two rivers join to form

the Shatt al Arab. Several areas of reedy marshes lie along the S border.

The climate is mostly desert with dry, hot summers and cool, mild winters. The mountain area in the N has cold winters with occasional heavy snow.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

1. Coalition naval forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid inadvertent use of force.

2. All vessels are advised that coalition naval forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition naval forces will be subject to defensive measures, including boarding, seizure, disabling, or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition naval forces are advised to maintain radio contact on bridge-to-bridge channel 16, international air distress (121.5 MHz VHF), or military air distress (243 MHz UHF).

3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arabian Gulf are subject to query, being stopped, boarded, and searched by U.S./Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure, and destruction. This notice is effective immediately and will remain in effect until further notice.

Special Warning 115 (Issued 16 February 2001)

1. In the Persian Gulf, multi-national naval units continue to conduct a maritime operation to intercept the import and export of commodities and products to/from Iraq that are prohibited by U.N. Security Council Resolutions 661 and 687.

2. Vessels transiting the Persian Gulf and the Gulf of Oman can expect to be queried and, if bound for or departing from Iraq or the Shatt-al-Arab waterway, also intercepted and boarded. Safe navigation may require vessels to be diverted to a port or anchorage prior to conducting an inspection.

3. Maritime inspection operations in the Red Sea, Strait of Tiran, and Strait of Hormuz have ceased. Cargo bound for Aqaba or transshipment from Aqaba may be inspected on shore according to an agreement worked out by the U.N. Sanctions Committee and Jordanian authorities.

4. Documentation requirements for the naval regime in the Persian Gulf and the shore-based regime in Aqaba are identical and can be found in the most recent HYDROPACS covering the enforcement of sanctions against Iraq.

5. Stowage and other requirements for vessels transiting the Persian Gulf can also be found in the most recent HYDROPACS covering the enforcement of sanctions against Iraq.

6. Ships which, after being intercepted, are determined to be in violation of U.N. Security Council Resolution 661 will not be allowed to proceed with their planned transit.

7. The intercepting ship may use all available communications, primarily VHF channel 16, but including International Code of Signals, flag hoists, other radio equipment, signal lamps, loudspeakers, bow shots, and other appropriate means to communicate directions to a ship.

8. Failure of a ship to proceed as directed will result in the use of the minimum level of force necessary to ensure compliance.

9. Any ships, including waterborne craft and armed merchant ships, or aircraft, which threaten or interfere with multilateral forces engage in enforcing a maritime interception may be considered hostile.

Note.—Information concerning U.N. sanctions against Iraq can be found under Regulations—Iraq Embargo.

Currency

The official unit of currency is the Iraqi dinar, consisting of 1,000 fils.

Government

Iraq has been an independent nation since 1932. The country is composed of 18 governorates.

The government of Iraq is in a state of transition following the April 2003 defeat of the Saddam Hussein regime by U.S.-



Flag of Iraq

led coalition forces, which remain in Iraq helping to restore degraded infrastructure and to facilitate the establishment of a freely-elected government.

The capital is Baghdad.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Army Day
April 9	Fall of Baghdad
May 1	Labor Day
July 14	Republic Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Crude oil production and refining are the major industries. Other industries include petrochemicals, textiles, construction materials, and food processing.

Agriculture includes wheat, barley, rice, dates, vegetables, cotton, wool, and livestock.

A UN-sponsored economic embargo continues against Iraq, as the Baghdad government has been unwilling to abide by UN resolutions.

Languages

Arabic is the official language. Kurdish is spoken in the NE part (Kurdish region). Other languages used are Assyrian and Armenian.

Mined Areas

Vessels are advised that Mined Areas exist in the N part of the Persian Gulf. Further information should be obtained from the local authorities. Mine sightings should be reported to the

naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of Iraq are, as follows:

Territorial Sea	12 miles.
Continental Shelf	No specified limit.

Regulations

General

All Iraqi-bound inbound vessels traversing the Northern Persian Gulf, the Khawr Abd Allah waterway, and the Iraqi portion of the Shatt al Arab waterway are subject to query, boarding, and inspection.

All vessels bound for or departing from Iraqi ports and offshore oil terminals must pass through a checkpoint, defined as an area within a 5 mile radius of position 29°32'N, 49°14'E. This position is located about 40 miles SE of the entrance to the Shatt al Arab. Approaching vessels must contact the Maritime Interception Forces (MIF) Commander on VHF channel 16 when within 5 miles of the above-described point. Vessels will not be permitted to proceed beyond this point until cleared by the MIF Commander. All cargo must be accessible for inspection at sea.

Vessels must also contact the MIF coordinator, U. S. Naval Forces, Central Command (Bahrain) at least 72 hours in advance, by either of the following methods:

1. Facsimile: 973-829-117
2. Mailing address:
Commander
U. S. Naval Forces Central Command
Maritime Interception Forces Coordinator (N31CG)
FPO AE 09501-6008

The following information must be included in the contact message:

1. Vessel name.
2. Flag.
3. Call sign.
4. Itinerary, including the port of cargo origin.
5. Description of cargo.
6. Volume of cargo.
7. Number of cargo holds.
8. Dimensions of cargo holds.
9. Agent's name.
10. Owner's name.
11. ETA at the checkpoint.
12. Vessel's draft.
13. Any special requirements needed for transiting Iraqi waterways and/or for berthing upon arrival.

Iraq Embargo

1. **Summary.**—The naval interception effort in support of the United Nations sanctions pertaining to Iraq continues in the

Arabian Gulf and other areas where vessels are inbound to or outbound from Iraq.

Cargo bound for Aqaba (Jordan) or transshipment from Aqaba will normally be inspected ashore by a team consisting of Lloyds Register and the Aqaba Port Authority.

Vessels traversing the N part of the Arabian Gulf, the Shatt al Arab waterway, or Khawr Abd Allah waterway should expect to be queried and, if bound for or departing from Iraqi ports, boarded by multinational naval units enforcing the UN sanctions.

Documentation requirements for the officials in Aqaba and the naval units in the Arabian Gulf are identical. Iraq-bound cargoes, other than approved food, medical supplies, or humanitarian items, will not be allowed to pass. Vessels not in possession of appropriate authorization letters from the UN may be subject to delay until proper documentation is obtained.

All goods sent into Iraq under the Oil-for-Food program require a UN authorization letter. All goods sent legally into Iraq outside the Oil-for-Food program, with the exception of food and medicine, require a UN authorization letter.

Food and medicine are not subject to UN sanctions, and are not required to have a UN authorization letter unless they are being sent in under the Oil-for-Food program.

2. United Nations Security Council Resolution 986 and subsequent resolutions (the Oil-for-Food program).

—The implementation of Oil-for-Food does not affect the mission of the Multinational Forces operating under the authority of UNSCR 661 (1990), UNSCR 665 (1990), and other relevant resolutions. The operating procedures set forth in this notice account for the requirements of UNSCR 986 and subsequent resolutions. Ships traversing the enforcement area in the Arabian Gulf should expect delays resulting from maritime interception operations. Strict adherence to the procedures in this notice will minimize any delays associated with seaborne inspections.

3. The following requirements are in effect for all ships bound for Iraq traversing the Maritime Interception Operations Area in the Arabian Gulf:

a. **Notification.**—A minimum of 72 hours advance notification is required prior to arrival at the Enforcement Area. Ships must contact the Maritime Interception Forces (MIF) Coordinator, US Naval Forces, Central Command (Bahrain) by fax (+973 724 344 or +973 724 334) or by letter (see paragraph 8). The following information must be included:

- i. Vessel's name.
- ii. Flag.
- iii. International radio call sign.
- iv. Itinerary, including port of cargo origin.
- v. Description of cargo.
- vi. Volume of cargo.
- vii. Number of holds.
- viii. Dimensions of holds.
- ix. Identification of the vessel's shipping agent.
- x. Identification of the vessel's owners.
- xi. If required (refer to paragraph 1), UN Security Council letter showing serial number, issue date, and expiration date.

xii. Estimated arrival date and time at the checkpoint (see paragraph 3c).

b. **Cargo configuration.**—All cargo must be accessible for inspection at sea. Cargo carriers are responsible for loading cargoes to ensure accessibility. The following specific guidance applies:

i. Containerized cargo.—Containers must not be stacked more than three high from the deck. As a safety precaution to protect inspection teams, containers stacked more than three high will be considered inaccessible. This provision applies to both internal and deck-loaded containers.

ii. Break-bulk cargo.—Packaged or bagged break-bulk cargo must be loaded in a manner which permits thorough inspection. Palletized rows of cargo require adequate separation to allow for safe access.

iii. Loose bulk cargo.—Loose bulk cargo must be accessible for physical and visual inspection, verification of measurement, soundings, and sampling. Hatch covers must be opened to allow for thorough inspection.

iv. If a vessel's cargo is deemed inaccessible for inspection, the vessel may be directed to return to a port where acceptable cargo loading can be arranged.

c. **Checkpoint.**—Vessels bound for or departing from Iraqi ports or Al-Basra Oil Terminal (Mina Al-Bakr Oil Terminal) must pass within a 5-mile radius of 29°12'N, 49°20'E. Approaching vessels should contact the MIF Commander on bridge-to-bridge radio, VHF channel 16, when within 5 miles of this point. Vessels will not be permitted to proceed from this point until cleared by the MIF Commander. Vessels containing cargoes for destinations other than Iraq will not be allowed passage into Iraq.

d. **Vessel tonnage limit.**—Vessels under 30,000 dwt will not be authorized to proceed to Al-Basra Oil Terminal (Mina Al-Bakr Oil Terminal) for the purpose of loading petroleum cargoes.

e. **Documentation.**—Vessel documentation must conform to the following requirements:

i. An original manifest list, describing the cargo as well as its location in the ship, must be on board. The original manifest must include the port of origin, ports of call, complete business names and addresses of all shippers and consignees, and the final destination of all cargo. A complete business address must include either the street address, a prominent identifiable geographic location, or a post office box, plus a telephone number or fax number.

ii. Cargo addressed to a free-trade zone must have the name, address, and telephone or fax number of the consignee taking custody of the container or cargo.

iii. Consignee names and addresses on all cargo must match the manifest.

iv. The manifest must be signed in the original by the vessel's Master or Chief Mate. The manifest may be on the shipper's letterhead, fax, photocopy, or computer printout, but it must bear an original signature, contain all the information listed above, and otherwise comply with normal maritime transport practice.

v. The original manifest may consist of more than one document if there are amendments that list cargo dropped off at a given port, or correct the original manifest. These amendments may originate from the shipper or carrier.

Since additional documents may be transmitted to a vessel by such means as telegram or fax, they need not bear an original signature. However, the Master is required to certify in writing that the amended manifest accurately reflects what is on board the vessel. The underlying requirements are for accurate documentation of cargo and destination, and for a high degree of confidence that the documents are authentic.

vi. If applicable, the cargo documentation must include a copy of the authorization issued by the UN pursuant to UNSCR 661 or UNSCR 986 and subsequent resolutions. Refer to paragraph 1 above for specific authorization requirements.

4. **Vessel pre-clearance.**

a. Oil tankers inbound to Al-Basra Oil Terminal (Mina Al-Bakr Oil Terminal) pursuant to UN authorization under UNSCR 986 and subsequent resolutions will normally be authorized to proceed uninterrupted through the checkpoint described in paragraph 3c. Advance notification and check-in on VHF channel 16 are still required.

b. Vessels transporting bulk humanitarian cargoes are invited to contact the MIF Coordinator prior to sailing to explore pre-clearance options which use voyage monitoring methods and cargo loading certification from approved agents. The MIF Coordinator may consider alternate pre-clearance procedures on a case-by-case basis.

c. Notwithstanding the pre-clearance options discussed above, the multinational naval forces retain the right under UNSCR 665 and other relevant resolutions to conduct document checks and at-sea inspections of any vessel when deemed necessary.

5. **Incomplete documentation.**—Vessels bound for Iraq which are determined to have incomplete cargo manifests, or to be otherwise in violation of the requirements listed in this Advisory, may be detained by the naval forces or diverted to a non-Iraqi port until appropriate conditions are met.

6. **Petroleum exports and bunker fuel not approved by the UN.**—Outbound vessels are subject to search by the MIF. If an intercepted vessel is suspected to be carrying a cargo of Iraqi petroleum, petroleum products, or has taken on Iraqi bunker fuel without UN authorization, the MIF will take cargo and bunker fuel samples for laboratory analysis, examination, and comparison with Iraqi control samples.

Vessels suspected of violating UN sanctions may be detained, and if it is determined that a petroleum cargo is of Iraqi origin, the cargo will be seized and disposed of in accordance with UNSCR 778.

In such cases, the vessel itself and crew may be subject to enforcement actions by an accepting UN Member State.

7. **Cruise and passenger ships.**—Cruise or passenger ships traversing the MIF enforcement area will be subject to the following requirements:

a. Vessels with no commercial cargo carrying capacity may arrange for an expeditious transit through the enforcement area by forwarding certification from a member of the International Association of Classification Societies (IACS)

that the ship has no such capacity. The certification must be sent by letter or fax at least 60 days prior to transit.

b. A passenger vessel arriving in the enforcement area which has not complied with the requirements of paragraph 7a will be boarded and inspected during daylight hours.

If it is determined that the vessel has no commercial cargo carrying capacity, its identification will be recorded so that it may be visually identified and not boarded during subsequent transits.

8. Merchant advisory updates.—Vessels should contact the Commander, US Naval Forces Central Command, Maritime Interception Coordinator (N31CG), FPO AE 09501-6008 by telephone or facsimile, as follows:

Telephone: +973 724 839
+973 724 841

Facsimile: +973 724 344
+973 724 334

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time (DELTA (-4)) is maintained from April 1 until September 30.

U.S. Embassy

There is no U.S. Embassy in Iraq. Diplomatic relations are in a state of transition following the April 2003 defeat of the Saddam Hussein regime by U.S.-led coalition forces.



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Syria, on the SE by Jordan and the Gulf of Aqaba, and on the SW by Egypt. The country extends about 260 miles in a N/S direction and varies from 10 to 65 miles in width. The Sinai Peninsula was formerly occupied by Israel after the 1967 Six Day War until 1982. The Gaza Strip, the westernmost coastal area, is now largely administered by the Palestinian Authority. The Dead Sea, lying on the E side of the country, is 399.9m below sea level and the lowest point on the earth's surface. The terrain consists of low, coastal plains, central mountains, and the Negev Desert in the S. The climate is primarily temperate, although it is hot and dry in the S and E areas.

General

Israel, located in the Middle East, is bordered on the NW by the Mediterranean Sea, on the N by Lebanon, on the NE by

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official currency is the Israeli shekel, consisting of 100 agorot.

Government



Flag of Israel

Israel, an independent sovereign republic, was originally proclaimed in 1948. The country is divided into six districts.

The Knesset, directly elected for a 4-year term, is a 120-member Parliament. The system of election is by proportional representation. Executive power lies in the Cabinet, headed by the directly-elected Prime Minister. The President of the Knesset, who serves as chief of state for a maximum of two 5-year terms, is chosen by the Knesset.

The legal system is based on English common law, British Mandate regulations, and, in personal matters, Jewish, Christian, and Muslim traditions.

The capital, as proclaimed in 1950, is Jerusalem. The United States, like nearly all other countries, does not recognize this status and maintains its Embassy in Tel Aviv.

Holidays

The following holiday is observed:

May 1	Labor Day
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Other holidays, which are dependent on the appearance of the moon, include Passover, Independence Day, Pentecost, Rosh Hashana (Jewish New Year), Yom Kippur (Day of Atonement), and the Feast of the Tabernacles.

Industries

Agriculture is an important industry. Other major industries include food processing, diamond cutting and polishing, textiles and apparel, chemicals, metal products, military and electrical equipment, potash mining, and tourism.

Languages

Hebrew is the official language. Arabic is the official language of the Arab minority. English is also widely used.

Navigational Information

The maritime territorial claims of Israel are, as follows:

Territorial Sea	12 miles.
Continental Shelf	Limit of Exploitation.

Regulations

Civil Liability

From 20 February 1997, entry to the territorial waters of Israel by oil tankers will be permitted only by those holding an insurance policy covering civil liability for oil pollution damage issued by their flag state.

Vessels over a certain age carrying persistent oils (as stated in Regulation 15a of Israeli Regulations of Shipping and Ports) will not be allowed to enter Israeli territorial waters, as follows:

1. Mediterranean Sea—Vessels 25 years of age and older.
2. Gulf of Eilat—Vessels 20 years of age and older.

Communications

Within Israeli territorial waters, all vessels are forbidden to transmit by radiotelephone or radiotelegraphy except in accordance with the following conditions:

1. Carry out communications with or through an Israeli coastal radio station on its authorized frequency of 26.96 MHz.
2. Use the minimum power possible.
3. Do not cause interference with other authorized stations.
4. Stop transmitting when requested by Israeli coastal stations.

Pollution

In order to prevent the import of nonnative aquatic organisms into the waters of the ports of Israel from ballast water discharges, all ships destined for Israeli ports must exchange any ballast water that has not been taken on in open ocean.

The best method of protecting harbor waters from foreign organisms that may exist in the ballast water collected in foreign harbors and near-shore areas is for the ballast water to be exchanged in open ocean, beyond any continental shelf or fresh water current effect.

For vessels calling at Israeli Mediterranean ports, ballast exchange must be carried out in the Atlantic Ocean when practicable.

Vessels failing to comply with the above procedure will not be permitted to pump out their ballast water during their stay in the port or while navigating along the coast of Israel.

A record of the location, date, and time of the ballast water exchange should be entered in the ship's log book, or in other suitable documentation, such as an official ballast water record book. Masters of vessels will be requested to provide ship's inspectors (pilots) with a completed ballast water exchange report.

Pollution Reports

All vessels navigating in Israeli waters should report any pollution, grounding, or dangerous situation to the Marine and Coastal Pollution Division via Haifa. Reports should include the following details:

1. Date and time in UTC.
2. Position of pollution/dangerous vessel.
3. Spread and direction of spillage from polluting vessel.
4. Visible sheen or color of water surface.
5. Any other information concerning the type of pollution, including length and breadth of surface area covered.

Ship Reporting System

Vessels bound for Israeli ports are required to report the following information through Haifa Coast Radio Station to the Israeli Ministry of Transport (IMOT) when 100 miles off the Israeli coast (50 miles for small craft):

1. Vessel name (and previous name).
2. Call sign.
3. Flag and port of registry.
4. IMO number.
5. MMSI.
6. Satellite telephone number.
7. Year when vessel was built.
8. Deadweight tonnage.
9. Vessel type and cargo on board.
10. Number of crew/passengers.
11. Agent's name, address, and telephone number.
12. Last port/previous port and date of departure.
13. Destination.
14. Present position, course, and speed.
15. ETA.
16. Crew list, including name, rank, nationality, residence (country and city), age, seniority in company, and date of signing-on.

Vessels which do not report according to the above IMOT procedures will not be allowed to enter any Israeli port.

All vessels shall contact the Israeli navy on VHF channel 16 when 25 miles off the coast. The report shall include the following information:

1. Vessel's name and call sign.
2. Present position, course, and speed.
3. ETA.

Note.—This contact with the Israeli navy is not a substitute for the required report sent through Haifa Coast Radio Station.

Search and Rescue

The Israeli Navy and Air Force are responsible for search and rescue in Israeli waters. The Rescue Coordination Center, based at the Israeli Navy and Air Force Headquarters, can be reached through Hefa Radio.

A network of coast radio stations along the Mediterranean coast of Israel maintains a continuous listening watch on international distress frequencies. Elat Coast Radio Station, on the Gulf of Aqaba, maintains a continuous listening watch on VHF channel 16 for distress traffic.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of March/beginning of April through the end of September/beginning of October; the exact changeover dates should be obtained from local authorities.

U.S. Embassy

The U.S. Embassy is situated at 71 Hayarkon Street, Tel Aviv.

The mailing addresses are, as follows:

1. Israel address—
71 Hayarkon Street
Tel Aviv 63903
2. U.S. address—
PSC 98, Box 100
APO AE 09830

U. S. Embassy Israel Home Page
<http://telaviv.usembassy.gov>



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the French African Community franc, consisting of 100 centimes.

Government

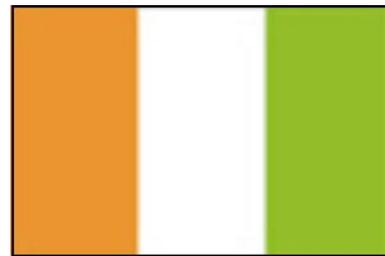
General

The Ivory Coast is located on the W coast of Africa. The country is bounded by Liberia and Guinea on the W, Mali and Burkina Faso (formerly Upper Volta) on the N, and Ghana on the E.

The seacoast, about 275 miles long, lies between the mouth of the **Riviere Cavally** (4°22'N., 7°32'W.) and a position 2.5 miles W of Newtown. The W part of the coast is high and rocky. The country rises gradually to the interior. The E part of the coast is low and sandy, with a series of lagoons and connecting canals reaching some distance inland.

The most important characteristic of the country is the primeval forest, which covers about forty percent of the country's area. North of the forest lies an inland savanna zone of sandy soil, where the vegetation is sparse and the landscape unbroken. Only the Guinea Highlands in the NW, which rise up to 1,460m, break the monotony of the inland plain.

The climate varies with the terrain, from tropical along the coast to semiarid and hot in the N.



Flag of Ivory Coast

The Ivory Coast is a republic. The country is divided into 58 departments.

The Ivory Coast is governed by a directly-elected President who serves a 5-year term. The President appoints the Prime Minister and the Council of Ministers.

The unicameral National Assembly consists of 225 directly-elected members serving 5-year terms. An upper house (Senate) is scheduled to be created in 2005.

The legal system is based on French civil law and customary law.

In March 1983, the capital was changed from Abidjan (5°15'N., 4°01'W.) to Yamoussoukro, which is situated 155 miles NW. The new capital is not recognized by the United States, which maintains an official presence in Abidjan.

Holidays

The following holidays are observed:

January 1	New Year's Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Whitsunday	Variable
Whitmonday	Variable
August 7	Republic Day
August 15	Assumption Day
November 1	All Saints' Day
November 9	Day of Mourning
November 15	Peace Day
December 7	National Feast Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

Agriculture, the principal industry, includes the production of coffee, cocoa, bananas, pineapples, palm oil, and cotton.

Current mineral production is negligible, but limited amounts of diamonds and gold are produced. Deposits of low-grade iron ore have been found and offshore exploration for oil is being carried out.

Languages

French is the official language. Dioula, one of over 60 native dialects, is also widely spoken.

Navigational Information

The maritime territorial claims of the Ivory Coast are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 5 Rue Jesse Owens, Abidjan.

The mailing address is B.P. 1712, Abidjan 01.

<p>U. S. Embassy Ivory Coast Home Page http://abidjan.usembassy.gov</p>
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Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Jordan dinar, consisting of 1,000 fils. Some local Syrian units are still used.

Government

General

Jordan, located in the Middle East, is bounded on the N by Syria, on the E by Iraq, on the SE and S by Saudi Arabia, and on the W by Israel.

The country is landlocked, except for its S extremity, where 16 miles of shoreline on the Gulf of Aqaba provide access to the Red Sea through the port of Aqaba (Al Aqabah).

The climate is predominantly Mediterranean with hot, dry summers and cool, wet winters.

The rainy season is from November to April. The E part of the country has an arid desert climate.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Jordan

Jordan is a constitutional monarchy. The country is divided into 12 governorates.

Jordan is governed by a King. The Prime Minister is appointed by the King. The Prime Minister appoints the Cabinet, in consultation with the King.

The bicameral National Assembly consists of the appointed (by the King) 40-member House of Notables (Senate), serving 4-year terms, and the directly-elected, via proportional representation, 110-member House of Deputies (House of Representatives), serving 4-year terms.

The legal system is based on Islamic law and French codes. The capital is Amman.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 30	King Abdullah's Birthday
Palm Sunday	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 25	Independence Day
June 10	Army Day
November 14	King Hussein's Birthday
December 25	Christmas Day
December 31	New Year's Eve

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, Ascension of the Prophet, and the Prophet's Birthday.

Industries

Irrigation is increasing agricultural production. The principal crops include wheat, fruits, and vegetables.

Industries include phosphate mining, petroleum products, cement, potash extraction, pharmaceuticals, and tourism.

Languages

Arabic is the official language. English is also widely used in commerce and government.

Navigational Information

The only maritime territorial claim of Jordan is a territorial sea of 3 miles.

Regulations

Embargo

The naval interception effort in support of the United Nations sanctions pertaining to Iraq continues in the Arabian Gulf and other areas. For further details, see Iraq—Regulations.

Reporting

A Notice of Arrival and ETA must be sent to the harbor-master at Aqaba, through the ship's agent, at least 24 hours before arrival. The ETA must be confirmed by radio before entering the Strait of Tiran. A confirmation of ETA by VHF is also required at least 2 hours prior to arrival.

Entry of ships to the anchorage between 2000 and daybreak is prohibited.

Search and Rescue

The Aqaba Harbormaster is responsible for coordinating search and rescue operations.

Time Zone

The Time Zone description is BRAVO(-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the last Friday in March through the last Friday in October.

U.S. Embassy

The U.S. Embassy is situated at Jamel Amman, Amman. The mailing addresses are, as follows:

1. Jordan address—
P.O. Box 354
Amman, 11118 Jordan
2. U.S. address—
Unit 70200, Box 5
APO AE 09892-0200

U. S. Embassy Jordan Home Page
<http://amman.usembassy.gov>



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Kenya shilling, consisting of 100 cents.

Government

General

Kenya is located on the E coast of Africa. It is bounded on the N by Ethiopia and Sudan, on the S by Tanzania, and on the E by Somalia and the Indian Ocean.

Much of the land in the N and E parts is arid. From the coastal lowlands, the land rises through a wide arid plain to the highlands. Mount Kenya, 5,199m high, rises in the W part. Several plateaus, 910 to 3,000m high, stand between the mountain ranges and provide some of Africa's most fertile soil. The Great Rift Valley extends S from Lake Turkana and divides the central highlands from the W plateau, which gradually descends to Lake Victoria. The Tana, rising on the slopes of Mount Kenya, is the principal river. It is navigable by shallow-draft vessels for about 200 miles above the mouth.

The climate is tropical with wet and dry seasons. However, considerable variations in altitude form differing conditions between the hot, coastal lowlands and the cooler plateaus. Heavy rain falls during April and May, but a second wet season, in November and December, occurs in some places.



Flag of Kenya

Kenya is a republic. The country is divided into seven provinces and one area.

The unicameral National Assembly consists of 210 directly-elected members serving 5-year terms, 12 members appointed by the President in proportion to the parliamentary vote, and two ex-officio members.

The legal system is based on Kenyan statutory law, Kenyan and English common law, tribal law, and Islamic law.

The capital is Nairobi.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Monday	Variable
May 1	Labor Day
June 1	Madaraka Day
October 10	Moi Day
October 20	Kenyatta Day
December 12	Jamhuri/Independence Day
December 25	Christmas Day
December 26	Boxing Day

Eid-il-Fitr (End of Ramadan), an Islamic holiday subject to the appearance of the moon, is also celebrated.

Industries

Range land covers almost four-fifths of the country and produces mainly livestock products and also wild game, which comprises the major attraction of the country's tourist industry.

Other industries include agricultural processing, oil refining, small-scale consumer goods, cement, textiles, and mining. Coffee, tea, sisal, pyrethrum, coconuts, cashews, cotton, sugar, and maize are the principal crops.

Languages

English and Swahili are the official languages. There are many tribal languages.

Navigational Information

The maritime territorial claims of Kenya are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Established a straight baseline system. Claims Ungwana Bay as internal waters.

Search and Rescue

The ATS Division of the Kenyan Directorate of Civil Aviation is responsible of coordination of search and rescue operations. A Rescue Coordination Center (RCC) is located in Nairobi.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated on United Nations Avenue, Gigiti, Nairobi.

The mailing addresses are, as follows:

1. Kenya address—
P.O. Box 606, Village Market
00621 Nairobi
2. U. S. address—
Box 21A, Unit 64100
APO AE 09831

U. S. Embassy Kenya Home Page
<http://nairobi.usembassy.gov>



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Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Kuwaiti dinar, consisting of 1,000 fils.

Government

General

Kuwait is located at the NW corner of the Persian Gulf. It is bordered on the NW by Iraq, on the SW by Saudi Arabia, and on the E by the Persian Gulf. The islands of Qaruh, Kubrqurayn, Faylakah, Awhah, Maskin, Umm al Maradım, Bübiyan, and Al Warbah are dependencies of Kuwait. Ownership of Umm al Maradım and Qaruh is disputed by Saudi Arabia.

The terrain is mostly flat with some undulating desert plain.

The climate is dry desert with intensely hot summers and short, cool winters.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Kuwait

Kuwait is a nominal constitutional monarchy. The country is divided into five governorates.

Kuwait is governed by an Amir. The Prime Minister, who is named by the Amir, appoints the Council of Ministers, with the approval of the Amir. The unicameral National Assembly consists of 50 directly-elected members serving 4-year terms.

The legal system is based on a civil law system, with Islamic law significant in personal matters.

The capital is Kuwait (Al Kuwait).

Holidays

The following holidays are observed:

January 1	New Year's Day
February 25	Kuwait National Day
February 26	Liberation Day

Islamic holidays, which are subject to the appearance of the moon, include Al-Isra, Eid Al-Fitr (End of Ramadan), Waqfat Arafat, Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

Crude oil production and refining are the major industries. Other industries include boat building, fishing, food processing, petrochemicals, and the manufacturing of construction materials.

Languages

Arabic is the official language. English is widely used.

Mined Areas

Vessels are advised that former mined areas exist off the coast of Kuwait in the N part of the Persian Gulf. Mines could still present a hazard in these areas; anchoring, fishing, or seabed operations are not recommended anywhere in this area. Additionally, drifting mines may be encountered anywhere.

Mine sightings should be reported to the naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are promulgated by Navigation Notices issued by the Middle East Navigation Aids Service (MENAS) and MARAD advisories.

Navigational Information

The only maritime territorial claim of Kuwait is a territorial sea of 12 miles.

Pollution

Vessels shall not discharge into the water of the port any part of the content of their cargo, slop, ballast tanks or bilges which is liable to pollute the waters. Kuwait has stringent laws in force concerning the pollution of the sea by oil; persons responsible for pollution are liable to heavy fines.

Regulations

General

The selling, giving, or taking out of the ship or transferring from one ship to another of alcohol is strictly prohibited by law. Alcoholic beverages are strictly prohibited to be held out of bond.

The import of firearms and ammunition is forbidden.

Reporting

Due to the prevailing situation in the Persian Gulf area, the Ports Public Authority now exempt vessels, proceeding for Kuwait, from sending cables through Kuwait shore stations giving details of ETA. It is now requested that the vessel's agent at the port of departure, from which the vessel sailed for Kuwait, notify the Director, Marine Operations Department, Ports Public Authority, Kuwait (Telex: HM SHP 22740 KT), as soon as the vessel departs. Messages should contain the following information:

1. Date and time of sailing.
2. Length of vessel.
3. Arrival draft.

When entering Kuwaiti territorial waters, vessels must contact the Marine Operations Department, Ports Public Authority, in the usual manner.

Every merchant ship entering a port between sunrise and sunset shall fly, in addition to the required national and courtesy flags, the vessel's signal letter flags.

Search and Rescue

The Maritime Affairs Department is responsible for coordinating search and rescue operations and can be reached by e-mail, as follows:

marine-dept@mockw.net

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated in Bayan, Area 14, Al-Masjed Al-Aqsa Street.

The mailing addresses are, as follows:

1. Kuwait address—
P.O. Box 77
Safat 13001
2. U.S. address—
Unit 6900
APO AE 09880-9000

U. S. Embassy Kuwait Home Page
<http://usembassy.state.gov/kuwait>



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General

Madagascar, the world's fourth-largest island, lies in the Indian Ocean and is separated from the African continent by the Mozambique Channel. The island is about 980 miles long and attains a maximum width of about 360 miles. The coasts of the island are generally low with the E shore being bordered at many places by lagoons.

The W shore is broken by the estuaries of many rivers and is fringed by numerous small islands and islets. The interior is formed mostly by a plateau with an average height of 300m. Several isolated massifs, 2,640 to 2,880m high, rise in the N, central, and S parts.

The climate is tropical along the coasts, temperate inland, and arid in the S part.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Fishing

Trolling, trawling, and fishing with traps, hand lines, gill nets, long lines, and purse seine nets is carried out in the vicinity of the island.

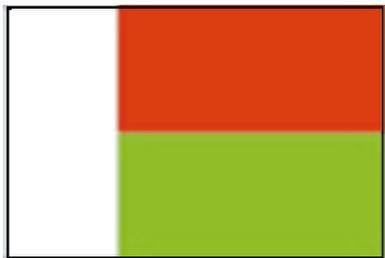
Buoyage

Buoyage around the island cannot be relied upon and navigational lights on the coasts are frequently reported to be extinguished or irregular.

Currency

The official unit of currency is the Malagasy franc, consisting of 100 centimes.

Government



Flag of Madagascar

Madagascar is a republic. The country is divided into six provinces.

Madagascar is governed by a directly-elected President serving a 5-year term. The Prime Minister is appointed by the President. The cabinet is named by the Prime Minister.

As of 2001, the unicameral directly-elected National Assembly consisted of a 150-member serving 4-year terms. In the near future, the legislature will become bicameral with the creation of an upper chamber called the Senate; members, two-thirds of which will be directly elected and one-third of which will be appointed, will serve 4-year terms.

The legal system is based on French civil law and traditional Malagasy law.

The capital is Antananarivo (Tananarive).

Holidays

The following holidays are observed:

January 1	New Year's Day
March 29	Martyr's Day (Memorial Day)
Easter Sunday	Variable

Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
June 26	Independence Day
August 15	Assumption of the Blessed Virgin Mary
November 1	All Saints Day
December 25	Christmas Day
December 30	Anniversary of the Democratic Republic of Madagascar

Industries

Agriculture and livestock raising are important industries. The principal crops are rice, coffee, vanilla, fruits, tapioca, sugar, cloves, cotton, sisal, and tobacco.

The main industries include food processing, textiles, fishing, mining, glassware, cement, auto assembly, and oil refining.

Languages

French and Malagasy are the official languages.

Navigational Information

The maritime territorial claims of Madagascar are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or 100 miles from the 2,500m depth isobath.

Pollution

The discharge of oil products into the sea is prohibited, as follows:

1. Within 100 miles of the coast of Madagascar W of the meridian of Tanjon i Vohimena, the S point of the island, and the meridian of Tanjon i Bobomby, the N point of the island.
2. Within 150 miles of the coast of Madagascar E of the meridian of Tanjon i Vohimena, the S point of the island, and the meridian of Tanjon i Bobomby, the N point of the island.

Regulations

Except in case of emergency or distress, foreign fishing vessels are prohibited from entering the territorial waters off the

ports of Antsiranana (Diego Suarez), Toamasina, Taolanaro, Hellville, Mahajanga, and Toliara. Anchorage may be authorized, temporarily, in certain circumstances.

Search and Rescue

A Rescue Coordination Center (RCC) is located in Antananarivo. A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Ship Reporting System

In order to enable the authorities to implement rescue operations for vessels or aircraft in distress, all vessels navigating within the area bounded by 5°00'S, 60°00'E, 30°00'S, and the coast of Africa are requested to transmit to the nearest coast radio station in Madagascar, at 1000 UT(GMT) daily, their call sign, position, course, and speed. Messages, which are free of charge, should be addressed to "Cencorsau, Tananarive."

Signals

Storm signals denoting the localities of the Comoros and Madagascar threatened by a cyclone are indicated by showing a black cylinder and black cones, displayed from a flagstaff, as described in the accompanying table. The signals are numbered from 1 to 14 to permit rapid transmission by radio.

Signal No.	Signal	Meaning
1	Cylinder above two cones, points upward	Between Antsiranana and Antalaha—E coast of Madagascar
2	Cylinder between two cones, points upward	Between Antalaha and Port Sainte Marie (Ambodifototra)—E coast of Madagascar
3	Cylinder below two cones, points upward	Between Port Sainte Marie (Ambodifototra) and Vatomandry—E coast of Madagascar
4	Cylinder above two cones, points downward	Between Vatomandry and Mananjary—E coast of Madagascar
5	Cylinder between two cones, points downward	Between Mananjary and Farafangana—E coast of Madagascar
6	Cylinder below two cones, points downward	Between Farafangana and Tolanaro (Faradofay)—E coast of Madagascar

Signal No.	Signal	Meaning
7	Cylinder below two cones, with the upper cone point downwards and the lower cone point upwards	Between Antsiranana and Hellville (Andoany)—W coast of Madagascar
8	Cylinder above a cone, points upwards	Between Hellville (Andoany) and Mahajanga (Majunga)—W coast of Madagascar
9	Cylinder below a cone, points upwards	Between Mahajanga (Majunga) and Maintirano—W coast of Madagascar
10	Cylinder above a cone, points downwards	Between Maintirano and Morondava—W coast of Madagascar
11	Cylinder below a cone, points downwards	Between Morondava and Toliari—W coast of Madagascar
12	Cylinder above two cones, with the upper cone point downwards and the lower cone point upwards	Between Toliari and Tolanaro (Faradofay)—S extremity of Madagascar
13	Cylinder between two cones, points towards the cylinder	Comoros
14	Cylinder between two cones, bases towards the cylinder	E part of the Comoros

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 14-16 Rue Rainitovo, Antsahavola, Antananarivo.

The mailing address is B.P. 620, Antsahavola, Antananarivo.

U. S. Embassy Madagascar Home Page
<http://www.usmission.mg>



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General

Malaysia consists of 11 states and one federal territory, located on the mainland (Malay Peninsula), and the states of Sabah and Sarawak, located on the island of Borneo. The two sections of the country are separated by the South China Sea and lie about 400 miles apart.

The mainland section of Malaysia is bounded on the N by Thailand and on the S by Singapore.

The island section is bounded on the S side by Indonesia (S part of Borneo) and Brunei lies about midway along its N coast.

Malaysia is involved in a complex territorial dispute with China, the Philippines, Taiwan, Vietnam, and Brunei concerning the Spratly Islands. In addition, Malaysia is involved in a dispute with Singapore concerning two islands, with Brunei concerning two islands, and with the Philippines concerning Sabah.

The terrain consists of coastal plains rising to hills and mountains. Most of the central part of the Malay Peninsula is covered by dense tropical jungle.

The climate is tropical, with a Southwest Monsoon from April to October and a Northeast Monsoon from October to February.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Fishing Devices

Fish aggregating devices are moored at a number of places off the E and W coasts of the Malay Peninsula. These devices lie in depths of up to 30m and are usually marked by buoys. Vessels should give them a wide berth.

Rigs

Movable oil drilling rigs and production platforms may be encountered off the coasts of Malaysia and in open waters. Buoys associated with the drilling operations are frequently moored in the vicinity of these structures. The positions of these rigs and buoys are frequently changed and are generally promulgated by radio navigational warnings.

Piracy

It was reported (1995) that vessels have been attacked by armed thieves in the vicinity of the Strait of Malacca and Singapore Strait, mainly near Phillip Channel. These attacks were usually made from fast motor boats approaching from astern. Loaded vessels with low freeboard seem to be particularly vulnerable. Vessels with low freeboard transiting the Strait of Malacca often use security lights to guard against piracy. These lights by their brilliance may obscure the vessel's navigation lights. The International Maritime Bureau (IMB) of the International Chamber of Commerce has established a Piracy Countermeasures Center at Kuala Lumpur.

The center operates for the Southeast Asian Region and is able to receive reports from vessels concerning attacks and advise of danger areas. Piracy warnings originated by the Center will be broadcast daily to NAVAREA XI, VIII, and X through Enhanced Group Calling using the SafetyNET System.

For further details the IMB Center can be contacted, as follows:

IMB Piracy Reporting Center
 ICC International Maritime Bureau
 P.O. Box 12559
 50782 Kuala Lumpur
 Malaysia
 Telephone: +60-3-2031-0014
 Facsimile: +60-3-2078-5769
 Telex: MA31880 IMBPCI
 E-mail: imbkl@icc-ccs.org.uk

IMB Piracy Reporting Center Home Page

http://www.iccwbo.org/ccs/menu_imb_piracy.asp

General

For further information concerning dangers in the vicinity of the Malacca and Singapore Straits, see Singapore—Cautions.

Currency

The official unit of currency is the Malaysian ringgit, consisting of 100 sen.

Firing Areas

The following firing practice and exercise areas lie off the W coast of Malaysia:

1. **(WM) D1 Butterworth.**—Enclosed by a line joining the following positions:
 - a. 5°43'N, 100°19'E.
 - b. 5°43'N, 100°15'E.
 - c. 5°57'N, 100°02'E.
 - d. 6°02'N, 100°02'E.
 - e. 6°04'N, 100°04'E.
 - f. 6°04'N, 100°09'E.
 - g. 5°53'N, 100°21'E.
2. **(WM) D16 Song Song.**—Enclosed by a line joining the following positions:
 - a. 5°49'N, 100°17'E.
 - b. 5°49'N, 100°18'E.
 - c. 5°48'N, 100°20'E.
 - d. 5°47'N, 100°21'E.
 - e. 5°46'N, 100°19'E.
 - f. 5°45'N, 100°18'E.
 - g. 5°47'N, 100°17'E.
3. **(WM) D18 Butterworth.**—Enclosed by a line joining the following positions:
 - a. 5°00'N, 99°00'E.
 - b. 5°47'N, 99°00'E.
 - c. 5°47'N, 99°47'E.
 - d. 5°00'N, 99°47'E.

- e. 5°05'N, 99°05'E.
- f. 5°13'N, 99°05'E.
- g. 5°13'N, 99°42'E.
- h. 5°05'N, 99°42'E.
- i. 5°42'N, 99°05'E.
- j. 5°42'N, 99°42'E.
- k. 5°34'N, 99°42'E.
- l. 5°34'N, 99°05'E.

4. **(WM) P19 Bukit Serene.**—An area within a circle, with a radius of 2 miles, centered on 1°28'N, 103°46'E with the S border coinciding, with the coast line of South Johor.

5. **(WM) D30 Butterworth.**—Enclosed by a line joining the following positions:

- a. 7°04'N, 98°00'E.
- b. 5°45'N, 98°00'E.
- c. 4°08'N, 100°18'E.
- d. 5°00'N, 100°05'E.
- e. 5°00'N, 100°00'E.
- f. 6°15'N, 100°00'E.
- g. 6°20'N, 99°55'E.
- h. 6°17'N, 99°30'E.

6. **(WM) D41 Malaysian Naval Exercise Area.**—Enclosed by a line joining the following positions:

- a. 1°25'N, 103°00'E.
- b. 1°30'N, 103°00'E.
- c. 1°27'N, 103°10'E.
- d. 1°22'N, 103°10'E.

7. **(WM) R301 Lumpur.**—Enclosed by a line joining the following positions:

- a. 3°20'N, 101°08'E counterclockwise along a 20-mile arc from the point of vortex (3°20'N., 101°28'E.) to
- b. 2°59'N, 101°27'E direct to
- c. 2°40'N, 101°25'E on a 40-mile arc from the point of vortex, then clockwise along the 40-mile arc to
- d. 3°20'N, 100°48'E.

8. **(WM) R401 Lumpur.**—Enclosed by a line joining the following positions:

- a. 3°20'N, 100°57'E.
- b. 3°20'N, 100°37'E.
- c. 4°00'N, 100°09'E.
- d. 4°00'N, 100°29'E.
- e. 3°48'N, 100°47'E then S for 2 miles to the W side of the coast line and then to
- f. 3°35'N, 101°01'E.

9. **(WM) R402 Alor Setar.**—Enclosed by a line joining the following positions:

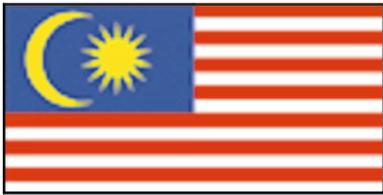
- a. 6°15'N, 99°30'E.
- b. 6°15'N, 100°05'E then W along the Alor Setar Control Zone boundary to
- c. 6°26'N, 100°09'E then a straight line joining the Malaysia/Thailand border to
- d. 6°26'N, 99°30'E.

10. **(WM) R403 Alor Setar.**—Enclosed by a line joining the following positions:

- a. 5°58'N, 100°21'E then W along the coast to Alor Setar Control Boundary to
- b. 6°24'N, 100°08'E then W along the same boundary to
- c. 6°10'N, 100°04'E.
- d. 5°58'N, 100°17'E.

For further information concerning firing practice areas lying off the E coast of the Malay Peninsula and off the N coast of East Malaysia, see Pub. 120, *Sailing Directions* (Planning Guide) Pacific Ocean and Southeast Asia.

Government



Flag of Malaysia

Malaysia is a constitutional monarchy. The country is divided into 13 states and three federal territories.

Malaysia is governed by a paramount ruler (King) elected by and from the hereditary rulers of the states for a 5-year term. The Prime Minister is the leader of the party who wins a plurality in legislative elections for the House of Representatives. The bicameral Parliament consists of a 69-member Senate (43 appointed by the King and 26 appointed by the state legislatures) and a 192-member directly-elected House of Representatives serving 5-year terms.

The legal system is mostly based on English common law. The capital is Kuala Lumpur.

Holidays

The following holidays are observed:

January 1	New Year's Day (not observed in Johore, Kedah, Kelantan, Perlis, and Trengganu)
Chinese New Year	Variable
May 1	Labor Day
Wesak Day	Variable
First Saturday in June	King's Birthday
August 31	Independence Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

In addition, numerous local holidays, which vary from port to port, are also observed.

Industries

Major industries include the production and refining of crude oil and the production of liquefied natural gas.

Other principal industries include light manufacturing, electronics, tin, bauxite, iron ore, copper, rubber, timber, and palm oil processing. Livestock raising, fishing, shipping, and tourism are also important.

Agricultural crops include rubber, rice, palm oil, cocoa, tea, tobacco, fruits, coconut oil, and pepper.

Languages

Malay is the official language. Tamil, Chinese, and tribal dialects are also widely used. English is used in commerce, government, and secondary education.

Navigational Information

The maritime territorial claims of Malaysia are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Limit of Exploitation.

* Prior authorization required for nuclear-powered vessels or vessels carrying nuclear material to enter the territorial sea.

Regulations

Vessels are advised not to anchor in the Strait of Malacca and Singapore Strait between the landward limit of the Traffic Separation Scheme or precautionary area and the adjacent port limits. Vessels are to anchor only in designated areas.

For information concerning Navigation Rules for the Malacca Strait and Singapore Strait, see Singapore—Regulations.

Search and Rescue

General

The Marine Department of the Malaysian Ministry of Transport is responsible for coordinating search and rescue operations.

Each Maritime Rescue Coordination Center (MRCC) and Maritime Rescue Coordination Subcenter (MRSC) maintains a continuous listening watch on 2182 kHz and VHF channel 16 for distress traffic. Most centers can be contacted by e-mail, as listed in the accompanying table.

Ship Reporting System

STRAITREP is a joint Indonesia-Malaysia-Singapore mandatory ship reporting system in the Straits of Malacca and Singapore. For further information on STRAITREP, see Singapore—Search and Rescue—Reporting Systems.

Signals

General

Signals are used within the limits of ports in Malaysia are given in the accompanying table.

Diving Operations

A vessel attending underwater swimmers or divers will display the following signals as a warning to proceed at reduced speed in the vicinity:

1. By day—A red flag with a white diagonal cross.
2. At night—A red light waved slowly from side to side.

Ammunition and Explosives

Vessels employed in dumping ammunition and other explosives at sea display the following signals:

1. By day—A red flag at a height of not less than 3.6m above the upper deck.
2. At night—A red flag at a height of not less than 3.6m above the upper deck.

These vessels should be given a wide berth.

Time Zone

The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 376 Jalan Tun Razak, 50400 Kuala Lumpur.

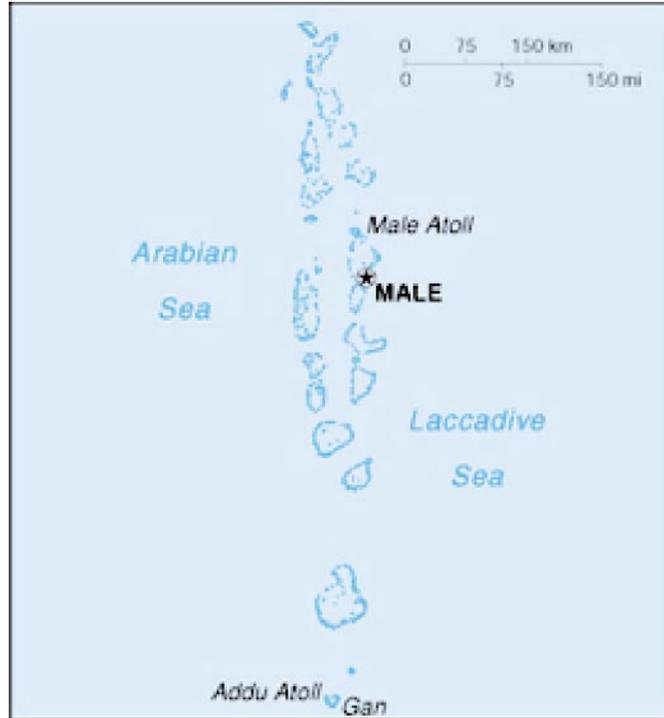
The mailing addresses are, as follows:

1. Malaysia address—
P.O. Box 10035
50400 Kuala Lumpur
2. U.S. address—
American Embassy Kuala Lumpur
APO AP 96535-8152

U. S. Embassy Malaysia Home Page
<http://usembassymalaysia.org.my>

Malaysia—MRCC and MRSC E-mail Addresses	
MRCC Malaysia (MRCC Port Klang)	mrcc@marine.gov.my
MRSC Penang	mrsc_penang@marine.gov.my
Peninsular Malaysia	
MRSC Johor	mrsc_johor@marine.gov.my
MRSC Kuala Terengganu	mrsc_terengganu@marine.gov.my
Sabah and Sarawak	
MRSC Luban	mrsc_labuan@marine.gov.my
MRSC Sandakan	—
MRSC Kuching	mrsc_kuc@jls.gov.my

Malaysia Port Signals		
Day signals	Night signals	Meaning
A red flag	—	When displayed by a port service craft or buoy tender—Indicates buoying, sweeping, or a diver down. Other vessel must keep well clear and reduce speed to dead slow when passing.
A red flag at both main yardarms	A red light at both main yardarms	When shown on a dredge—Indicates to keep well clear on either side
A black ball at the main yardarm and a red flag at the main yardarm	A white light at the main yardarm and a red light at the main yardarm	When shown on a dredge—Indicates to not pass on the side of the red flag or red light.
<p>Note.—All lights, shapes and signals required by the Regulations for Preventing Collision at Sea, and all the flags and meanings of the International Code of Signals will be recognized within the port limits with the above modifications and additions.</p>		



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Cautions

Fishing

Fishing with traps, hand lines, and trolling gill nets is carried out in the vicinity of the atolls.

Buoyage

It is reported that many lighted beacons, of limited range, have been erected on the reefs and atolls for the use of local fishermen.

Currency

The official unit of currency is the rufiyaa (Maldivian rupee), consisting of 100 laari. It is reported that Sri Lankan currency is also used.

Government

Maldives is a republic. The country is divided into 19 atolls and one capital district.

Maldives is governed by a President, who is nominated by the People's Council and approved by a referendum. The Cabinet of Ministers is appointed by the President. The unicameral People's Council consists of 50 members, 42 of which are directly elected and 8 of which are named by the President, serving 5-year terms.

The legal system is based on Islamic law, with elements of English common law, primarily in commercial matters.

The capital is **Male** (4° 10'N., 73° 30'E.), which stands on one of the islands of North Male Atoll.

General

Maldives, lying about 400 miles SW of Sri Lanka (Ceylon), consists of a chain of 19 atolls formed by about 2,000 low, coral islets. This chain extends N for about 470 miles from **Addu Atoll** (0°35'S., 73°05'E.). Only about 200 of the larger coral islets are inhabited.

The islets are seldom more than 2m high, so that the coconut palms standing on them appear, on first approach, to be growing out of the water.

The climate is tropical, being mostly hot and humid. There is a dry Northeast Monsoon, from November to March, and a rainy Southwest Monsoon, from June to August.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Maldives

Holidays

The following holidays are observed:

January 1	New Year's Day
July 26-27	Independence Days
November 3	Victory Day
November 11-12	Republic Days

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

The major agricultural crops include coconuts, sugar cane, corn, cassava, onions, chillies, and sweet potatoes. Other industries are food processing, boat building, tourism, handcrafts, coral and sand mining, woven mats, and fishing.

It is reported that the former military (UK) airstrip on Addu Atoll has been converted by the Maldivian government for commercial use.

Languages

Maldivian Divehi is the official languages. English is used by most government officials.

Navigational Information

The maritime territorial claims of Maldives are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Search and Rescue

The Maldives Coastguard is responsible for coordinating search and rescue operations.

Male Coast Radio Station maintains a continuous listening watch on 2182 kHz and VHF channel 16 for distress traffic.

Time Zone

The Time Zone description is ECHO (-5). Daylight Savings Time is not observed.

U.S. Embassy

There is no diplomatic representative in Maldives. All matters are referred through the U.S. Embassy in Colombo, Sri Lanka.

U. S. Embassy Sri Lanka Home Page
<http://usembassy.state.gov/srilanka>



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General

Mauritius (20°17'S., 57°33'E.), an island of volcanic formation, lies about 500 miles E of Madagascar. The island has a small coastal plain that rises to mountains with heights of over 800m. The shores are mostly fringed with coral reefs.

The climate is tropical, being modified by the Southeast Trade winds. There is a dry season, from May to November, and a hot, wet season, from November to May.

Ile Rodrigues (19°41'S., 63°25'E.), the **Agalega Islands** (10°26'S., 56°40'E.), and **Cargados Carajos** (Saint Brandon) (16°50'S., 59°30'E.) are dependencies of Mauritius.

Ile Rodrigues lies about 350 miles E of Mauritius. It is 9.5 miles long, 4.5 miles wide, and formed of volcanic formations. The island attains a height of about 400m; its shores are fringed by coral reefs. Ile Rodrigues produces salt and onions. Livestock raising and fishing are carried out.

The Agalega Islands, two in number, are low, wooded, and fringed by reefs.

Cargados Carajos is an extensive group of reefs, small islands, islets, and shoals. The main reef, mostly above water, extends about 26 miles in a SSW/NNE direction.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Fishing with traps, hand lines, and trolling gill nets is carried out in the vicinity of the islands.

Rollers, occasionally lasting for 4 to 5 days, frequently inflict great damage on harbor installations at the island.

Currency

The official unit of currency is the Mauritius rupee, consisting of 100 cents. It is reported that British sterling and French francs can also be used.

Government

Mauritius is a parliamentary democracy. The country is divided into nine districts and three dependencies.

Mauritius is governed by a President, who is elected for a 5-year term by the National Assembly. The Prime Minister and the Council of Ministers are appointed by the President. The unicameral National Assembly consists of 62 directly-elected members and eight appointed members from losing political parties, serving 5-year terms.



Flag of Mauritius

The legal system is based on French civil law, with some elements of English common law.

The capital is Port Louis.

Holidays

The following holidays are observed:

January 1-2	New Year's Days
February 1	Abolition of Slavery
March 12	Independence Day (Republic Day)
Good Friday	Variable
May 1	Labor Day
August 25	Assumption Day
September 9	Father Leval Day
November 1	All Saints Day
November 2	Arrival of Indentured Laborers
December 25	Christmas Day (Natal)

Cavadee, Maha Shivaratree, Chinese New Year/Chinese Spring Festival, Holi, Ougadi and Varusha Piruppu, Ganesh Chaturthi, Mid-Autumn Festival, Divali, and Ganga Asnan are religious festivals, the dates of which vary from year to year depending on the appearance of the moon.

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Agriculture and livestock raising are important. The main crops include sugar cane, tea, tobacco, and vegetables.

The major industries are food processing, fishing, tourism, textiles, chemicals, and diamond cutting.

Languages

English is the official language. French, Creole, and Bhoj-puri are also widely used.

Navigational Information

The maritime territorial claims of Mauritius are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Search and Rescue

In order to facilitate rescue operations in the event of aircraft/ships in distress, all vessels within the area bounded by 10°S, 30°S, 55°E, and 95°E are requested to transmit to Mauritius Radio, at 0700 daily, their call sign, position, course, and speed. This information is rebroadcast at 0930 daily.

Time Zone

The Time Zone description is DELTA (-4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 4th Floor, Rogers House, John Kennedy Avenue, Port Louis.

The mailing addresses are, as follows:

1. Mauritius address—
P.O. Box 544
Port Louis
2. U.S. address—
American Embassy Port Louis
Department of State
Washington DC 20521-2450

U. S. Embassy Mauritius Home Page
<http://mauritius.usembassy.gov>



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General

Mozambique is located in the SE part of Africa. It is bounded on the E by the Indian Ocean, on the S by South Africa, and on the N by Tanzania.

The coast is mostly sandy, with several lagoons and inlets. The broad coastal plain rises to central plateaus and mountains stand along the W border. The country is crossed by a number of important rivers.

The climate varies from tropical to subtropical in all areas except the high plateaus and mountains. Warmer temperatures prevail during the rainy season (October to May). The rainfall is irregular, and some areas, particularly in the S, are subject to severe droughts and floods.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Sandwaves.—Sandwaves are similar to sand dunes on land; the action of the water movement forms the sand or gravel seabed into a series of ridges. Fields of sandwaves may be several miles in extent, varying in size from mere ripples to waves of up to 20m in amplitude. The waves forming the primary pattern may be several miles long. They usually lie nearly at right angles to the main direction of water movement, but small waves are sometimes found lying parallel to it. Secondary patterns are usually superimposed on the primary pattern, often at an angle; it is where the crests of the patterns coincide that the shallowest depths can be expected.

At the entrance to Sofala Bay, Mozambique, sand waves up to 26m high have been reported to exist.

Currency

The official unit of currency is the metical, consisting of 100 centavos.

Government



Flag of Mozambique

Mozambique is a republic. The country is divided into ten provinces and one city.

Mozambique is governed by a directly-elected President serving a 5-year term. The Prime Minister is appointed by the President. The unicameral National Assembly consists of 250 directly-elected members serving 5-year terms.

The legal system is based on Portuguese civil law and customary law.

The capital is Maputo (formerly Lourenco Marques).

Holidays

The following holidays are observed:

January 1	New Year's Day
February 3	Heroes' Day
April 7	Day of the Mozambique Woman
May 1	Labor Day
June 25	Independence Day
September 7	Victory Day
September 25	Revolution Day
November 10	Maputo City Day (Maputo only)
December 25	Christmas Day/Family Day

Industries

Although the country is mostly rural, there is some substantial industry in and around Maputo and Beira, mainly in steel, engineering, textiles, food processing, docks, and railways. The chief exports are cashews, cotton, sugar, mineral products, timber products, tea, copra, and coal.

Languages

Portuguese is the official language. English is also widely spoken. There are many tribal languages.

Navigational Information

The maritime territorial claims of Mozambique are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

The Maritime Administration and Safety Authority (SAF-MAR) coordinates all maritime search and rescue operations within the Maritime Search and Rescue Region of Mozambique and can be reached by e-mail, as follows:

safmar@zebra.uem.mz

A Maritime Rescue Coordination Center (MRCC) is located at Maputo.

Mozambique Storm Signals		
Day signal	Night signal	Meaning
Black triangle, point up	Two red lights, vertically disposed	Gale or storm from NW
Black triangle, point down	Two yellow lights, vertically disposed	Gale or storm from SW

Mozambique Storm Signals		
Day signal	Night signal	Meaning
Two black triangles, points up, vertically disposed	One red light over one yellow light	Gale or storm from NE
Two black triangles, points down, vertically disposed	One yellow light over one red light	Gale or storm from SE
Two black triangles, bases together, vertically disposed	One red light between two yellow lights, vertically disposed	Gale, storm, or cyclone probable
Black ball	One red light	Gale or storm from undetermined direction
Square flag	—	Wind expected to veer
Two square flags	—	Wind expected to back
Black cylinder	One green light	Cyclone in Mozambique Channel

Signals

Storm signals used in Mozambique are given in the accompanying table.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Avenida Kenneth Kuanda 193, Maputo.

The mailing address is P.O. Box 783, Maputo.

U. S. Embassy Mozambique Home Page
<http://www.usembassy-maputo.gov.mz>



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The rainy season lasts from January to March with fewer showers from September to December.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Namibia dollar, consisting of 100 cents. The South African rand is also a legal tender of parity.

General

Namibia, located in the S part of Africa, is bounded on the N by Angola and Zambia, on the W by the South Atlantic Ocean, on the S and SE by South Africa, and on the E by Botswana.

The coast, about 800 miles long, extends between the mouth of the **Kunene River** (17° 14'S., 11° 45'E.) and the mouth of the Orange River.

The country consists of three main regions, as follows:

1. The Namib Desert, an extremely arid and desolate region, is 50 to 80 miles wide and stretches along the entire coast.

2. The Central Plateau, which covers about half of the total area, lies E of the Namib Desert. This plateau varies in elevation from 1,000 to 2,000m and consists of rugged mountains, sand-filled valleys, and plains.

3. The Kalahari Desert covers the E, NE, and N regions of the country.

Government



Flag of Namibia

Namibia a multi-party republic. The country is divided into 13 regions

Namibia is governed by a directly-elected President serving a maximum of two 5-year terms. The bicameral legislature consists of a 78-member National Assembly (72 of which are directly elected by proportional representation and six of which are appointed) serving 5-year terms and a 26-member National Council, composed of two appointed members from each of the 13 regions serving 6-year terms.

The legal system is based on Roman-Dutch law and the 1990 constitution.

The capital is Windhoek.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 21	Independence Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 4	Cassinga Day
Ascension Day	Variable
May 25	Africa Day
August 26	Heroes' Day
December 10	Human Rights Day
December 25	Christmas Day
December 26	Family Day

Industries

The major industries are meat packing, fish processing, dairy products, fertilizer, textiles, metal products, and the mining of copper, lead, zinc, silver, gold, tin, diamonds, and uranium. Diamonds are also recovered from offshore alluvial deposits.

Livestock raising is very important as the water and poor rainfall render agriculture, except in the N and NE parts, almost impossible. Crops include wheat, maize, sunflower seeds, and sorghum.

Languages

English is the official languages. Afrikaans and German are also spoken.

Navigational Information

The maritime territorial claims of Namibia are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

Continental Shelf

200 miles or the
Continental Margin.

Pollution

Pollution Reports

The Principal Officer South African Maritime Safety Authority (SAMSA) shall be notified of discharge of oil and/or damage to vessels when navigating within 50 miles of the coasts of South Africa and Namibia. For further information, see South Africa—Regulations—Pollution Reports.

Regulations

General

Vessels should send their ETA at least 72 hours in advance (excluding Sunday and public holidays) to their port of destination, stating the following information:

1. Vessel length, freeboard, and draft fore and aft.
2. Details on any dangerous cargo.
3. Type and quantity of cargo being landed or loaded.
4. Bunkers and other requirements.
5. Factors affecting the safe entry and/or berthing of the vessel.
6. Is the vessel engaged in towing or salvage? If yes, further details are required.

Vessels should send their ETA to the appropriate Port Control on VHF channel 16 when within 20 miles of their destination.

A continuous listening watch is to be maintained on VHF channel 16 by all vessels anchored within or near the limits of a Namibian port.

Search and Rescue

Namibian Search and Rescue (NAMSAR) coordinates all search and rescue efforts within Namibian waters and works in close cooperation with the South African Search and Rescue Organization (SASAR). Walvis Bay acts as a Maritime Rescue Coordination Subcenter under control of the Maritime Rescue Coordination Center (MRCC) South Africa. Inshore rescue craft are stationed at Walvis Bay and Swakopmund.

The waters of Namibia lie within the area of responsibility for the South African Ship Reporting System. For further information, see South Africa—Search and Rescue—Ship Reporting System.

Time Zone

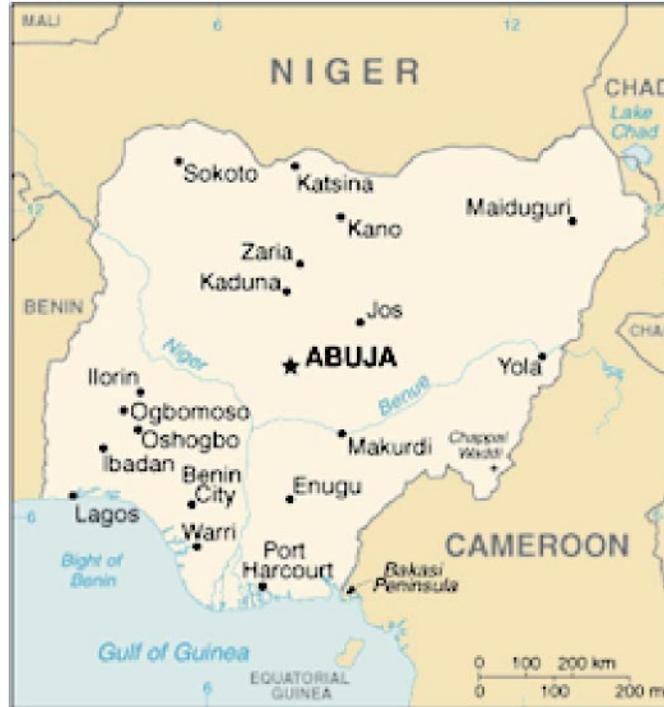
The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the first Sunday in September until the first Sunday in April.

U.S. Embassy

The U.S. Embassy is situated at the Ausplan Building, 14 Lossen Street, Windhoek.

The mailing address is Private Bag 12029 Ausspannplatz,
Windhoek.

U. S. Embassy Namibia Home Page
<http://www.usembassy.namib.com>



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the naira, consisting of 100 kobo.

Government

General

Nigeria, located on the W coast of Africa, is bounded on the W by Benin, on the N by Niger, on the NE by Chad and Cameroon, and on the S by the Gulf of Guinea.

A belt, from 10 to 60 miles wide, fronts the coast and consists of dense mangroves and swamps. Tropical forests, rich in palm-oil trees and mahoganies, are located behind this belt.

A few mountains rise in the S portion of the country except along the E boundary. A large plateau, from 609 to 1,828m high, lies N and E of the junction of the Niger River and the Benue River.

The climate varies, being equatorial in the S part of the country, tropical in the central part, and arid in the N.



Flag of Nigeria

Nigeria is a sovereign federal republic. The country is divided into 36 states and one federal territory.

Nigeria is governed by a directly-elected President serving a maximum of two 4-year terms. The bicameral National Assembly consists of a directly-elected 360-member House of Representatives serving 4-year terms and a directly-elected 109-member Senate serving 4-year terms.

The legal system is based on English common law, tribal law, and Islamic law.

The capital is Abuja.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Good Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 29	Democracy Day
October 1	Independence Day
December 25	Christmas Day
December 26	Boxing Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), and the Prophet's Birthday.

Industries

The major industries include crude oil production, natural gas processing, and the mining of coal, iron ore, marble, columbite, lead, and zinc.

Other industries are textiles, cement, building materials, food products, footwear, chemicals, printing, ceramics, fertilizer, wood products, timber, palm oil processing, livestock raising, fishing, leather goods, and the mining of tin, uranium, and gold.

The principal crops include millet, sorghum, plantains, oil palms, maize, yams, rice, cassava, groundnuts, cottonseed, cocoa, and peanuts. The most important species of lumber are mahogany, iroko, obeche, abwa, ebony, and camwood.

Languages

English and French are the official languages. Numerous native dialects, of which Hausa is the most common, are also spoken.

Navigational Information

The maritime territorial claims of Nigeria are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

Pilotage

Pilotage is compulsory within the four Sea Pilotage Districts within the Exclusive Economic Zones of the Nigerian coast. The districts are contained within an area bound by the following points:

- 4°30.33'N, 8°24.12'E.
- 4°01.80'N, 8°20.42'E.
- 3°26.50'N, 7°24.42'E.
- 3°28.75'N, 6°00.00'E.
- 4°49.12'N, 5°00.00'E.
- 6°00.00'N, 4°30.00'E.
- 6°00.00'N, 3°10.00'E.
- 6°23.75'N, 3°10.00'E.

The boundaries of the four Sea Pilotage Districts are, as follows:

- District A (Calabar River Oil Terminal).**—The navigable area between 8°24.12'E and 7°24.42'E.
- District B (Bonny Offshore Terminal and Brass Oil Terminal).**—The navigable area between 7°24.42'E and 6°00.00'E.
- District C (North Apoi Oil Terminal, Forcados Oil Terminal, and Escravos Oil Terminal).**—The navigable area between 6°00.00'E and 4°30.00'E.
- District D (Kuramo and Lekki).**—The navigable area between 4°30.00'E and 3°10.00'E.

Regulations

Ship Entry Notice (SEN)

Two months prior to arrival in Nigerian waters, agents must register vessels with the Nigerian Ports Authority (NPA) in order to obtain a Ship Entry Notice (SEN). This does not apply to vessels carrying petroleum products in bulk or in ballast. Vessels cannot enter the territorial waters of Nigeria without a SEN.

Night Navigation in Nigerian Ports

All Nigerian ports are closed from 2000 to 0600. Port signals stations display three red lights, vertically disposed, during this period to indicate the port is closed. No vessel may enter or depart a port when this signal is displayed except in an emergency with prior approval of the harbormaster.

In addition, vessels are prohibited from approaching, maneuvering, or anchoring in the following area from 2000 until 0600 unless they have been cleared to enter Nigerian ports and their ETA has been reported to the harbormaster, as follows:

- Lagos.—An area extending 10 miles E and W of the harbor entrance to a distance of 5 miles from the coast.
- Approaches to the Escravos River and the Forcados River.—An area lying between the parallels of 5°21'N and 5°45'N to a distance of 15 miles from the coast.
- Approaches to the Bonny River and the New Calabar River.—An area extending 5 miles E and W of Fairway Lighted Buoy to a distance of 15 miles from the coast.
- Approaches to the Calabar River.—An area extending 5 miles E and W of Fairway Lightfloat to a distance of 15 miles from the coast.

Due to the complicated nature of the regulations, vessels are advised to communicate with their local agents well in advance in order to ensure compliance.

Unauthorized vessels are prohibited to come alongside vessels in the above areas. Vessels should report any unauthorized craft to the harbormaster.

Special Requirement

Before entering any of the creeks, rivers, or channels in Nigerian waters, vessels are required to broadcast their intentions and keep a continuous watch on 2182 kHz as necessary.

Vessels should broadcast their positions frequently to facilitate safe navigation, but such messages must be discontinued on request by any naval, military, or port authority or any Nigerian radio station or authorized officer.

VHF Communications

All VHF communication is subject to the following regulations:

1. VHF channel 16—Used as a calling and listening frequency by vessels, the harbormaster, the pilot station, and the signal station.
2. VHF channels 9, 11, 12, 13, and 14 —Reserved for the sole use of the NPA. Agents and vessels are not to use these channels unless required to do so by the NPA.
3. VHF channels 22, 23, 24, and 25—Reserved as working channels for vessel to vessel and agent to vessel communications.
4. VHF channel 21—Reserved as a calling and listening frequency for communication between agents and their land mobile station.
5. VHF channels 17, 18, 19, and 20—Reserved as working channels for communications between shore stations other than the NPA.

The manner of operation under these restrictions is, as follows:

1. All vessels will keep simultaneous listening watches on VHF channels 16 and 21. They will use VHF channel 16 when calling the harbormaster, pilot station, the East Mole Signal Station, or other vessels. Vessels will use VHF channel 21 when calling their agents.
2. All non-NPA fixed stations will keep watch on VHF channels 16 and 21. They will use channel 16 when calling the pilot station, harbormaster, and signal station. For calling their respective vessels, they will use VHF channel 21. After establishing contact, they will switch over to a mutually acceptable channel from amongst those assigned above as applicable. Agents will only use VHF to contact the NPA

station as a last resort and only when the more conventional methods such as telephones and messengers fail.

3. The NPA stations will use VHF channel 16 for contacting vessels, tugs, and operational centers. They will use VHF channel 11 for other NPA internal communications. After establishing contact, these stations will select a working channel other than VHF channel 11, 14, or 16. The fire service will continue to use VHF channel 14 while maintaining a listening watch on VHF channel 16.

Oil Terminals—ETA Reporting

Vessels are required to report their ETA at the terminal anchorage or fairway lighted buoy 7 days, 72 hours, 48 hours, and 24 hours in advance. If the vessel is leaving the previous port less than 7 days prior to arrival at the terminal, the ETA should also be sent upon departure from the previous port.

Any amendments to the ETA of more than 12 hours should be sent immediately.

Vessels should contact the terminal directly when within VHF range.

Search and Rescue

The National Maritime Authority is responsible for coordinating search and rescue operations. Maritime Rescue Coordination Centers (MRCC) are located, as follows:

MRCC Lagos:	dgnma@nigeria-maritime.com
MRCC Oron	—
MRCC Port Harcourt (future center)	
MRCC Warri	—

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 7 Mambilla Street, Abuja. The mailing address is P.O. Box 554, Lagos.

<p>U. S. Embassy Nigeria Home Page http://abuja.usembassy.gov</p>
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General

Oman is located in the SE part of the Arabian Peninsula. It is bordered on the W by Yemen and Saudi Arabia, on the S by the Arabian Sea, on the NE by the Gulf of Oman, and on the NW by the United Arab Emirates. The country includes the islands of Kuria Muria and Al Masirah which lie off the SE coast. In addition, the detached province of Ru' us al Jibal is located at the extremity of the promontory (Musandam Peninsula) forming the S side of the entrance to the Persian Gulf. This province also includes the islands lying close off the promontory. The Sultanate of Oman was formerly known as the Sultanate of Muscat and Oman until 1970.

The country consists of a vast central desert plain with rugged mountains in the N and S parts. Al Batinah, a fertile coastal plain, extends NW of Masqat for over 150 miles.

The climate is mostly dry desert; it is hot and humid along the coast, but is hot and dry inland. The southernmost part of the country is subject to a Southwest Monsoon in the summer (May to September).

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Omani rial, consisting of 1,000 baiza.

Firing Areas

Naval firing practices (surface to surface and surface to air) and other exercises take place within the following areas:

1. **Area Tahr (D37).**—An area bounded by lines joining the following positions:

- a. 24°18.00'N, 54°40.00'E.
- b. 24°00.00'N, 58°39.00'E.
- c. 23°51.75'N, 58°20.00'E.
- d. 23°51.75'N, 58°06.00'E.
- e. 24°09.00'N, 57°40.00'E.

2. **Daymaniyat Naval Gunfire Support Range.**—An area bounded by lines joining the following positions:

- a. 23°51.75'N, 58°06.00'E.
- b. 23°51.75'N, 58°20.00'E.
- c. 24°01.70'N, 58°20.00'E.
- d. 23°53.90'N, 58°02.60'E

3. **Area Umm al Fayyarin (D38).**—An area bounded by the segment of a circle 10 miles in radius centered on 26°11'N, 56°30'E from 020° clockwise to 060°.

4. **Area Jazirat al Ghanam (R15).**—An area bounded by the segment of a circle 5 miles in radius centered on 26°24'N, 56°23'E from 040° clockwise to 250° and then 10 miles in radius centered on the same point from 250° clockwise to 040°.

5. **Area Jazirat Ghazant (D57).**—An area bounded by the segment of a circle 10 miles in radius centered on 17°36.7'N, 56°08.2'E clockwise from 17°35.83'N, 55°57.75'E to 17°28.5'N, 56°14.22'E, and then a straight line back to 17°35.83'N, 55°57.75'E.

6. **Area Marbat (D65).**—An area bounded by lines joining the following positions:

- a. 16°53'N, 54°30'E.
- b. 16°53'N, 55°10'E.
- c. 16°13'N, 55°10'E.
- d. 16°13'N, 54°30'E.

7. **Area Ras Hamar (D67).**—An area bounded by lines joining the following positions:

- a. 16°42'N, 53°55'E.
- b. 16°40'N, 53°34'E.
- c. 16°25'N, 53°37'E.
- d. 16°28'N, 53°58'E.

8. **Area Abu Rasas (D20).**—An area bounded by lines joining the following positions:

- a. 20°15.5'N, 58°32.1'E.
- b. 19°54.0'N, 58°09.1'E.
- c. 19°43.2'N, 58°21.0'E.
- d. 20°04.7'N, 58°43.9'E.

9. **Area Al Hadri (D41).**—An area of a circle with a radius of 1 mile centered on 20°35'20"N, 58°53'08"E.

Details of firing exercises within the above areas will be broadcast as warnings by Bahrain Radio (A9M) on 500 kHz, normally 3 days in advance. Vessels are advised to avoid these areas, or if it is necessary to enter them, to proceed with caution.

Government



Flag of Oman

Oman is a hereditary absolute monarchy. The country is divided into six regions and two governorates.

Oman is governed by a Sultan, who is both the chief of state and head of government. The Sultan legislates by decree and appoints a cabinet to assist him.

The Majlis al-Dwala (upper chamber) consists of 48 members, appointed by the Sultan, who have advisory powers only. The Majlis al-Shura (lower chamber) consists of 83 members serving 3-year terms who are directly elected by a limited number of voters; the Sultan has final authority over the make-up of the body, which debates domestic issues, but has no legislative or veto powers.

The legal system is based on English common law and Islamic law, with ultimate appeal to the Sultan.

The capital is Masqat (Muscat).

Holidays

The following holiday is observed:

Third week of November (two days, as declared by the government)	Omani National Days
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Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Crude oil production and refining are the predominant industries. There is also some natural gas production, copper mining and smelting, cement, and textile production. Agriculture and fishing are the traditional way of life. Crops include dates, limes, alfalfa, bananas, and vegetables.

Languages

Arabic is the official language. English, Baluchi, Urdu, and several Indian dialects are also used.

Mined Areas

Vessels are advised that mined areas exist in the N part of the Persian Gulf. Further information should be obtained from the local authorities. Mine sightings should be reported to the naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of Oman are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pollution

General

The discharge of oil is prohibited within 50 miles of the Omani coast.

Reporting

Vessels navigating in Omani waters are required to report pollution incidents and oil slicks. These reports are to be sent directly to the Ministry of Regional Municipalities and Environment during working hours (0730 to 1430):

1. VHF channel 16 or 73.
2. Fax: +968-696462.
3. Telex: 5404 MININVOY ON

The following information should be included in the report whenever possible:

1. Date of observation.
2. Local time of observation.
3. Location of pollution:
 - a. Latitude/longitude or grid reference.
 - b. Distance from land.
 - c. Nearest town/village.
4. Approximate size of pollution, in meters:
 - a. Length.
 - b. Width.
 - c. Percentage of area covered by oil.
5. Oil type and description:
 - a. Is it a continuous cover? (Yes/No).
 - b. Is it broken cover (patch, streaky)? (Yes/No).
 - c. Tar balls (Yes/No).
 - d. Other (Yes/No).
 - e. Light brown (Yes/No).
 - f. Dark brown (Yes/No).
 - g. Black (Yes/No).
 - h. Silver sheen on water (Yes/No).
 - i. Rainbow colors on water. (Yes/No).

6. Direction and speed of surface winds.
7. Wave height.
8. Pollution source (if vessel involved in the incident is seen):
 - a. Name of vessel.
 - b. Type of vessel.
 - c. Size of vessel.
 - d. Nationality/port of registration.
 - e. Course and speed of vessel.
 - f. Photographs/oil sample taken?
 - g. Is the vessel in distress?
 - h. State nature of distress (fire, collision, etc.).

Regulations

General

The master or owner of every ship shall be held directly responsible for the proper conduct and behavior of the crew and for strict observance of the laws of the Sultanate of Oman, particularly those laws concerning the sale, transference or consumption of any narcotic or alcoholic or intoxicating drink of any kind.

Vessels calling at the ports of Oman are required to have a copy of the local rules and regulations aboard. Vessels without a copy must obtain one as early as possible on arrival.

Anchorage

All vessels anchoring within the territorial waters of the Sultanate of Oman (12 miles), for the purpose of waiting for orders or in order to carry out engine repairs, should anchor within the latitudes of 23°53'N and 23°40'N, and between the longitudes of 58°10'E and 58°27'E. No other anchorage in this area may be used except when actually loading or discharging at SBM buoys.

All vessels using this anchorage must contact Mina Qabus Port Control on VHF channel 16 and give the following information:

1. Flag or port of registry.
2. Call sign.
3. DWT, GRT, and NRT.
4. Ports of call, including last port and next port.
5. Whether the vessel is carrying dangerous or hazardous cargo.

Search and Rescue

The Royal Air Force of Oman is responsible for coordinating search and rescue operations. Masqat (Muscat) Coast Radio Station maintains a continuous listening watch on international distress frequencies.

Time Zone

The Time Zone description is DELTA (-4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is located on Jameat A'Duwal Al Arabiya Street, Al Khuwair area, Muscat.

The mailing address is P.O. Box 202, Postal Code 115,
Madinat-al Sultan Qaboos, Muscat.

U. S. Embassy Oman Home Page
<http://www.usa.gov.om>



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General

Pakistan is located in the S part of Asia. It is bounded on the W by Iran, on the NW by Afghanistan, on the N by China, on the NE by the disputed territory of Jammu and Kashmir, on the E by India, and on the SW by the Arabian Sea.

The N part of the country includes formidably mountainous terrain. At one point in this area, a narrow strip of Afghan territory, barely 20 miles wide, separates Pakistan from Tajikistan (former Soviet Union).

Between the Iranian frontier and Karachi, the coast consists chiefly of a wilderness area with hills and cliffs fronting the Baluchistan Plateau. Swamps and desert plains lie at the foot of the hills. Between the Indian frontier and Karachi, the Indus River enters the sea through many mouths, but is little used as a waterway.

The climate is mainly hot, dry desert with almost arctic temperatures in the mountainous N part.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 116 (Issued 5 March 2001)

1. Mariners calling on Pakistan are advised that levels of sectarian and factional violence remain high. Karachi, the main port, continues to be affected by politically-motivated killings.

2. On March 8 1995, unknown assailants opened fire on an official U.S. Consulate shuttle in Karachi, killing two Embassy employees and wounding a third.

3. Anti-American sentiment can be provoked easily and spontaneously in response to international events that radicals misconstrue as directed against Islam. For example, the U.N. resolution on sanctions against Afghanistan resulted in sporadic anti-American protests.

4. Port facilities and vessels may offer targets of opportunity for terrorist attacks. U.S. mariners are advised to exercise heightened security awareness and prudent security precautions when in Pakistani ports and waters.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Pakistan rupee, consisting of 100 paisas.

Firing Areas

Firing, bombing, and other defense practice exercises take place in a number of areas lying off the coast of Pakistan. In view of the responsibility of range authorities to avoid accidents, the limits of these practice areas may not be shown on charts and the descriptions may not appear in the Sailing Directions (Enroute).

When air to air, air to sea, or ground firings are being carried out by aircraft, a large white or red sleeve-banner, a winged target, or a large flag are towed by another aircraft on a steady course. Generally, these warning signals are shown when the targets are stationary, but not when towed targets are used.

All marine craft operating as range-safety craft or target towing vessels will display, for identification purposes while in or in the vicinity of the danger area, a large red flag at the masthead. The range authorities are responsible for ensuring that there should be no risk of damage from falling shell-splinters, bullets, etc., to any vessel which may be in the practice area.

Firing practice exercise areas are located, as follows:

1. **Area ALPHA** (surface-to-surface and surface-to-air)—Enclosed by a line joining the following positions:

- 24°36'00"N, 66°47'50"E.
 - 24°47'36"N, 66°58'36"E.
 - 24°50'00"N, 66°40'00"E.
- Safety height—2,483m.

2. **Area BRAVO** (surface-to-surface and surface-to-air)—Enclosed by a line joining the following positions:

- 24°19'00"N, 66°58'00"E.
 - 24°00'30"N, 66°39'00"E.
 - 24°11'00"N, 66°27'00"E.
 - 24°25'00"N, 66°42'00"E.
- Safety height—6,096m.

3. **Area ECHO** (surface-to-surface and surface-to-air)—Enclosed by a line joining the following positions:

- 25°07'N, 66°30'E.
 - 25°07'N, 66°39'E.
 - 24°50'N, 66°39'E.
 - 24°50'N, 66°30'E.
- Safety height—1,524m.

4. **Area H1** (surface live ammunition)—Enclosed by a line joining the following positions:

- 24°36'N, 63°15'E.
 - 24°36'N, 62°30'E.
 - 24°21'N, 62°30'E.
 - 24°21'N, 63°15'E.
- Safety height—6,800m.

5. **Area H2** (surface live ammunition)—Enclosed by a line joining the following positions:

- 24°36'N, 62°30'E.
 - 24°36'N, 61°45'E.
 - 24°21'N, 61°45'E.
 - 24°21'N, 62°30'E.
- Safety height—6,800m.

6. **Sonmiani Range** (anti-aircraft live ammunition)—As follows:

- Centered on 25°11'N, 66°45'E.
- Arc of firing 220° to 310°.
- Safety range—14,000m (7.7 miles within arc).
- Safety height—10,000m.

Government

Flag of Pakistan

Pakistan is a republic. The country is divided into four provinces, one territory, and one capital territory.

Pakistan is governed by a President, elected by Parliament, to serve a 5-year term. The bicameral Parliament consists of a 100-member Senate, indirectly elected by provincial assemblies, serving 4-year terms and a 342-member directly-elected National Assembly serving 4-year terms.

The legal system is based on English common law, with provisions to accommodate the country's stature as an Islamic state.

The capital is Islamabad.

Holidays

The following holidays are observed:

March 23	Pakistan Day
May 1	Labor Day
August 14	Independence Day
September 6	Defense of Pakistan Day
September 11	Death Anniversary of Quaid-e-Azam
November 9	Iqbal Day
December 25	Birthday of Quaid-e-Azam

Christian holidays subject to the appearance of the moon include Good Friday, Easter Sunday, and Easter Monday.

Christmas Day (December 25) and Boxing Day (December 26) are also celebrated.

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday. In addition, the Islamic holidays of Shab-e-Barat and 27th Ramzan are observed in Karachi.

Industries

Agriculture, with raising of livestock, is a major industry. Crops include wheat, cotton, fruits, maize, sugar cane, jute, millet, opium poppies, and rice.

Other main industries include minerals, coal, textiles, food processing, fertilizers, steel products, natural gas, automobiles, and fishing.

Languages

Urdu is the official language. Punjabi is also widely used. English is used in business and in most government ministries.

Navigational Information

The maritime territorial claims of Pakistan are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Requires foreign supertankers, nuclear-powered ships, and ships carrying nuclear materials to give prior notice before entering the territorial sea.

** Also considered a Security Zone.

Pollution

The Maritime Security Agency in Pakistan is responsible for preventing and controlling marine pollution. Pakistan's Exclusive Economic Zone is under constant surveillance to monitor pollutants. Vessels found polluting the marine environment will be prosecuted in accordance with the law and will be held responsible for all consequences.

Mariners are advised to inform the following organizations immediately upon sighting or detecting marine pollution when passing through Pakistani waters:

Director General, Maritime Security Agency

- Telephone: +92(0)-21-9214624
+92(0)-21-9214964
+92(0)-21-9214965
+92(0)-21-9214966
+92(0)-21-9214967
- Fax +92(0)-21-9214621
+92(0)-21-9214625

- Telex: +82-27040 MRSEC PK
+82-27692 MRSEC PK
- E-mail: mrccpmsa@cyber.net.pk

Director General, Ports and Shipping

- Telephone: +92(0)-21-9206405
+92(0)-21-9206406
+92(0)-21-9206407
- Fax +92(0)-21-9206407
- Telex: +82-29822 DGPS PK

Hydrographer of the Pakistan Navy

- Telephone: +92(0)-21-48506151
+92(0)-21-48506152
- Telex: +82-20774 HDRO PK
- E-mail: hydroprk@bol.edu.pk

Search and Rescue

The Ports and Shipping Wing of the Ministry of Communications is responsible for coordinating search and rescue operations. The Maritime Rescue Coordination Center (MRCC) Pakistan can be contacted by e-mail, as follows:

mrccpmsa@cyber.net.pk

Karachi Coast Radio Station maintains a continuous listening watch on international distress frequencies.

Signals

Harbor Signals

Should it become necessary to control the movement of ships into and within ports in Pakistan, the signals described below will be displayed from a conspicuous position in or near the port approaches and/or from any Examination or Traffic Control Vessel operating in the approaches to the port, as follows:

- Entry to port prohibited:
 - Day signal—Three red balls, vertically disposed.
 - Night signal—Three fixed red lights, vertically disposed.
- Entry to port permitted:
 - Night signal—Three fixed green lights, vertically disposed.
- Movement or anchorage within port prohibited:
 - Day signal—Blue flag.
 - Night signal—A fixed green light between two fixed red lights, vertically disposed.

Storm Signals

The General System or the Brief System of storm signals may be used in Pakistani ports. For further information, see India—Signals—Storm Signals.

Submarine Operating Areas

Areas

A submarine exercise area extends all along the Makran coast, W and SW of Ras Muari (Cape Monze), and is bounded by the following:

- 25°08'N, 66°30'E.

- b. 24°58'N, 66°30'E.
- c. 24°43'N, 66°42'E.
- d. 24°43'N, 66°56'E.
- e. 24°15'N, 67°05'E.
- f. 23°10'N, 67°05'E.
- g. 23°10'N, 62°10'E.
- h. 25°08'N, 62°10'E.

Warning Signals

Pakistani submarines may be encountered by day or at night while operating in any of the waters off the Pakistani coast. They may be encountered on the surface at night, particularly in the vicinity of Karachi. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by the local coastal radio stations.

Pakistan escort vessels fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are exercising in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged at a depth too great to show the periscope may sometimes indicate its position by releasing a "smoke candle" that gives off a considerable volume of smoke on first reaching the surface.

Submarines may sometimes also indicate their positions by towing on the surface close astern a red-and-white or red-and-yellow float.

The following signals are used by submerged Pakistani submarines in exercise areas to indicate their positions:

1. Red pyrotechnic flares, which may be accompanied by smoke candles, repeated as often as possible indicate that vessels should clear the area immediately as the submarine is carrying out emergency surfacing procedure. Vessels must not stop their propellers and should standby to render assistance.

2. White smoke candles (with flame), yellow smoke candles, or yellow and green pyrotechnic flares indicate the position of the submarine in response to a request from a ship or aircraft.

3. Two yellow pyrotechnic flares or two white or two yellow smoke candles released singly about 3 minutes apart indicate that the submarine is preparing to surface. Vessels must not stop their propellers and should keep clear.

If the red pyrotechnic flare signal is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted.

Navigation Lights

The masthead and side lights of Pakistani submarines are placed well forward and very low over the water in proportion to the length and tonnage of these vessels. In particular, the masthead light may be lower than the side lights. The overtaking light (stern light) is placed very low indeed and may at times be partially obscured by spray and wash. These lights may also be invariably lower than the side lights.

The overall arrangement of the submarine's lights is therefore unusual and may well give the impression of a markedly smaller and shorter vessel. The vulnerability of submarines to

collision when proceeding on the surface dictates particular caution when approaching such vessels.

While at anchor or moored to a buoy at night, Pakistani submarines exhibit normal anchor lights. In some submarines, the aft anchor light is mounted on the upper rudder, which is some distance astern of the hull's surface waterline. Care must be taken to pass well clear astern of the submarine as the propeller is placed aft of the rudder.

Pakistani submarines are also fitted with an all-round yellow quick flashing light. It is usually situated higher than the masthead light and shows about 120 flashes per minute. This light is used as an aid to identification in narrow waters, in areas of dense traffic, and in close quarters situations. Showing of the light is intended for indicating to an approaching vessel the need for added caution rather than immediate identification of the vessel exhibiting the light.

Sunken Submarine

A submarine which has bottomed and is unable to surface will try to indicate its position by the following methods:

1. On the approach of surface vessels and at regular intervals by firing candles giving off yellow or white smoke. As far as possible yellow candles will be used by day.
2. Pumping out fuel or lubricating oil.
3. Blowing out air.

In some circumstances it may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may have only a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything that might appear to have come from a submarine while they are in the probability area.

Searching ships and aircraft can waste many valuable hours investigating these false contacts.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until rescue vessels are known to be standing by or conditions inside the submarine deteriorate to such an extent that an escape attempt must be made. It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. On arrival at the surface, crew members may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crew members may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crew members in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries.

A distance of about 0.3 mile is considered to be safe. If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Submarine Indicator Buoy

The buoy, which floats on the surface, is semi-spherical in shape, about 43cm in diameter, and painted fluorescent orange. It carries a sign giving the name of the Pakistani submarine.

A light, which flashes twice every second, is mounted on the center of the top surface. This light has an endurance of about 60 hours.

The buoy is equipped with a radio transmitter operating at 243 MHz. The radio transmits a shrill noise at 1 second intervals, with a tone rising from 300 hz to 3,000 hz. The transmitter has an endurance of about 76 hours and a range of about 100 miles.

The buoy is also equipped with a radar responder on 9310 MHz if queried from 8500 MHz to 9600 MHz. The radar responder has an endurance of about 50 hours and a range of about 85 miles.

Vessels finding this buoy should not secure to or touch it. The Pakistani Navy or local police should be notified immediately.

Time Zone

The Time Zone description is ECHO (-5). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at the Diplomatic Enclave, Ramna 5, Islamabad.

The mailing addresses are, as follows:

1. Pakistan address—
P.O. Box 1048
Unit 62200
Islamabad
2. U.S. address—
APO AE 09812-2200

U. S. Embassy Pakistan Home Page
<http://islamabad.usembassy.gov>



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Government



Flag of Paraguay

General

Paraguay, located in the central part of South America, is bounded on the E and NE by Brazil; on the SE, S, and SW by Argentina; and on the NW by Bolivia.

The Chaco Boreal region, located W of the Rio Paraguay, is a uniformly flat area with swampy lowlands near the river. In other parts, it is covered with either dense jungle growth, isolated forests, or thorny scrub. Grassy plains and wooded hills are located in an area to the E of the river.

The climate is mostly tropical with an abundant rainfall. There is only a short dry season, from July to September, when temperatures are lowest. The far W part of the country is semi-arid.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the guarani, consisting of 100 centimos.

Paraguay is a constitutional republic. The country is divided into 17 departments and the capital.

Paraguay is governed by a directly-elected President serving a 5-year term. The bicameral Congress consists of an 80-member directly-elected Chamber of Deputies, and a 45-member directly-elected Chamber of Senator; members of both chambers of Congress serve 5-year terms.

The legal system is based on Argentine codes, Roman law, and French codes.

The capital is Asuncion.

Holidays

The following holidays are observed:

January 1	New Year's Day
Holy Thursday	Variable

Good Friday	Variable
May 1	Labor Day
May 15	Independence Day
June 12	Chaco Armistice Day
August 15	Founding of Asuncion
September 29	Victory at Boqueron
December 8	Our Lady of Caacupe
December 25	Christmas Day

Industries

The major industries are livestock raising and forestry. Other industries are meat packing, oil seed crushing, textiles, sawmills, cement, tanneries, cigarettes, tourism, and the production of vegetable oils and light consumer goods.

The principal crops include cotton, maize, tobacco, soy beans, rice, coffee, sugarcane, cassava, and tea.

Languages

Spanish is the official language. However, Guarani, a native Indian language, is widely spoken.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the first Sunday in September until the first Sunday in April of the following year.

U.S. Embassy

The U.S. Embassy is situated at 1776 Avenida Mariscal Lopez, Asuncion.

The mailing addresses are, as follows:

1. Paraguay address—
Casilla Postal 402
Asuncion
2. U. S. address—
Unit 4711
APO AA 34036-0001

U. S. Embassy Paraguay Home Page
<http://asuncion.usembassy.gov>



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General

Qatar occupies the main peninsula projecting N into the Persian Gulf from the Saudi Arabian mainland. Qatar has a dispute with Bahrain concerning territorial claims over the Hawar Islands.

The country is mainly flat, barren, and covered with loose sand and gravel.

The climate is hot and humid. There is very little rainfall, vegetation is sparse, and temperatures are very high.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Qatari riyal, consisting of 100 dirhams.

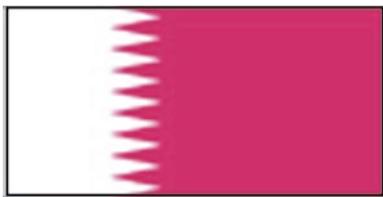
Government

Qatar is a traditional monarchy. The country is divided into ten municipalities.

Qatar is ruled by an Amir, who is also the Prime Minister, and a Council of Ministers, appointed by the Amir. There is no parliament, but the Council of Ministers is assisted by a 35-member nominated Advisory Council.

The legal system consists of a discretionary form of law controlled by the Amir. Civil codes are being introduced. Islamic law is significant in personal matters.

The capital is Doha (Ad Dawhah).



Flag of Qatar

Holidays

The following holiday is observed:

September 3 Independence Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Crude oil production, refining, and natural gas development are the major industries. Other industries include petrochemicals, fertilizers, steel, cement, and fishing.

There is little agriculture; however, fruits and vegetables are grown, and livestock are raised.

Languages

Arabic is the official language. English is also commonly used.

Mined Areas

Vessels are advised that mined areas exist in the N part of the Persian Gulf. Further information should be obtained from the local authorities. Mine sightings should be reported to the naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of Qatar are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone *	—
Continental Shelf	No specified limits.

* Extends to median line with neighboring states.

Regulations

Liquor is not allowed ashore and it is a serious offense to offer alcoholic beverages to a Qatari.

Smoking is not permitted in public places during Ramadan.

Search and Rescue

The Department of Customs and Ports General Authorities is responsible for coordinating search and rescue operations.

Time Zone

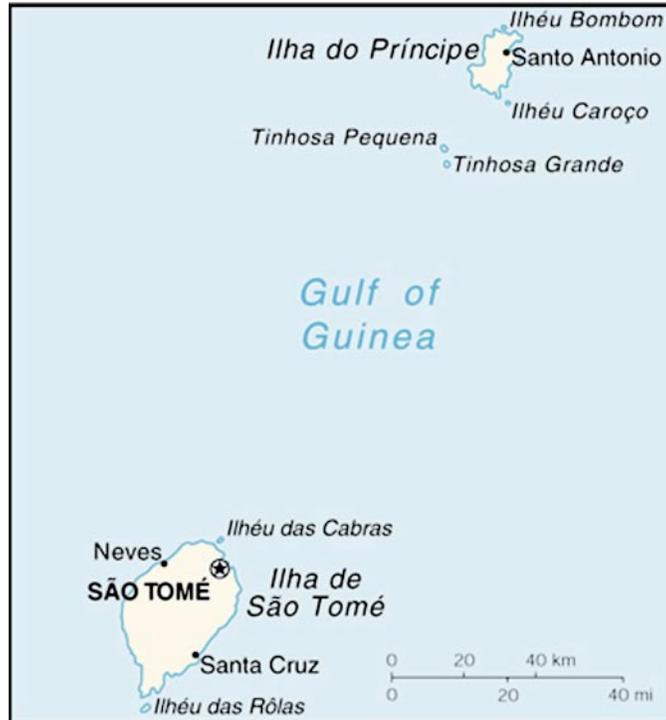
The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated in the Al-Luqtas District at 22 February Roadat, Doha.

The mailing address is P.O. Box 2399, Doha.

U. S. Embassy Qatar Home Page
<http://www.usembassy.org.qa>



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the dobra, consisting of 100 centimos.

Government

General

The two islands of Sao Tome and Principe are located in the Gulf of Guinea. They lie 275 miles and 125 miles, respectively, off the N coast of Gabon and combine to form one of Africa's smallest countries. These islands are part of an extinct volcanic mountain range, which also includes the island province of Equatorial Guinea, located to the N, and the towering mass of Mount Cameroon, rising on the W coast of continental Africa. The country also includes the islets of Pedras Tinhosas, lying close off Principe, and Ilheu Gago, lying close off Sao Tome.

Sao Tome, the larger and most mountainous island, is 30 miles long and 20 miles wide. It is oval-shaped, with elevations of up to 2,024m. Principe is 10 miles long and 4 miles wide. Both islands have prominent needle-shaped peaks and are covered by luxuriant vegetation and dense forests.

The climate is tropical, being very hot and humid, but is somewhat modified in the higher elevations. The rainy season normally occurs from October to May.



Flag of Sao Tome and Principe

Sao Tome and Principe is a republic. The country is divided into the province of Sao Tome and the province of Principe. Since 1995, Principe has had internal self-rule, with a 5-member regional government and an elected assembly.

Sao Tome and Principe is governed by an directly-elected President who serves a 5-year term. The National Assembly chooses the Prime Minister, with the approval of the President. The President appoints a Council of Ministers. The unicameral

National Assembly is composed of 55 directly-elected members serving 5-year terms.

The legal system is based on Portuguese law and customary law.

The capital is Sao Tome.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 3	Martyrs' Day
Easter Holiday	Variable
Ascension Day	Variable
Corpus Christi	Variable
December 25	Christmas Day/Family Day

Industries

The main industries are timber, livestock raising, palm oil processing, soap production, textiles, and fishing.

Crops include coconuts, cocoa, coffee, copra, cassava, yams, and bananas. After independence, all large landholdings were nationalized into 15 state farms. These were partially privatized in 1985 by granting management contracts to foreign companies.

Languages

Portuguese is the official language. Lungwa, a Portuguese creole, and Fang, a Bantu dialect, are also spoken.

Navigational Information

The maritime territorial claims of Sao Tome and Principe are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

There is no U.S. Embassy; however, the Ambassador to Gabon is accredited to the country on a nonresident basis and makes periodic visits to the islands.

U. S. Embassy Gabon Home Page
<http://usembassy.state.gov/libreville>



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General

Saudi Arabia is located in Southwest Asia and occupies most of the Arabian Peninsula. It is bordered on the N by Jordan, Iraq, and Kuwait; on the W by the Red Sea; and on the S and E by Yemen, Oman, the United Arab Emirates, and the Persian Gulf.

A narrow plain, rising in Al Hijaz and the Asir Highlands, extends along the Red Sea coast and then gradually slopes E as a desert plateau to a low-lying coastal region along the Persian Gulf. The highlands attain heights of up to about 2,750m; the desert plateau is 760 to 1,070m high.

The climate is mostly harsh, dry desert with great extremes of temperature.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the riyal, consisting of 100 halalas.

Government

Saudi Arabia is a monarchy. The country is divided into 13 provinces

Saudi Arabia is ruled by a King in consultation with the royal family, a Council of Ministers, and religious leaders. A 120-member Majlis al-Shura (Consultative Council), headed by a chairman, is appointed by the King for a term of 4 years.

The legal system is based on Islamic law. Several secular codes have been introduced. Commercial disputes are handled by special committees.

The official capital is Riyadh. The religious capital is Mecca.



Flag of Saudi Arabia

Holidays

The following holiday is observed:

September 24 Unification of the Kingdom

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Oil is the principal resource; oil production and oil refining are the principal industries. Other industries include petrochemicals, cement, steel, and fertilizers.

Agricultural products include dates, grains, and livestock.

Languages

Arabic is the official language.

Mined Areas

Vessels are advised that mined areas exist in the N part of the Persian Gulf. Further information should be obtained from the local authorities. Mine sightings should be reported to the naval authorities by INMARSAT (150 5612) or to Coalition naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of Saudi Arabia are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	18 miles.
Continental Shelf	No specified limit.

* Claims power to regulate nuclear-powered vessels in the territorial sea and to require prior authorization for such vessels.

** Also considered a Security Zone.

Pilotage

Pilotage is compulsory for all vessels of 150 nrt and over, except pleasure craft, entering or navigating within or leaving the pilot zones of Saudi Arabia.

Pollution

Vessels navigating in the Persian Gulf are requested to report any oil flotsam which could affect safe navigation, as follows:

1. Damman Radio.
2. The Meteorological and Environmental Protection Administration (MEPA) Oil Pollution Control Center, Jubail through Damman Radio.

The report should include the following details:

1. Position (latitude/longitude).
2. Length, breadth, and thickness.
3. Color
4. Estimated quantity.
5. Whether liquid or solid.

Regulations

General

The Co-operation Council for the Arab States of the Gulf has issued a set of rules and regulations valid for Saudi Arabian ports. Every vessel entering a port should have a copy or obtain one immediately on arrival. These rules and regulations are extensive and extracts are given below:

1. Guidelines concerning standards of dress and behavior are laid down and strictly enforced.
2. The import of certain articles is strictly prohibited and includes such items as religious matter not pertaining to the Moslem faith; playing cards or other gambling devices; narcotics; printed matter, photographic matter, or video tapes depicting what could be considered pornographic; and alcoholic beverages, including beer, table wines, and liquor.

Any of the above items on board any vessel calling at Saudi ports must be secured in appropriate locked storerooms which will be sealed by the authorities who may carry out inspections to ensure that the seals are intact and that none of the above articles are in use. Penalties for violations are severe and major delays to vessels can be incurred.

Vessels equipped with VHF should contact the Port Control Signal Station as soon as the vessel enters within VHF range.

Vessels more than 15 years old may not discharge cargo at Saudi Arabian ports unless an approved surveyor has established that the vessel complies with all Saudi Arabian standards.

Notification

The owners of vessels bound for a port within Saudi Arabia with cargo must give preliminary notice of the vessel's intended arrival to the Port Management of the discharge port(s) by telex or cable, either directly or through the vessel's agents, on arrival at the first or sole loading port, before loading commences. Estimated time of arrival and estimated quantity of cargo by type must be given with the preliminary notice.

On completion of loading cargo for Saudi ports, the following information must be sent to the Port Management of the discharge port(s) by telex or cable, either directly or through the vessel's agents:

1. Vessel's name and former names, if any.
2. Flag, port of registry, and call sign.
3. Length overall, grt, nrt, and dwt.
4. Expected draft on arrival.
5. Expected time of arrival.
6. Cargo particulars, including nature, weight, tonnage, and stowage by hatches; car carriers, ro-ro, and container vessels to give both number and weight in tons of each type of unit.
7. Any other cargo being carried for other destinations.
8. If dangerous cargo is being carried, the quantity and class must be indicated in accordance with the IMDG code and it must be stated whether this cargo is to be discharged or is in transit.
9. Number, position, and SWL of derricks and/or cranes, and particulars and positions of ramps.
10. The number and nationalities of passengers to be disembarked or in transit.
11. Expected requirements for bunkers and water.
12. Name of the vessel's agent.
13. Vessels intending to call at Saudi ports must submit to the Port Management a detailed list of arms and ammunition carried on board for the purpose of self-defense, at least 48 hours prior to arrival. Failure to comply with this procedure will result in heavy fines and seizure of the arms by the Saudi authorities.

A further notice of ETA is to be sent 5 days, 2 days, and 1 day prior to arrival at the port.

Tankers must also report the following information:

1. The flashpoint of any cargo to be discharged.
2. If the vessel is in ballast, whether gas-free or not, or whether in an inert condition.
3. Any other relevant information concerning special conditions, difficulties, defective equipment, or defective gear which would create special hazards when mooring, un-mooring, or handling cargo.

Having complied with the above and received the necessary permission to proceed with loading, the vessel's agent must submit to the relevant Port Management full details of all cargo on board, whether to be discharged in Saudi ports or elsewhere.

Any vessel that fails to comply with these procedures, or is found to be carrying weapons, explosives, and ammunition without prior permission will be detained.

The discharge of cargo for transshipment to another port, whether in or outside the waters of Saudi Arabia, is strictly forbidden.

Vessels calling at any commercial port in Saudi Arabia, with cargo destined for non-Saudi ports, must submit manifests declaring the nature of such cargo. Violation of this requirement may lead to the detention of the vessel.

Ship Reporting System

The Saudi Ship Reporting System (SSRS) is a voluntary service for vessels navigating in the Red Sea. Such vessels are requested to report to the SSRS center at Jeddah (HZH).

Reports should be sent every 24 hours, either between 0700 and 0730 UT (GMT) or between 1900 and 1930 UT (GMT), and consist of the following format:

Identifier	Content
A	Vessel name, call sign, flag, and cargo.
B	Date and time UT (GMT) of report.
C	Latitude and longitude.
E	Course.
F	Speed.
G	Port of departure (name of last port of call).
I	Port of destination, including latitude and longitude, and ETA.
K	Port of arrival, including latitude and longitude, and time of arrival.
L	Route.
M	Details of frequencies guarded.
V	Medical resources.
X	Remarks.
Y	Remarks.
Z	Crew nationality and number.

Search and Rescue

A network of coast radio stations in the Persian Gulf and the Red Sea maintains a continuous listening watch on international distress frequencies.

Signals

Every vessel approaching the limits of a port must hoist the ship's signal letters (in case of VHF failure), the International code "Q" flag in accordance with health regulations; the International code "B" flag in accordance with the carrying of dangerous goods or hazardous materials, and the national flag of the country to which the ship belongs.

In addition, every vessel entering a port must display the flag of Saudi Arabia from the foremast and keep it flying at all times while the vessel is in port. The Saudi Arabian flag is properly displayed when the writing appears on top and the sword on the bottom.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

The capital and all major port cities keep the Zone Time. It is reported that much of the remainder of the country keeps Islamic sun time or "Arabic Time." (All clocks are set daily to 12 midnight at sunset.)

U.S. Embassy

The U.S. Embassy is located on Collector Road M, Diplomatic Quarter, Riyadh.

The mailing addresses are, as follows:

1. Saudi Arabia address—
P.O. Box 94309
Riyadh 11693

2. U.S. address—
Unit 61307
APO AE 09803-1307

<p>U. S. Embassy Saudi Arabia Home Page http://riyadh.usembassy.gov</p>
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General

Seychelles, a group consisting of 115 main islands and islets, lies scattered over the W part of the Indian Ocean, about 600 miles NE of Madagascar. **Mahe Island** (4°37'S., 55°27'E.), the largest of the group, is the site of Victoria, the capital.

The Granitic Islands, 32 in number, are part of the group and lie within about 30 miles of Mahe Island. These islands are mostly hilly, mountainous, and fringed in places by rocks and extensive reefs. Many small coral islands, which are dependencies of Seychelles, lie as far as 600 miles SW and S of Mahe Island. These islands are low and consist of sand cays or raised reefs with no permanent population. Some of the coral islands are waterless and uninhabitable. Aldabra, with a lagoon, is a rare example of a coral atoll largely untouched by man; many of its animal, plant, and insect species exist nowhere else on earth.

The climate is tropical. The hot, wet, and humid season (Northwest Monsoon) lasts from December to May. The cool-

er season of trade winds (Southeast Monsoon) lasts from June to November.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Fishing with traps, hand lines, gill nets, long lines, and purse seine nets, as well as by trolling and trawling, is carried out in the vicinity of all of the islands.

Fishery rafts, which display a red flag, are moored in various locations throughout the group.

Currency

The official unit of currency is the Seychelles rupee, consisting of 100 cents.

Government

Seychelles is a republic. The country is divided into 23 administrative districts.

Seychelles is governed by a directly-elected President who serves a 5-year term. The President appoints the Council of Ministers. The unicameral Legislative Assembly consists of 33 member, of which 25 members are directly elected and 9 of which are appointed based on proportional representation, all serving 5-year terms.

The legal system is based on French civil law, English common law, and traditional practices.

The capital is Victoria.



Flag of Seychelles

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Corpus Christi	Variable
June 5	Liberation Day
June 29	Independence Day
August 15	Assumption Day
November 1	All Saints' Day
December 8	Immaculate Conception
December 25	Christmas Day

Industries

The major industries include tourism, food processing, vanilla and coconut processing, fishing (tuna), livestock raising, boat building, beverages, and cigarette production.

The main crops include coconuts, copra, cinnamon, vanilla, sweet potatoes, yams, sugar cane, cassava, and fruits.

Languages

English, French, and Creole are the official languages. Creole is spoken by 95 per cent of the population.

Navigational Information

The maritime territorial claims of Seychelles are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.

Fisheries or Economic Zone 200 miles.

Continental Shelf 200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Regulations

Entry

No vessels may call at any island of the Seychelles group unless permission has first been obtained from the authorities at Mahe.

Areas to be Avoided

An IMO-adopted Area to be Avoided has been established around Assumption Island and Aldabra Island as an environmental protection measure. Vessels over 500 grt carrying oil or hazardous materials should avoid entering this area, the limits of which are indicated on the chart.

Two IMO-adopted Areas to be Avoided have been established within the Seychelles, E and W of Mahe Island, and may best be seen on the chart. Vessels greater than 200 grt should avoid entering the Areas to be Avoided.

Search and Rescue

The Seychelles Coast Guard coordinates search and rescue operations and can be contacted by e-mail, as follows:

seycoast@seychelles.net

The Maritime Rescue Coordination Center (MRCC) Seychelles Coast Guard maintains a continuous listening watch on VHF channel 16 for distress traffic. Seychelles Coast Radio Station maintains a continuous listening watch on VHF channel 16, 500 kHz, and 2182 kHz for distress traffic.

Time Zone

The Time Zone description is DELTA (-4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. does not have an embassy in Seychelles. The U.S. ambassador to Mauritius is accredited to Seychelles.

U. S. Embassy Mauritius Home Page
<http://mauritius.usembassy.gov>



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General

Singapore lies at the S extremity of Asia and is located at the SE end of the Malay Peninsula. It is separated from the Malaysian mainland by the Johore Strait and from Indonesia by the Singapore Strait. The country consists of one large island and about 64 nearby islets.

The terrain consists mostly of lowland, originally swamp and jungle in many areas, with a gentle undulating central plateau.

The climate is tropical, being hot, humid, and rainy. There are no pronounced rainy or dry seasons; thunderstorms occur on 40 per cent of all days, including 67 per cent of all days during April.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Fishing Devices

Fishing stakes and enclosures may be encountered along most of the coastal banks and shores of the Indonesian islands, particularly off the mouths of rivers. These devices are generally found in depths of 5 to 10m, but in some cases may be laid in greater depths. The positions of such devices are only charted when their locations are permanent.

Fish aggregating devices may be encountered at a number of places off the E and W coasts of the Malay Peninsula. These devices are moored in depths of up to 30m and are usually marked by buoys.

Haze

Thick haze often occurs in the vicinity of Singapore, particularly in the early morning and late afternoon. Vessels are advised to send an accurate ETA, as it is difficult to identify ships approaching the pilot boarding stations during such periods. Occasionally, smoke from fires on the nearby islands reduces visibility in the approaches to the port area.

Piracy

It was reported (1995) that vessels have been attacked by armed thieves in the vicinity of the Malacca Straits and Singapore Strait, mainly near Phillip Channel. These attacks were usually made from fast motor boats approaching from

astern. Loaded vessels with low freeboards seem to be particularly vulnerable.

Vessels with low freeboards transiting the Strait of Malacca and Singapore Strait often use security lights to guard against piracy. These lights by their brilliance may obscure the vessel's navigation lights.

The International Maritime Bureau (IMB) of the International Chamber of Commerce has established a Piracy Countermeasures Center at Kuala Lumpur. This center operates for the Southeast Asian Region and is able to receive reports from vessels concerning attacks and advise of danger areas. Piracy warnings originated by the Center will be broadcast daily to NAVAREA XI, VIII, and X through Enhanced Group Calling using the SafetyNET System.

For further details the IMB Center can be contacted, as follows:

IMB Piracy Reporting Center
 ICC International Maritime Bureau
 P.O. Box 12559
 50782 Kuala Lumpur
 Malaysia
 Telephone: +60-3-2031-0014
 Facsimile: +60-3-2078-5769
 Telex: MA31880 IMBPCI
 E-mail: imbkl@icc-ccs.org.uk

IMB Piracy Reporting Center Home Page

http://www.iccwbo.org/ccs/menu_imb_piracy.asp

Currency

The official unit of currency is the Singapore dollar, consisting of 100 cents.

Government



Flag of Singapore

Singapore is a republic.

Singapore is governed by a directly-elected President serving a 6-year term. The President appoints the Prime Minister and the Cabinet. The unicameral Parliament consists of 84 directly-elected members serving 5-year terms and, to ensure representation of parties not in the government, ten members who are appointed to 2-year terms.

The legal system is based on English common law.

The capital is Singapore.

Holidays

The following holidays are observed:

January 1	New Year's Day
May 1	Labor Day
August 9	National Day
December 25	Christmas Day

Other religious public holidays, which vary depending on the appearance of the moon, are Chinese New Year, Good Friday, Hari Raya Haji, Vesak, Deepavali, and Hari Raya Puasa.

Industries

Singapore is the principal trading center of Southeast Asia. The major industries include petroleum refining, electronics, shipbuilding and repair, textiles, rubber processing, food and beverage processing, oil drilling equipment, financial services, biotechnology, tourism, poultry, fishing.

The main agricultural crops include vegetables, fruits, copra, tobacco, and rubber. The country is a major exporter of orchids and tropical fish.

Languages

Malay, Mandarin Chinese, Tamil, and English are the official languages. English is used in government and commerce.

Mined Areas

Danger Areas

The following Firing Exercise Areas lie in the S approaches to Singapore:

1. Southern Islands Live Firing Area.

- 1°13'49"N, 103°42'25"E.
- 1°12'41"N, 103°42'56"E.
- 1°12'09"N, 103°43'10"E.
- 1°11'47"N, 103°43'20"E.
- 1°11'47"N, 103°44'17"E.
- 1°10'32"N, 103°44'58"E.
- 1°09'50"N, 103°44'51"E.
- 1°09'37"N, 103°44'19"E.
- 1°09'37"N, 103°43'45"E.
- 1°11'31"N, 103°42'19"E.
- 1°12'12"N, 103°40'49"E

then to a point where it meets an arc having a radius of 6,126.5m, and then gradually NE following the aforesaid arc for a distance of 4,277.1m back to point a.

2. Pulau Sudong Live Firing Area.

- 1°12'43"N, 103°42'55"E.
- 1°12'53"N, 103°43'26"E.
- 1°12'41"N, 103°43'56"E.
- 1°12'16"N, 103°44'10"E.
- 1°11'47"N, 103°44'19"E.
- 1°11'47"N, 103°44'20"E.

g. 1°12'43"N, 103°42'55"E.

3. Pulau Sudong Maneuvering Area.

- a. 1°12'43"N, 103°42'55"E.
- b. 1°13'30"N, 103°42'34"E.
- c. 1°13'49"N, 103°43'09"E.
- d. 1°13'31"N, 103°43'51"E.
- e. 1°13'28"N, 103°44'10"E.
- f. 1°12'16"N, 103°44'10"E.
- g. 1°12'41"N, 103°43'56"E.
- h. 1°12'53"N, 103°43'26"E.
- i. 1°12'43"N, 103°42'55"E.

For information concerning mine areas in the outer approaches to Singapore, see Indonesia—Danger Areas.

For information concerning firing areas and restricted areas in the outer approaches to Singapore, see Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

Navigational Information

The only maritime territorial claim of Singapore is a territorial sea of 3 miles.

Regulations

Navigation through the Strait of Malacca and the Strait of Singapore

An IMO-approved Routing System has been established in the Malacca and Singapore Straits. This system consists of several Traffic Separation Schemes (TSS) and a Deep Water (DW) Route which may best be seen on the chart. The following rules apply to vessels transiting this routing system:

1. For the purpose of these rules, the following definitions apply:

- a. A vessel having a draft of 15m or more shall be deemed to be a deep-draft vessel.
- b. A tanker of 150,000 dwt or more shall be deemed to be a Very Large Crude Carrier (VLCC).

The above definitions do not prejudice the definition of "Vessels constrained by their draft" as described in Rule 3 (h) of the 72 COLREGS.

2. The following general provisions apply:

a. Deep-draft vessels and VLCCs shall allow for an underkeel clearance of at least 3.5m at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions, especially when navigating through the TSSs.

b. Masters of deep-draft vessels and VLCCs shall have particular regard for navigational constraints when planning their passages through the straits.

c. All deep-draft vessels and VLCCs navigating within the TSSs are recommended to use the pilotage services of the respective countries when they become available. (Indonesia, Malaysia, and Singapore.)

d. Vessels shall take into account the precautionary areas where crossing traffic may be encountered and be in a maximum state of maneuvering readiness in these areas.

3. The following rules apply:

a. **Rule 1**—Eastbound deep-draft vessels shall use the designated deep-water routes.

b. **Rule 2**—Eastbound deep-draft vessels navigating in the deep-water routes in Phillip Channel and Singapore Strait shall as far as practicable, avoid overtaking.

c. **Rule 3**—All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible, consistent with safe navigation.

d. **Rule 4**—All vessels having defects affecting operational safety shall take appropriate measures to overcome these defects before entering the Straits of Malacca and Singapore.

e. **Rule 5**—In the event of an emergency or breakdown of a vessel in the traffic lane, the vessel shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.

f. **Rule 6**—

(i) Vessels proceeding in the westbound lane of the In the Singapore Strait TSS when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by its draft which is exhibiting the signals required in Rule 28 and which is obliged to cross the westbound lane of the scheme in order to approach the SPM facility (in approximate position 1°11.42'N, 103°47.50'E) from Phillip Channel.

(ii) Vessels proceeding in the TSSs when approaching any of the precautionary areas shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by its draft which is exhibiting the signals required in Rule 28 and which is obliged to cross that precautionary area.

(iii) Information relating to the movement of ships constrained by their draft as referred to in paragraphs (i) and (ii) above will be given by radio broadcasts. The particulars of such broadcasts are promulgated by Notices to Mariners. All vessels navigating in the area of the TSS should monitor those radio broadcasts and take account of the information received.

g. **Rule 7**—VLCCs and deep-draft vessels navigating in the Strait of Malacca and Singapore Strait shall, as far as it is safe and practicable, proceed at a speed of not more than 12 knots over the ground in the following areas:

(i) At One Fathom Bank TSS.

(ii) Deep-water routes in Phillip Channel and in Singapore Strait.

(iii) Westbound lanes between positions 1°12.51'N, 103°52.25'E and 1°11.59'N, 103°50.31'E and positions 1°11.13'N, 103°49.18'E and 1°08.65'N, 103°44.40'E.

h. **Rule 8**—All vessels navigating in the routing system of the Strait of Malacca and Singapore Strait shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of maneuvering readiness.

i. **Rule 9**—

(i) Vessels which are fitted with VHF radio communications are to participate in the ship reporting system adopted by the Organization:

(ii) VLCCs and deep-draft vessels navigating in the Strait of Malacca and Singapore Strait are advised to broadcast, 8 hours before entering the traffic separation schemes, navigational information giving name, dead-weight tonnage, draft, speed, and times of passing One Fathom Bank Light, Raffles Light, and Horsburgh Light. Difficult and unwieldy tows are also advised to broadcast similar information

j. **Rule 10**—All vessels navigating in the Strait of Malacca and Singapore Strait are requested to report by radio to the nearest shore authority any damage to or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.

k. **Rule 11**—Flag States, owners, and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions/recommendations.

4. Mariners are warned that local traffic, which could be unaware of the internationally-agreed regulations and practices of seafarers, may be encountered in or near the TSSs. Therefore, mariners should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

General

Vessels are advised not to anchor in the Strait of Malacca and Singapore Strait between the landward limit of the Traffic Separation Scheme or precautionary area and the adjacent port limits. Vessels are to anchor only in designated areas.

For details concerning Pilotage Regulations and Rules of Navigation for the Port of Singapore, see Pub. 174, Sailing Directions (Enroute) Strait of Malacca and Sumatera.

Search and Rescue

The Maritime and Port Authority of Singapore is responsible for coordination search and rescue operations

Singapore Port Operations Control Center (POCC) maintains a continuous listening watch on VHF channels 16 and 70 for distress traffic and can be contacted by e-mail, as follows:

pocc@mpa.gov.sg

Time Zone

The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 27 Napier Road, Singapore. The mailing addresses are, as follows:

1. Singapore address—
27 Napier Road
Singapore 258508

2. U. S. address—

PSC Box 470
FPO AP 96507-0001

U. S. Embassy Singapore Home Page
<http://singapore.usembassy.gov>

Vessel Traffic Service**Reporting System—STRAITREP**

STRAITREP is a joint Indonesia-Malaysia-Singapore mandatory ship reporting system in the Strait of Malacca and Singapore Strait. The objectives of the system are, as follows:

1. To enhance the safety of navigation.
2. To protect the marine environment.
3. To facilitate the movement of vessels.
4. To support search and rescue operations and oil pollution response operations.

The following categories of vessels are required to participate in STRAITREP:

1. Vessels of 300 gross tons and over.
2. Vessels 50m long and over.
3. Vessels engaged in towing or pushing with a combined gross tonnage of 300 gross tons and above, or with a combined length of 50m or greater.
4. Vessels of any tonnage carrying hazardous cargo in accordance with the definitions of paragraph 1.4 of Resolution MSC 43(64).
5. All passenger vessels fitted with VHF, regardless of length or gross tonnage.
6. Any category of vessels less than 50m long or less than 300 gross tons which are fitted with VHF and, in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

The operational area of STRAITREP covers the Strait of Malacca and Singapore Strait between longitude 100°40'E and longitude 104°23'E, as shown in Chartlet 1 and Chartlet 2. This area includes the routing system in the Strait of Malacca and Singapore Strait.

A STRAITREP shall be made to the appropriate VTS authority, as follows:

1. When entering the W limit of the STRAITREP operational area.
2. When entering the E limit of the STRAITREP operational area.
3. When crossing a line joining Tanjung Piai and Pulau Karimun Kecil.
4. When approaching from the S:
 - a. Via Selat Riae—when abeam of Karang Galang Light.
 - b. Via Selat Durian—when abeam of Pulau Jangkat Beacon.
5. When approaching from East Johor Strait—when abeam of Eastern Buoy.
6. When leaving a port or anchorage in the area
7. Prior to joining the traffic lane of the TSS.
8. A ship approaching from a direction other than stated in 1 through 7 above shall, upon reaching Sector 7, 8, or 9,

report by giving the vessel's position as a bearing and distance from one of the following reference points:

- a. Pulau Iyu Kechil Light.
- b. Sultan Shoal Light.
- c. Raffles Light.
- d. Sakijang Lighted Beacon.
- e. Bedok Light.
- f. Tanjung Stapa Light.
- g. Horsburgh Light.

As an alternative, the position may also be given in latitude and longitude.

The format for a STRAITREP is, as follows:

Designator	Information	Remarks
A	Vessel name and call sign.	
C	Latitude (4 figures with N) and longitude (5 figures with E).	The format in C or D may be used.
D	True bearing (3 figures) and distance in nautical miles from identified landmark.	The format in C or D may be used.
E	Course (3 figures)	When requested by the VTS authority.
F	Speed, in knots and tenths of knots (3 figures).	When requested by the VTS authority.
P	Hazardous cargo on board—indicate YES or NO. If YES, indicate class, if applicable, and information in Q and/or R, as applicable.	
Q	Defects or damage.	
R	Pollution or dangerous cargo lost overboard. Indicate position as in C or D above.	

The following designators contain information essential to meeting the operations of STRAITREP and shall be included in all STRAITREP reports—A, C or D, P, and Q or R.

The following designators are required when requested by the VTS authority—E and F.

A STRAITREP will be based on VHF voice radio communication. The call to the appropriate VTS authority shall be made on the VHF channel assigned to the sector where the ship is located, as follows:

STRAITREP Communications		
Sector	VHF channel	VTS authority
1	66	Klang VTS
2	88	Klang VTS
3	84	Klang VTS
4	61	Klang VTS
5	88	Klang VTS
6	88	Johor VTS
7	73	Singapore VTS
8	14	Singapore VTS
9	10	Singapore VTS

The STRAITREP shall be submitted on that channel or on another available. All reports shall be transmitted in English.

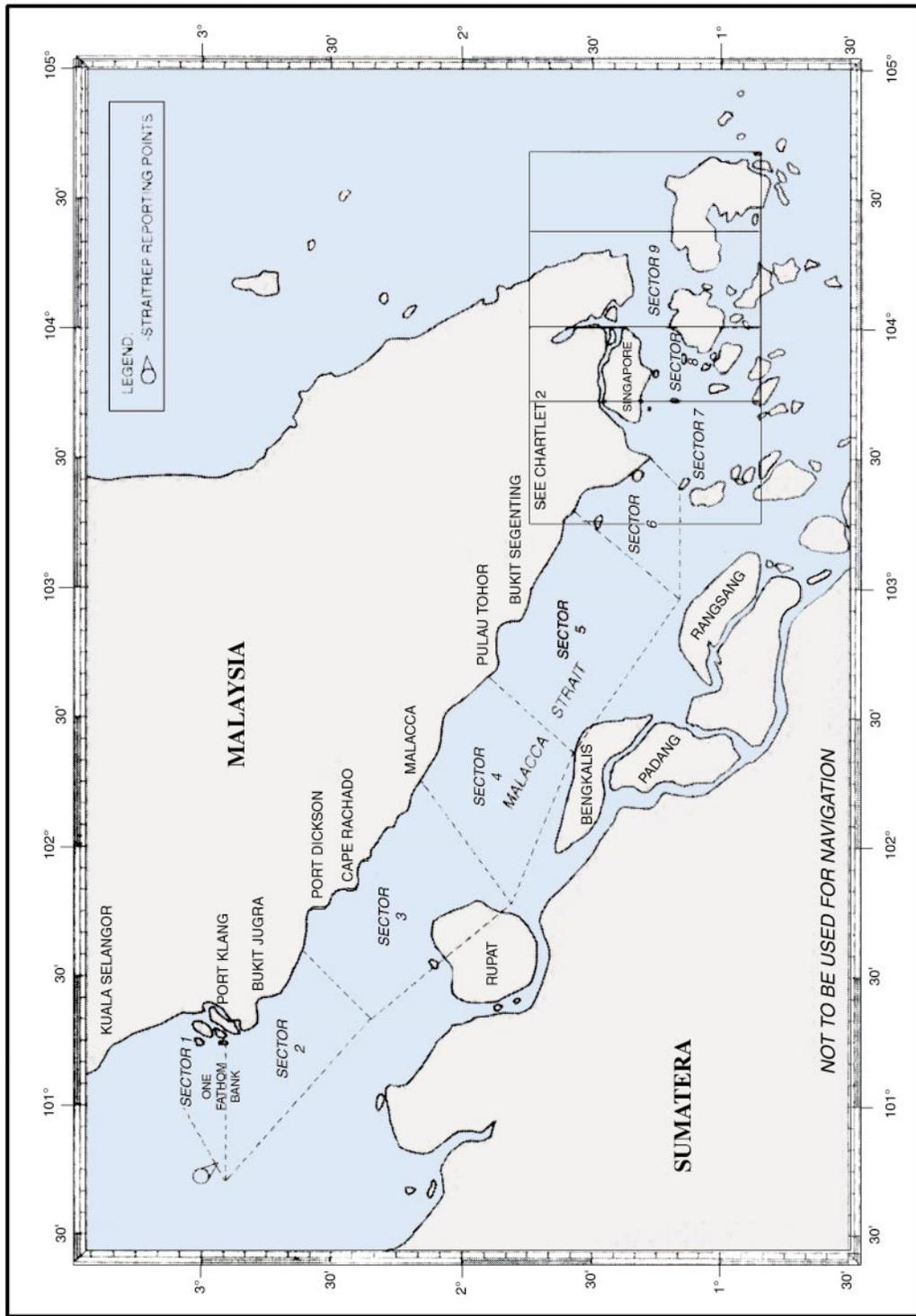
Depending on the sector, every ship shall also maintain a listening watch on the appropriate VHF channel of that sector. Information of general interest to ships will be broadcast on VHF channel 16 and any other channel as may be specified by the appropriate VTS authority. This broadcast will be preceded by an announcement on the appropriate VHF channel assigned to that sector.

STRAITREP also provides information to ships about specific and critical situations which could cause conflicting traffic movements and other information concerning the safety of navigation.

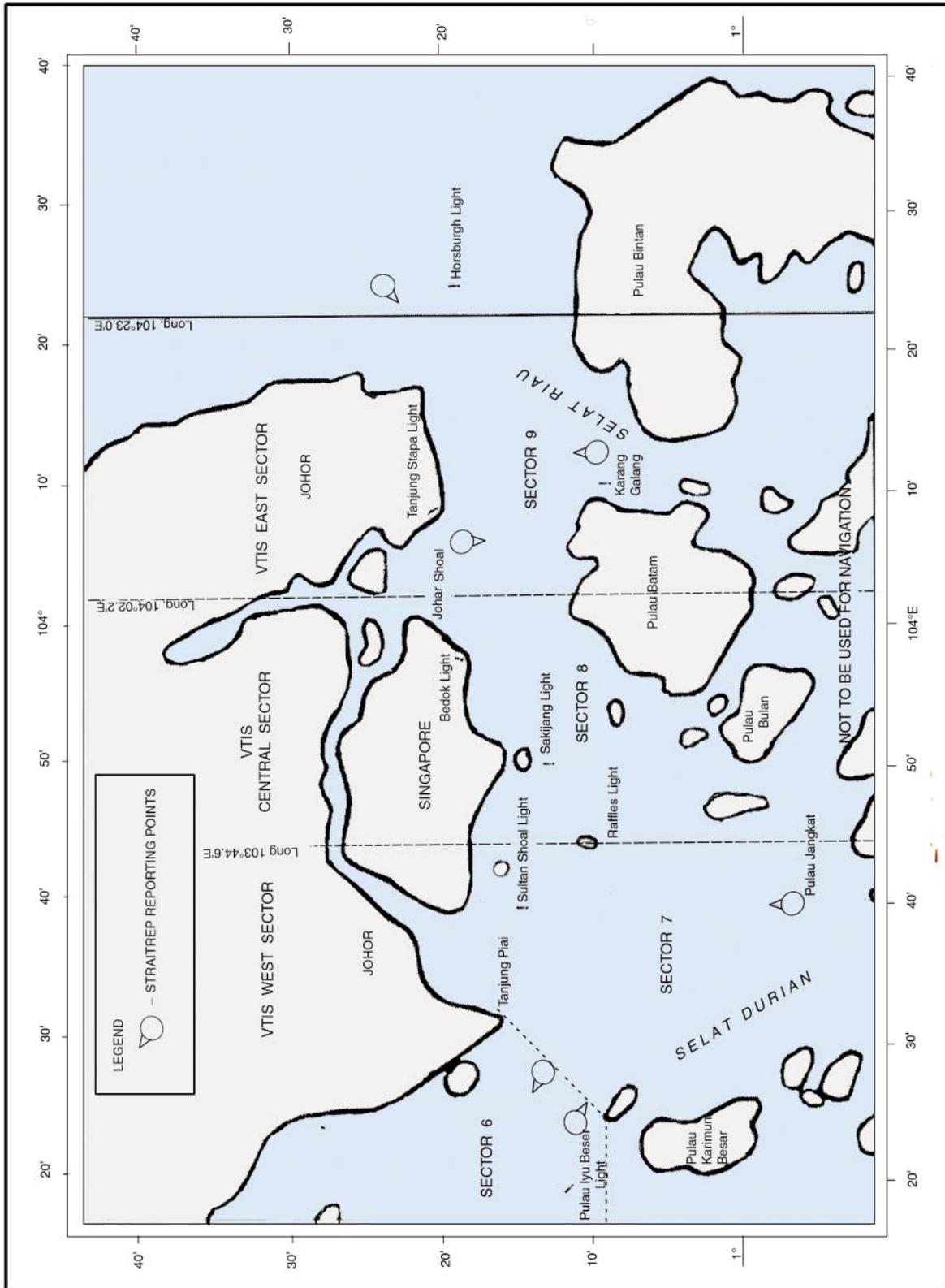
General

For information concerning the Vessel Traffic Information Service System (VTIS) for the Port of Singapore and the inner approaches, see Pub. 174, Sailing Directions (Enroute) Strait of Malacca and Sumatera.

CHARTLET 1



CHARTLET 2





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General

Somalia is located on the E coast of Africa and, with Ethiopia and Djibouti, is often referred to as the Horn of Africa.

The country is bounded on the N by the Gulf of Aden, on the E and S by the Indian Ocean, on the NW by Djibouti, and on the W by Ethiopia and Kenya.

The N part of the country is hilly, with elevations of up to 2,100m, while the central and S parts are flat and low.

The Guiba River and the Scebeli River rise in Ethiopia and flow S across Somalia; however, the latter river does not reach the ocean. Much of the country is arid, although rain is more adequate in the S part.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Mariners are advised that acts of piracy and armed robbery by armed borders are occurring off the coast of Somalia. Several incidents have been reported (2002) by vessels up to 40 miles off the coast.

Vessels are advised to keep at least 50 miles and, if possible, 100 miles from the coast of Somalia. Radio communications, including the use of VHF, should be kept to a minimum while in Somali waters.

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 111 (Issued 12 May 1999)

1. Due to continuing conditions of armed conflict in Somalia and its territorial waters, mariners are advised to avoid the port of Mogadishu and remain at least 50 nautical miles distant from the southeast Somali coast. Ships not specifically expected at the ports of Berbera and Bosaso should also avoid approaching the northern Somali coast.

2. In the past year there have been increasing reports of armed attacks on passing vessels off the coast of Somalia. Fishing vessels, freighters, and tankers have been fired upon by small speedboats with conventional weapons and rocket

launchers. Ships have been hijacked, cargoes stolen, and crews held for ransom. Formerly confined to the port city of Mogadishu, the attacks have since extended into coastal waters. Recent hijackings have occurred as far as 40 miles offshore.

3. The Department of State has warned all U.S. citizens against travel to Somalia. Inter-clan and interfactional fighting can flare up with little warning, and kidnapping and other threats to foreigners can occur unpredictably in many regions. There is no national government in Somalia to offer security or police protection for travelers. While parts of the north are relatively peaceful, including much of the self-declared "Republic of Somaliland," there is no U.S. diplomatic presence in Somalia to provide up-to-date security assessments or consular assistance to U.S. citizens.

Currency

The official unit of currency is the Somali shilling, consisting of 100 cents.

Government



Flag of Somalia

Somalia currently (2003) has no functioning government. The present political situation is one of anarchy, marked by interfactional fighting and banditry. The country is divided into 18 regions.

A transitional 245-member National Assembly was created at the Arta Peace Conference in Djibouti in 2000. The National Assembly elected an interim President and was mandated to create a new constitution and hold elections within 3 years.

The legal system is based on Islamic law.

The capital is Mogadishu (Mogadiscio).

Holidays

The following holidays are observed:

January 1	New Year's Day
June 26	Independence Day of Northern Regions
July 1	Independence Day of Southern Regions

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Somalia is mainly a pastoral country. The principal agricultural products are livestock, bananas, sugarcane, cotton, and cereals.

There are a few small industries, including sugar and oil refining, fish and meat canning, textiles, and mining.

Languages

Somali and Arabic are the official languages. English and Italian are also extensively used.

Navigational Information

The only maritime territorial claim of Somalia is a territorial sea of 200 miles. It also requires advance permission or notification for innocent passage of warships in the territorial sea.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy in Mogadishu was closed in 1991. U.S. interests are managed by the U.S. Embassy in Nairobi, Kenya.

U. S. Embassy Kenya Home Page
<http://usembassy.state.gov/nairobi>



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General

South Africa, located at the S extremity of the African continent, is bounded on the N by Namibia, Botswana, and Zimbabwe; on the NE by Mozambique and Swaziland; on the E by the Indian Ocean; and on the S and W by the South Atlantic Ocean.

South Africa has a narrow coastal zone and a vast interior plateau, 915 to 1,830m high, rimmed by rugged hills. The river mouths are unpromising due to the universal presence of large sandbars that block entry for most of the year. The Drakensberg Range, with peaks over 3,000m, rises in the SE part of the country.

The Prince Edward Islands, consisting of Marion Island and Prince Edward Island, were given to South Africa in 1947 by

Great Britain and lie isolated in the South Atlantic Ocean, about 1,200 miles SE of Cape Town.

Lesotho, the former British colony of Basutoland, is a landlocked enclave within South Africa.

The climate is abundant with sunshine and relatively low rainfall. The SW part of the country has a Mediterranean climate, with rain mainly in the winter. It is subtropical along the E coast, with sunny days and cool nights.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the rand, consisting of 100 cents.

Firing Areas

Defense exercises, including firing and bombing practices, take place within a number of areas lying off the coast of South Africa.

The principal types of practice include the following:

1. **Bombing practice from aircraft.**—Warning signals usually shown.

2. **Air-to-air and air-to-sea or ground firing.**—Air-to-air firing is carried out by aircraft at a large white or red sleeve, a winged target, or a flag towed by another aircraft moving on a steady course. Air-to-sea firing or air-to-ground firing is carried out from an aircraft at towed or stationary targets on sea or land. The firing in each case being directed seawards.

As a general rule, warning signals are shown when the targets are stationary, but not when towed targets are used. All marine craft operating as range safety vessels, or towing targets, or managing radio controlled targets will display, for identification purposes while in or close to the danger area, a large red flag at the masthead and a painted canvas strip, 2m long and 1m wide, on the fore deck or cabin roof with red and white checkered squares.

3. **Antiaircraft firing.**—This may be directed at a target towed by an aircraft, a pilotless aircraft, a balloon, or a kite. Firing may take place from shore batteries or ships. Warning signals as a rule are shown from shore batteries and ships fly red flags.

4. **Firing from shore batteries or ships at fixed or floating targets.**—Warning signals, when given, usually consist of red flags by day and red fixed or red flashing lights at night. However, the absence of any such signals cannot be accepted as evidence that a practice area does not exist. Warning signals are usually shown from shortly before the practice starts until it stops. Ships and aircraft carrying out night exercises may illuminate with bright red or orange flares.

Vessels may be unaware of the existence of a practice area and may fail to observe the warning signals. However, the range authorities are responsible for ensuring that there should be no risk of damage to any vessels which may be in the practice area. If vessels find themselves to be within an area where practice is in progress, they should maintain their course and speed, and try to clear the area as quickly as possible.

Fishing vessels operating in or near firing practice and exercise areas may occasionally bring unexploded missiles or parts of missiles to the surface in their nets or trawls. These objects may be dangerous and should be treated with great circumspection.

Coastal radio navigational warnings are broadcast whenever military exercises take place.

Firing exercises are carried out in the following areas:

1. **Doringbaai (Papendorp)**—Antiaircraft weapons. Bound by lines joining the following positions:

- a. 31°42.4'S, 18°11.7'E.
- b. 31°37.5'S, 18°05.0'E.
- c. 31°44.0'S, 18°02.0'E.
- d. 31°50.0'S, 18°06.0'E.
- e. 31°52.0'S, 18°13.5'E.
- f. 31°43.5'S, 18°12.5'E.

2. **Saldanha (Langebaan Road Range)**—Air-to-air weapons. Bound by lines joining the following positions:

- a. 32°45.0'S, 17°40.0'E.
- b. 32°45.0'S, 17°49.0'E.
- c. 32°58.0'S, 17°55.0'E.
- d. 33°06.0'S, 17°56.0'E.
- e. 33°08.2'S, 17°58.0'E.
- f. 33°14.9'S, 18°05.8'E.
- g. 33°21.0'S, 18°09.0'E.
- h. 33°29.0'S, 18°04.5'E.
- i. 33°27.0'S, 17°59.0'E.
- j. 33°00.0'S, 17°40.0'E.

3. **Saldanha**—Air-to-air weapons. Bound by lines joining the following positions:

- a. 32°45.0'S, 17°49.0'E.
- b. 33°26.0'S, 18°05.0'E.
- c. 33°29.0'S, 17°54.0'E.
- d. 32°48.0'S, 17°38.0'E.

4. **Saldanha—North Head**—Weapons. Bound by lines joining the following positions:

- a. 33°03.01'S, 17°54.51'E.
- b. 33°03.01'S, 17°53.23'E.
- c. 33°00.70'S, 17°53.13'E.
- d. 33°01.23'S, 17°54.25'E.

5. **Saldanha (Tooth Rock)—Jacobs Reef Bombing Area**—Air-to-ground weapons and test firing of illuminants. A circle, radius 3.5 miles, with center at position 32°59'S, 17°51'E.

6. **Cape Point—Western Cape**—Naval exercises. Bound by lines joining the following positions:

- a. 34°15.0'S, 18°23.0'E.
- b. 34°24.0'S, 17°44.5'E.
- c. The arc of circle, with a radius of 50 miles and its center at position 33°58.1'S, 18°36.0'E, extending from 34°24.0'S, 17°44.5'E, to 34°44.0'S, 19°00.0'E.
- d. 34°30.0'S, 19°00.0'E.
- e. 34°30.0'S, 18°48.0'E.
- f. 34°15.0'S, 18°48.0'E.
- g. 34°15.0'S, 18°28.3'E.

7. **Cape Point—Bellows Rock**—Naval weapons. Rock in position 34°23.3'S, 18°29.6'E used as target.

8. **False Bay—Garden No. 1**—Sound Testing Range. Bound by lines joining the following positions:

- a. 34°08.60'S, 18°27.08'E.
- b. 34°08.62'S, 18°28.25'E.
- c. 34°09.60'S, 18°28.22'E.
- d. 34°09.57'S, 18°27.05'E.

9. **False Bay—Garden No. 2**—Sound Testing Range. Bound by lines joining the following positions:

- a. 34°10.86'S, 18°27.11'E.
- b. 34°10.88'S, 18°27.14'E.
- c. 34°10.88'S, 18°27.01'E.
- d. 34°10.90'S, 18°27.12'E.

10. **False Bay—Proof North Range**—Area of a circle, with a radius of 2 miles (4,000m) centered on position 34°11.13'S, 18°26.32'E, between the bearings of 235° and 243°.

11. **False Bay—Proof South Range**—Area of a circle, with a radius of 8.5 miles (15,000m) centered on position 34°11.13'S, 18°26.32'E, between the bearings of 265° and 275°.

12. **False Bay—Lower North Range**—Weapons testing. Area of a circle, with a radius of 11 miles (20,384m) cen-

tered on position 34°10.50'S, 18°25.75'E, between the bearings of 254° and 283°.

13. **False Bay—Strandfontein**—Proof range. Bound by lines joining the following positions:

- 34°05.50'S, 18°32.00'E.
- 34°04.50'S, 18°41.50'E.
- 34°05.50'S, 18°47.75'E.
- 34°15.00'S, 18°44.00'E.
- 34°16.00'S, 18°31.50'E.

14. **False Bay—Swartklip**—Proof range. Bound by lines joining the following positions:

- 34°04.4'S, 18°42.1'E.
- 34°05.0'S, 18°41.0'E.
- 34°18.0'S, 18°44.0'E.
- 34°18.0'S, 18°48.0'E.
- 34°05.0'S, 18°45.0'E.
- 34°04.5'S, 18°43.9'E.

15. **False Bay—Macassar**—Anti-aircraft weapons. Area of a circle, with a radius of 8 miles (14,830m) centered on position 34°04.4'S, 18°42.2'E, between the bearings of 314°20' and 046°20'.

16. **False Bay—Simon's Town Shallow Water Demolition Range**—Bound by lines joining the following positions:

- 34°11.266'S, 18°26.650'E.
- 34°11.317'S, 18°26.991'E.
- 34°11.417'S, 18°26.940'E.
- 34°11.383'S, 18°26.700'E.

17. **False Bay—Simon's Town Deep Water Demolition Range**—Bound by lines joining the following positions:

- 34°11.3'S, 18°30.0'E.
- 34°11.5'S, 18°32.0'E.
- 34°10.0'S, 18°32.0'E.
- The arc of circle, with a radius of 1 mile and its center at position 34°09.00'S, 18°32.00'E, extending from 34°10.00'S, 18°32.00'E to 34°09.25'S, 18°30.85'E.
- 34°09.5'S, 18°30.0'E.

18. **Cape Agulhas—DeHoop (Potberg)**—Weapons testing range. The sea area at right angles to the coast for a distance of 500m from position 34°30'28"S, 20°26'56"E to position 34°35'05"S, 20°21'50"E and the sea area that runs at right angles from the shore for a distance of 5,000m from position 34°35'05"S, 20°21'50"E to position 34°38'03"S, 20°16'10"E.

19. **Port Elizabeth—Cape Recife**—Rifle range. Bound by lines joining the following positions:

- 34°01'S, 25°39'E.
- 34°01'S, 25°40'E.
- 34°03'S, 25°40'E.
- 34°03'S, 25°39'E.

20. **Durban**—Naval weapons. Bound by lines joining the following positions:

- 29°51.90'S, 31°03.87'E.

- 29°47.60'S, 31°20.40'E.
- 30°00.00'S, 31°18.80'E.
- 30°08.20'S, 31°07.70'E.
- 29°53.75'S, 31°02.48'E.

21. **Saint Lucia**—Naval weapons. Bound by lines joining the following positions:

- 27°42.95'S, 32°37.75'E.
- 27°40.33'S, 32°31.00'E.
- 27°52.58'S, 32°24.20'E.
- 27°55.58'S, 32°24.50'E.
- 28°03.83'S, 32°23.00'E.
- 28°05.00'S, 32°27.82'E.
- 28°05.50'S, 32°29.63'E.
- 28°06.67'S, 32°33.58'E.
- 28°07.33'S, 32°48.00'E.
- 27°38.00'S, 32°54.00'E.
- 27°38.00'S, 32°45.75'E.

22. Test firings of minor illuminants of various colors, with or without parachutes, frequently occur without warning along the coast in the vicinity of Swartklip (34°04.5'S., 18°41.2'E.).

Fishing Areas

Crayfish trap fishing is common along the Atlantic coast of South Africa. Mariners should navigate with caution when within 3 miles of the coast due to the presence of numerous anchored or drifting small fishing boats and their unlit bottom gear, marker buoys, and recovery lines.

Shark nets made of polyethylene rope and twine, marked by orange and yellow buoys, may be encountered in depths of approximately 15m around the S and E coasts of South Africa. These nets may or may not be charted. Vessels on passage are advised to remain at least 1 mile offshore in order to avoid them.

Government



Flag of South Africa

South Africa is a republic. The country is divided into nine provinces.

South Africa is governed by a President elected to a 5-year term by the National Assembly. The President appoints the Cabinet. The bicameral Parliament consists of the National Assembly, which is composed of 400 directly-elected members (using a system of proportional representation) serving 5-year terms, and the National Council of Provinces, which is

composed of 90 indirectly-elected members (ten members elected by each provincial legislature) serving 5-year terms.

The legal system is based on Roman-Dutch law and English common law.

The capital is Pretoria.

Dependent Islands

Marion Island and **Prince Edward Island** (46°38'S., 37°56'E.), known as the Prince Edward Islands, lie about 1,200 miles SE of Cape Town and are the twin peaks of a submerged volcano. These two islands, which are usually surrounded by kelp, have a total area of 125 square miles and are separated by a passage, 11 miles wide.

The islands are bounded by rocky cliffs, which are generally low on the E side and high on the W. Marion Island, the southernmost, is covered by mosses, ferns, and peat bogs. Its volcanic peak is 1,230m high and covered by snow and ice. Prince Edward Island has a rounded summit, 672m high. Penguins, seals, and various birds, including albatrosses, inhabit the islands. Vessels approaching the islands from the NW should steer SE between them in order to pass clear of Solglint Blinders (Aldebert Reef), a dangerous off-lying reef that may not break, even in calm conditions.

The island group is a possession of South Africa; a meteorological and radio station is situated on Marion Island. The climate is generally cloudy or dull with rain or snow on most days of the year and high winds.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 21	Human Rights Day
Good Friday	Variable
Easter Sunday	Variable
Family Day	Variable
April 27	Freedom Day
May 1	Workers Day
June 16	Youth Day
August 9	National Women's Day
September 24	Heritage Day
December 16	Day of Reconciliation
December 25	Christmas Day
December 26	Day of Goodwill

Industries

The main industries are livestock raising and the mining of gold, diamonds, precious stones, coal, copper, iron ore, chromite, and asbestos. Other industries include automobile assembly, metal working, machinery, textiles, chemicals, fertilizer, natural gas processing, forestry, paper, tourism, wine, and fishing.

Principal crops include maize, sorghum, wheat, groundnuts, sunflower seeds, sugar cane, tobacco, citrus fruits, and various vegetables.

Languages

The 11 official languages, in order of predominance, are Zulu, Xhosa, Afrikaans, Sepedi, English, Tswana, Sotho, Tsonga, Swazi, Venda, and Ndebele.

English is the sole language of command in the armed forces.

Navigational Information

The maritime territorial claims of South Africa are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

Pollution

General

Regulations are in force prohibiting the discharge of oil or oil mixed with any other substance into the internal or territorial waters of South Africa (12 miles from the coast), and any oil or mixture containing more than 100 parts per million of oil from the limit of the territorial sea to 50 miles from the coast.

Pollution Sightings

Vessels navigating off the coast of South Africa or lying in an anchorage at the various ports are requested to report the following:

1. Oil slicks sighted.
2. Oil accidentally discharged.
3. Oil discharged in the interest of the safety of life at sea.
4. Vessels in distress likely to cause pollution.

Reports of this nature should be addressed to The Principal Officer, The South African Maritime Safety Authority (SAMSA). The reports may be sent via VHF channel 16 to the port control offices at the following locations:

1. Richards Bay.
2. Durban.
3. East London.
4. Port Elizabeth.
5. Mossel Bay.
6. Cape Town.
7. Saldanha Bay.

The following information should be given in the report:

1. Effect of the oil on the appearance of the water, given by one of the following conditions:
 - Condition 1—Barely visible under most favorable light conditions.
 - Condition 2—Visible as a silvery sheen on the surface of the water.

- Condition 3—First trace of color may be observed.
 - Condition 4—Bright bands of color observed.
 - Condition 5—Colors begin to turn dull natural to color of oil.
 - Condition 6—Colors natural to color of oil.
2. Position.
 3. Extent of the slick.
 4. Weather or direction of the wind.
 5. Vessel involved.

No master or crew member making or associated with a report of this type would be called upon to give evidence in a court of law if the vessel is due to sail before the trial.

Pollution Reports

The following information is required for a radio report of discharge of oil and/or damage to vessels when navigating within 50 miles of the coasts of South Africa and Namibia:

1. Name, call sign, official number, and port of registry.
2. Position, course, and speed.
3. Nature of damage (see note below).
4. Prevailing weather and sea conditions.
5. Whether bound for a port in South Africa.

If applicable, the particulars contained in the certificate which, in terms of *Article VII of the International Convention on Civil Liability for Oil Pollution, 1969*, is required to be carried on board.

Note.—Damage to a vessel shall be deemed to have created the likelihood of a discharge of oil if it is of such a nature as to detrimentally affect, in any way, the vessel's seaworthiness or efficient working.

Regulations

General

Vessels should send their ETA at least 72 hours in advance (excluding Sunday and public holidays) to their port of destination, stating the following information:

1. Vessel length, freeboard, and draft fore and aft.
2. Details on any dangerous cargo.
3. Type and quantity of cargo being landed or loaded.
4. Bunkers and other requirements.
5. Factors affecting the safe entry and/or berthing of the vessel.
6. Is the vessel engaged in towing or salvage? If yes, further details are required.

Vessels should send their ETA to the appropriate Port Control on VHF channel 16 when within 20 miles of their destination.

Vessels at anchor within or near the port limits of South African harbors must maintain a continuous listening watch on VHF channel 16.

Tankers

The following regulations, as promulgated by the South African authorities, concern the navigation of laden tankers.

In these regulations, a "laden tanker" means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

In addition, "summer months" refers to that period from 16 October to 15 April and "winter season" refers to that period from 16 April to 15 October.

The winter zone boundary line is the N most limit of the South Winter Seasonal Zone, as defined by the International Convention on Load Lines, 1966.

The following rules apply to laden tankers navigating off the South African coast:

1. Laden tankers, westbound, should adhere to the following:

- a. Maintain a minimum distance of 20 miles off the following points:
 - i. South Sand Bluff.
 - ii. Bashee River (Mbashe Point).
 - iii. Hood Point.
 - iv. Cape Recife.

b. Steer to pass through the westbound (northern) lanes of the Traffic Separation Schemes off FA Platform and the Alphard Banks and then maintain a minimum distance of 20 miles from the following points:

- i. Cape Agulhas
- ii. Quoin Point
- iii. Cape Point
- iv. Slangkop Point
- v. Cape Columbine

2. Laden tankers, eastbound, should also maintain a minimum distance of 25 miles off when passing the points listed in 1a and 1b and, when between Cape Agulhas and Cape Recife, steer a course to pass through the eastbound (southern) lanes of the Traffic Separation Schemes off FA Platform and the Alphard Banks.

3. The following exemptions to the laden tanker rules apply:

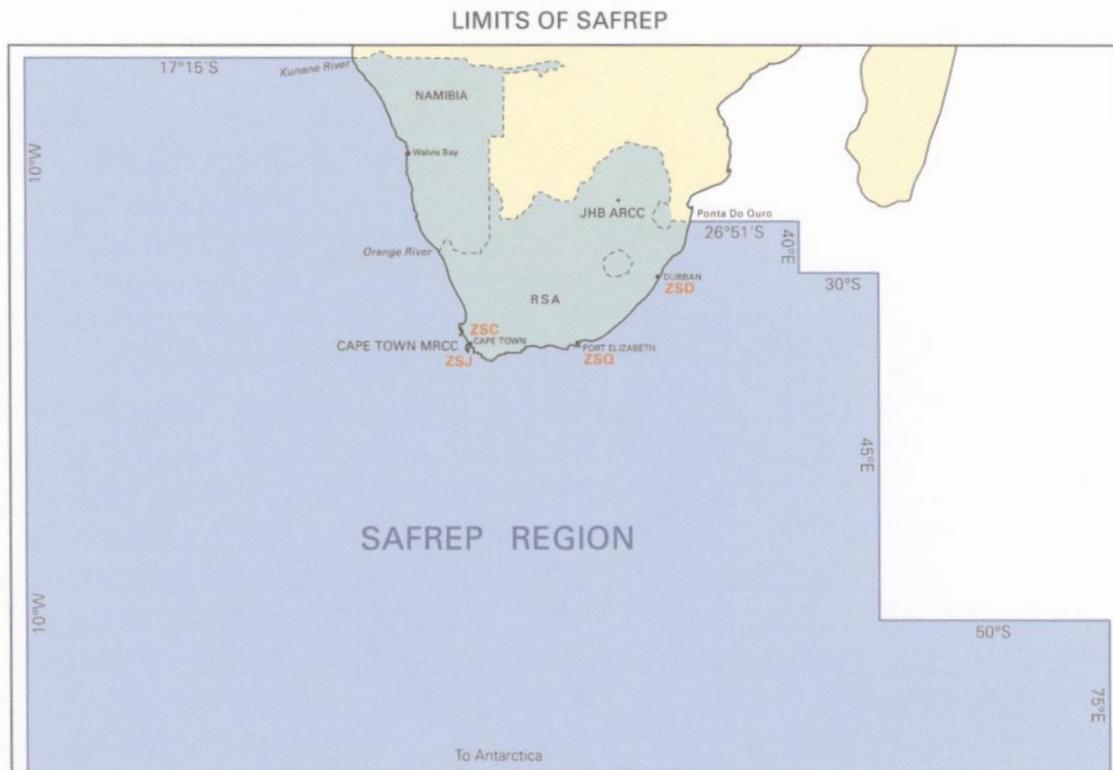
a. Vessels calling at Cape Town (Table Bay) to rendezvous with service craft or helicopters should follow the recommended routes until, in the case of laden tankers when proceeding W, Cape Point Light bears 000° at a distance of 20 miles. Vessels should then alter course towards a position where Slangkop Point Light bears 250° at a distance of 20 miles. Course may then be altered to the rendezvous area 6 miles W of Green Point Light.

b. Laden tankers engaged solely between South African ports are exempted from the provisions of paragraphs 1 and 2 of these regulations and are to maintain a distance of 10 miles off the salient points of the coast subject to weather, sea, and current conditions, when setting courses to their ports of loading and discharging.

c. During the winter season, westbound laden tankers should maintain the minimum distance of 20 miles off the appropriate landmarks in paragraph 1a. However, on approaching the winter zone, they may remain within the summer zone as close to the separation zone as possible, and for the minimum period necessary, to ensure that they can remain on their summer loadline throughout. In the vicinity of FA Platform and the Alphard Banks, they are to adjust their course to pass through the westbound traffic lanes.

Search and Rescue

The South African Department of Transport is responsible for coordinating search and rescue operations. The Maritime Rescue Coordination Center (MRCC) Cape Town, located at



Plattekloof near Cape Town, can be contacted by e-mail. as follows:

mrcc.ct@samsa.org.za

Port control offices at the following major ports act as Maritime Rescue Coordination Subcenters (MRSC) operating under the control of MRCC Cape Town, as follows:

1. MRSC Saldanha Bay.
2. MRSC Cape Town.
3. MRSC Port Elizabeth.
4. MRSC East London.
5. MRSC Durban.
6. MRSC Richards Bay.

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

The South African Search and Rescue Organization (SASAR) is the responsible authority for coordinating the efforts of other means of search and rescue at the port captain's disposal; namely, tugs, police launches, and the resources of the South African Navy and Air Force. Commercial aircraft operated by affiliated organizations are also available when requested.

The National Sea Rescue Institute of South Africa (NSRI) has been established and is administered by the Department of Transport. The NSRI provides sea rescue facilities inshore and offshore at all ports and operates under the control of the South African Search and Rescue Organization (SASAR) through the port captains of the areas concerned. All NSRI vessels and

boats, all of which are equipped with VHF radios, with some equipped with HF radios, are controlled by NSRI through its shore-based transmitters.

Ship Reporting System—SAFREP

The South African Ship Reporting System (SAFREP) has been established to identify and monitor the positions and movements of vessels participating in the system within the SAFREP area. All vessels operating within the SAFREP area are welcome to participate in the system, although emphasis is placed on trading vessels of over 100 grt.

Vessels within the SAFREP area are requested to provide regular position reports. This information, which is used to maintain a computer plot of the vessel's last position and to calculate future DRs, is used to:

1. Limit the search area for a rescue at sea.
2. Provide accurate information on shipping resources in the area, in the event of a marine casualty.

The SAFREP area is bound by lines joining the following coordinates:

- a. 17°15'S, 11°45'E. (The mouth of the Kunene River—on the W coast of Africa at the Angola/Namibia border)
- b. 17°15'S, 10°00'W.
- c. The coast of Antarctica at longitude 10°00'W.
- d. The coast of Antarctica at longitude 75°00'E.
- e. 50°00'S, 75°00'E.
- f. 50°00'S, 45°00'E.
- g. 30°00'S, 45°00'E.
- h. 30°00'S, 40°00'E.
- i. 26°51'S, 40°00'E.

j. 26°51'S, 32°54'E. (Ponta do Ouro—on the E coast of Africa at the South Africa/Mozambique border)

SAFREP operating principles.—The SAFREP system operates under the assumption that vessels transiting the SAFREP area will send, at a minimum, the following three basic reports to MRCC Cape Town:

1. When entering the SAFREP area.
2. When crossing 20°E longitude S of Cape Agulhas.
3. When departing the SAFREP area.

Vessels wishing to report more frequently are encouraged to do so by submitting a Position Report (SAFREP PR), as this will increase the accuracy of the SAFREP computer plot.

Vessels should be aware that the SAFREP system is a passive reporting system. Should further SAFREP reports not be received from a vessel, SAR actions will not automatically be initiated.

Coastal vessels and vessels arriving at and departing from South African and Namibian ports will make Arrival Reports (SAFREP AR) and Departure Reports (SAFREP DPR) to the SAFREPCC at MRCC Cape Town. Ports of South Africa and Namibia are considered to lie outside the SAFREP area; when a vessel enters any of these ports, it is considered to have departed from the SAFREP area.

Message requirements.—Vessels participating in the SAFREP system are requested to send the reports listed below in Types of Reports. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP PR). A report should be sent at least once every 2 days, especially when significant course and/or speed changes are made, in order to update the SAFREP computer plot and ensure a quicker response in the event of a maritime emergency.

Types of Reports.—The requested reports for vessels participating in the SAFREP system are, as follows:

1. **Sailing Plan (SAFREP SP)**—Sent to the SAFREPCC for any vessel entering the SAFREP area from a port outside South Africa or Namibia.
2. **Position Report (SAFREP PR)**—Sent when crossing 20°E longitude S of Cape Agulhas or when the master

considers it necessary for updating the SAFREP computer plot.

3. **Final Report (SAFREP FR)**—Sent when leaving the SAFREP area bound for a port outside South Africa or Namibia.

4. **Arrival Report (SAFREP AR)**—Sent within 3 hours of a vessel arriving at a port in the SAFREP area.

5. **Departure Report (SAFREP DPR)**—Sent within 3 hours of a vessel departing from a port in the SAFREP area.

6. **Deviation Report (SAFREP DR)**—Sent when the vessel's position varies significantly from the position that would have been predicted from previous reports or as decided upon by the master.

7. The following reports are also sent in the event of a maritime incident:

- a. **Maritime Pollutants Report (SAFREP MP)**—Sent in the event of a pollution incident.
- b. **Dangerous Goods Report (SAFREP DG)**—Sent in the event of the loss of dangerous cargo.
- c. **Harmful Substance Report (SAFREP HS)**—Sent in the event of the discharge of a harmful substance.

Message Formats.—All reports should be sent in the standard reporting coded format. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP SP). All dates and times entered in SAFREP reports are to be in Universal Coordinated Time (UTC). Message formats are given in the accompanying table.

The forward slash (/) should be used to separate each element of the component; the double forward slash (//) should be used at the end of each component. This facilitates the automatic entry of this information into the SAFREP computer database. An example is:

SAFREP PR A/EXAMPLE/XXXX/12345678//B/ ... etc.

Reports should only include those components as listed in the SAFREP Message Formats table.

For reports submitted by telex or INMARSAT-C, all typing should be done in uppercase.

SAFREP Message Formats										
Identifier	Content	SP	PR	FR	AR	DPR	DR	DG	HS	MP
A/	Name/call sign/MMSI number/flag//—(for flag, use as defined in Lloyd's publications)	X	X	X	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 4 digits)	X	X	X	X	X	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	X		X	X	X	X
E/	Course//—(true heading is a 3-digit group)	X	X	X		X ¹	X		X	

SAFREP Message Formats										
Identifier	Content	SP	PR	FR	AR	DPR	DR	DG	HS	MP
F/	Speed//—(knots and tenths of knots e.g. 155=15.5)	X	X	X		X ¹	X		X	
G/	Port of departure//(name of last port of call)	X								
H/	Time/Position of entry into the SAFREP area//—(time as expressed in B; position as expressed in C)	X				X				
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X	X		X	X			
K/	Time/point of exit from SAFREP area//—(time as in B expressed; position as expressed in C)			X		X ¹	X ²			
M/	Radio communications//—(state full name of stations and frequencies guarded)	X				X ³		X	X	X
N/	Time of next report//—(as expressed in B)					X ³				
O/	Draft//—(in meters and centimeters expressed as 4 digits)	X			X	X ¹				
P/	Pollution details, as described in the Key below							X ⁴	X ⁵	X ⁴
Q/	Defects or damage//—(brief details of any defects, damage, or other limitations)							X	X ⁶	X ⁶
R/	Dangerous cargo lost overboard, as described in the Key below							X ⁷	X ⁸	X ⁷
S/	Weather//—(sea state {1-9}, wind speed (in knots), wind direction {N/NE/E/SE/S/SW/W/NW}, and visibility {good/moderate/poor})	X	X	X				X	X	X
T/	Vessel's agent//—(name and particulars)	X						X	X ⁹	X ⁹
U/	Vessel size/type//—(vessel's grt and type)	X						X	X	X
V/	Medical personnel//—(doctor, physician's assistant, nurse, or NIL)	X				X				
W/	Persons//—(State number of persons on board)	X				X				
X/	Remarks//—(Any other useful information)	X				X	X	X	X ¹⁰	X ¹⁰
Key										
X	Required information.									
X ¹	When sailing from a port in the SAFREP area, this information is not required for coastal vessels but is required from vessels departing from a port outside South Africa or Namibia.									
X ²	This information is not required for coastal vessels.									
X ³	Coastal vessels sailing in the SAFREP area for the first time should include this information.									

Key	
X ⁴	<p>DG—This information is required if the condition of the vessel is such that there is danger additional losses of packaged dangerous cargo into the sea.</p> <p>MP—This information is required in the event of probable discharge.</p> <p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. <p>Information not immediately available should be sent in a supplementary message or messages.</p>
X ⁵	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Type of oil or the correct technical name(s) of the noxious liquid substance on board. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 Quantity.
X ⁶	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Condition of the vessel. 2 Ability to transfer cargo/ballast/fuel.
X ⁷	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. 7 Whether lost cargo floated or sank. 8 Whether loss is continuing. 9 Cause of loss.
X ⁸	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 An estimate of the quantity of the substances. 6 Whether lost substances floated or sank. 7 Whether loss is continuing. 8 Cause of loss. 9 Estimate of the movement of the discharge or lost substances, giving current position, if known. 10 Estimate of the surface area of the spill, if possible.
X ⁹	<p>Name, address, telex number, and telephone number of the vessel's owner and representative (charterer, manager, or operator of the vessel or their agent).</p>

Key	
X ¹⁰	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Action being taken with regard to the discharge and the movement of the vessel. 2 Assistance or salvage efforts which have been requested or which have been provided by others. 3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned. <p>After the transmission of the information referred to in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate should be reported in a supplementary message as soon as possible. That information should include items P, Q, R, S, and X. The master of any vessel engaged in or requested to engage in an operation to render assistance or undertake salvage, should report as far as practicable, using the standard reporting format, the following items:</p> <ul style="list-style-type: none"> • HS—Items A, B, C, E, F, M, P, Q, R, S, T, U, and X. • MP—Items A, B, C, M, P, Q, R, S, T, U, and X. <p>The master should also keep the coastal state informed of any developments.</p>

Submarine Operating Areas

South African submarines may be encountered by day or at night while operating in the waters off the South African coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

South African warships fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged at a depth too great to show the periscope may indicate its position by means of an underwater lantern, which will illuminate the sea surface from below.

The following signals are used by submerged submarines while in submarine exercise area:

1. White smoke candles (with flames) indicate the position in response to a request from a ship or aircraft, or as required.
2. Green pyro flares indicate the position from which a practice torpedo has been fired. All vessels are requested to keep clear as the submarine may want to surface after the firing.
3. Red pyrotechnic flares, which may be accompanied by smoke candles, repeated as often as possible indicate that vessels should keep clear as the submarine is carrying out emergency surfacing procedure. Vessels must not stop their propellers, but should clear the area immediately and standby to render assistance.

Note.—If the red pyro flare is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted, after which the actions to be taken in the event of a sunken submarine should be initiated.

4. Two white smoke candles released 3 minutes apart indicate that vessels should keep clear as the submarine is preparing to surface. Vessels must not stop their propellers and should clear the immediate vicinity.

Navigation Lights

South African submarines may be encountered on the surface at night, particularly in the vicinity of the ports of Saldanha Bay, Cape Town, Simon's Town, Hout Bay, Port Elizabeth, East London, and Durban.

The steaming and side lights of South African submarines appear to be placed well forward and very low above the water in proportion to the length and tonnage of these vessels. In particular, the emergency steaming light is lower than the side lights. The emergency overtaking light (stern) is also placed low down and may be obscured by spray and wash. South African submarines are fitted with an amber quick-flashing light situated 1 to 2m above the steaming light as an aid to identification. This light will also be used when snorting. While at anchor or moored to a buoy at night, submarines display normal anchor lights.

The overall arrangements of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching such vessels.

Sunken Submarine

A submarine which is bottomed and unable to surface will try to indicate its position by the following methods:

1. Releasing an indicator buoy (which carries a vertical whip aerial) as soon as the accident occurs.
2. By firing white smoke candles, on the approach of surface vessels and at regular intervals.
3. Pumping out fuel or lubricating oil.
4. Blowing out air.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may only have a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which appear to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste valuable time investigating these false contacts.

Some South African submarine pyrotechnics can be fitted with message carriers. These may be recovered as soon as they have finished burning. The contents of the message, as well as

the position and time of recovery, should be passed to one of the following:

1. The nearest Naval vessel in the vicinity.
2. NAVCOMCENCAPE, Private Bag X1, TOKAI, 7966, telephone (Cape Town) 021-787-2911.
3. COMFLEET, Naval Base, Simonstown.
4. The nearest branch of the South African Police Service.

South African submarines are fitted with Submarine Indicator Buoys (EPIRB), which can be released from inside in case of emergencies or if for any reason the submarine is unable to surface. They are described later in this section.

In any submarine accident, time is the most vital factor affecting the chances for rescue of the survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.

The sighting of any indicator buoy should at once be reported by the quickest available means. If known, the name of the submarine should be included in the report. However, if vessels are unable to establish communication without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until rescue vessels are known to be standing by or conditions inside the submarine deteriorate to such an extent that an escape must be attempted.

It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. On arrival at the surface, crew members may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crew members may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crew members in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be safe.

If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Submarine Indicator Buoys (EPIRB)

South African submarines are equipped with free-floating indicator buoys. It is therefore of the utmost importance that the position, together with the estimated current and the strength and direction of the wind at that position; and the time of first sighting of the buoy be accurately and speedily reported to the appropriate authorities.

A South African submarine free-floating indicator buoy is made of aluminum. The body of the buoy, painted bright orange, is 62cm long and about 20cm in diameter. It has a flat base and a round upper end. A plastic label is affixed to the side of the buoy near its base. Around the buoy there are two reinforcing extensions and between them a mounting flange protrudes where a socket contains salt water sensors. If the buoy is taken out of the water and salt water no longer connects the sensors, the buoy will stop transmitting.

When released, the buoy will float to the surface and transmit on 121.5 MHz (VHF emergency frequency) and on 406 MHz (satellite locating frequency). The signal transmitted is a series of warbling notes. Vessels receiving this signal should report the fact, giving their position and, if possible, an indication of signal strength.

Submarine indicator buoys should not be confused with white or yellow smoke candles or sonobuoys.

White smoke candles are usually fired from submarines to indicate their positions. They burn for up to 15 minutes emitting white smoke and flame. These candles can be seen by day or at night and may easily be confused with aircraft marine markers. Yellow smoke candles are also fired from submarines to indicate their positions. They burn for about 5 minutes emitting yellow smoke. These candles can be seen more easily than white smoke candles in rough weather, but they cannot be seen at night. Sonobuoys are dropped from aircraft to detect submarines and may be encountered anywhere at sea.

The above objects may frequently be seen in areas where warships and aircraft exercise, whether or not submarines are present. In case of doubt, the object should be approached to confirm, visually, whether or not it is a submarine indicator buoy before reporting it.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 877 Pretorius Street, Pretoria.

The mailing address is P.O. Box 9536, Pretoria 0001.

U. S. Embassy South Africa Home Page
<http://pretoria.usembassy.gov>

Vessel Traffic Service

Regulations.—All vessels in South African waters are to maintain a constant listening watch on VHF channel 16, unless in the area of a VTS System, when the watch should be on the appropriate designated frequency.

Navigational safety calls, comprising the vessel's name, position, and intended course of action, are to be made on VHF channel 16 in the event of any of the following:

1. Risk of collision.
2. A call from another vessel indicating that a close quarters situation is developing.
3. Overtaking, or being overtaken, in a narrow channel.

4. Doubt about another vessel's intentions.
5. An obstruction or bend in the channel which may obscure approaching vessels.
6. In restricted visibility, approaching charted routes or groups of vessels.
7. If vessel is restricted in its ability to maneuver.
8. Approaching dredges and floating plants in restricted waters, which are not covered by a VTS system.
9. Leaving a berth, anchorage, mooring area, etc.
10. Any other occasion when a call could contribute to safe navigation.

Vessel Traffic Services.—The following information applies to all South African Inshore VTS systems (as distinct from an offshore system; i.e., for Laden Tankers off the Alphard Bank), unless otherwise stated:

1. **Description.**—Participation in these VTS systems is mandatory for the following:
 - a. Vessels of 15m or more in length.
 - b. Towing vessels where the tow is 15m or more in length, or the overall length of vessel and tow is 30m or more.
 - c. Any passenger-carrying vessels.
 - d. All vessels carrying dangerous or pollutant cargo.

2. **Procedure.**—Vessels may be required to report the following information:

- a. Vessel's name.
- b. Call sign.
- c. Position.
- d. ETA of vessel entering the VTS zone.
- e. Destination.
- f. ETA at destination.
- g. Whether any pollutant or dangerous goods cargo is carried on board or on any vessel or object being towed or pushed.
- h. ETD from a berth.
- i. ETA at a location requiring a report (such as a reporting system).

The above information must be reported, as follows, when:

- i. Entering a VTS Zone.—Fifteen (15) minutes before entering a VTS zone, a vessel must apply for Traffic Clearance, stating 2a through 2g as specified under Procedure.
- ii. Arriving at a Reporting-in-Point (RP).—On arriving at an RP, a vessel must report 2a, 2c, and 2i as specified under Procedure.
- iii. Arriving at a berth.—As soon as practicable after arriving, a vessel must report 2a and 2c as specified under Procedure.
- iv. Departing a berth.—Five (5) minutes prior to departing a berth, a vessel must report 2a through 2c and 2e through 2h as specified under Procedure.

v. Immediately prior to departing a berth.—A vessel must report 2a, 2c, and 2i as specified under Procedure.

vi. Maneuvers.—Fifteen (15) minutes prior to commencing any maneuver listed below, a vessel must apply for traffic clearance stating 2a and 2c as specified under Procedure, plus a description of their intended maneuvers:

- A. Compass adjustment.
- B. The calibration and servicing of navigational aids.
- C. A sea trial.
- D. A dredging operation.
- E. The laying, picking up, and servicing of a submarine cable or navigation mark.
- F. Any other maneuver that may be detrimental to safe navigation.

As soon as possible after the maneuver is completed, a description of the maneuver (just completed) must be communicated to the VTS Center.

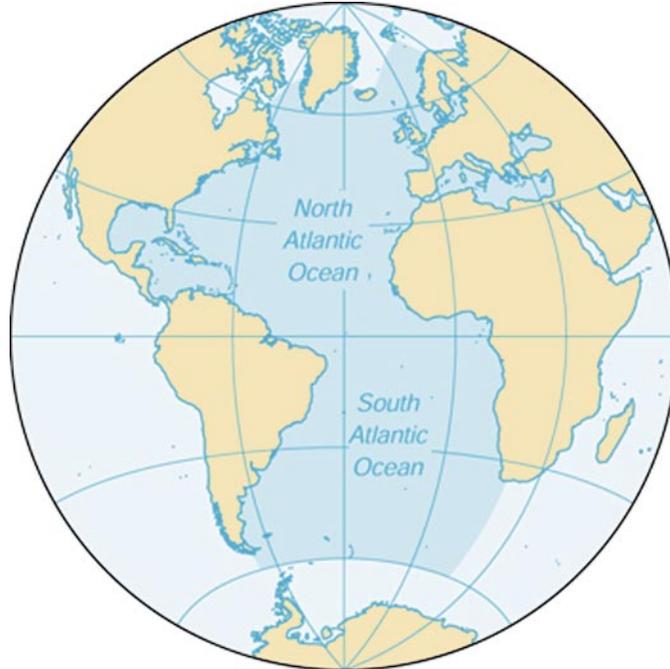
3. **Incident Reports.**—Vessels should immediately report any of the following and include 2a and 2c as specified under Procedure:

- a. An onboard fire that may impair safe navigation.
- b. The involvement of the vessel in a collision, grounding, or striking that may impair safe navigation.
- c. Any defect to the vessel's hull, main propulsion equipment, steering, radars, compass, radio equipment, anchors, or cables that may impair safe navigation.
- d. Any discharge or threat of discharge of a pollutant from the vessel.
- e. Another vessel in apparent difficulty.
- f. The presence of any other vessel which may impede the movement of other vessels.
- g. Any obstruction to navigation.
- h. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
- i. The presence of any pollutant in the water.
- j. Any weather condition which may impair safe navigation.

Items f, g, and h need not be reported if the information has been previously reported by Notice to Mariners or Coastal Navigation Warnings.

4. **VHF Equipment Failure.**—In the event of VHF radio failure, the VTS Center should be alerted immediately by sending a message by MF, RT, or WT through a Coast Radio Station or another vessel, or by other means, stating that there is a failure and giving the vessel's position and destination.

5. **Note.**—All times should be given in local time (UTC+2).



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General

The South Atlantic Ocean is bounded on the E by Africa, on the S by Antarctica, and on the W by South America. Its SE limit is considered to be the meridian of 20°00'E extending between Cape Agulhas and the Antarctic Continent. Its SW limit is considered to be the meridian of Cape Horn (67°16'W.) extending between Tierra del Fuego and the Antarctic Continent. The N limit is formed by the Equator and the NE limit by the SW border of the Gulf of Guinea., which extends from Cape Palmas, in Liberia, to **Cape Lopez** (0°38'S., 8°42'E.).

The Mid-Atlantic Ridge, an immense median mountain range, is the most outstanding feature of the ocean floor. It extends throughout the length of the Atlantic Ocean, claiming the center third of the sea bed and reaching 1,000 miles in width. A central valley, 900m deep, cuts into the crest of the ridge and extends its full length. This valley is intersected at nearly right angles by deep fissures which stretch from continent to continent. In some areas these fracture zones provide conduits for the flow of the deep waters from basin to basin. The area of the Mid-Atlantic Ridge includes the volcanic islands of Ascension, St. Helena, Tristan da Cunha, Gough, and Bouvetoya.

The Walvis Ridge extends in a SW direction from the African coast, in the vicinity of **Cape Frio** (18°26'S., 12°00'E.), to join the Mid-Atlantic Ridge in the latitude of

Tristan da Cunha. Several banks lie along this ridge including **Valdivia Bank** (25°55'S., 5°30'E.), which has a least reported depth of 23m, and Wust Seamount, with a reported depth of 22m. Another ridge, the Biafra Ridge, extends SW from the Bay of Biafra. The Angola Basin, with depths of over 5,000m, lies between the Walvis Ridge and the Biafra Ridge. It possesses a generally flat and featureless bottom, except in the N part, where there are a series of seamounts with minimum depths of about 77m.

Cautions

Abnormal Refraction

Extraordinary refraction occurs at times near the coast, especially near the shores of Southwest Africa, which may be sufficient to produce mirages. This refraction is likely to cause errors when taking sights.

Banks and Seamounts

The Cape Rise consists of a series of isolated seamounts and plateaus extending from Protea Seamount, about 150 miles SW of Cape Agulhas, to Andre Seamount, located about 600 miles further SW. The Cape Basin is bounded by the Walvis Ridge, to the NW, and Cape Rise, to the SE and S. The floor of the basin is somewhat irregular in depth. Vema Seamount, with a least depth of 11m, lies about 400 miles WSW of the mouth of the Orange River.

The deep sea bottom normally consists of inorganic red clay or the organic oozes that have been derived from decayed pelagic and benthic organisms.

The continental shelf lying off the W coast of South Africa is generally very narrow, with long stretches being less than 50 miles in width. This shelf disappears between 13°S and 16°S. At the mouths of the Congo River and the Orange River and off

Walvis Bay, the shelf has widths of 70 to 100 miles. A sandy bottom predominates along the shelf, often occurring over inshore rocks, while mud is dominant beyond the shelf. The Congo Submarine Canyon crosses the entire shelf, the sediment being muddy in the vicinity of the mouth of the Congo River.

The continental shelf lying along the E coast of South America extends to a maximum width of 270 miles in the vicinity of the **Golfo de San Jorge** (46°00'S., 65°30'W.). To the N, the shelf decreases in width and reaches a minimum of 6 miles off **Salvador** (12°58'S., 38°30'W.). It increases again to a width of 150 miles off the mouth of the Amazon River.

There are numerous off-lying islands, banks, and seamounts along the E coast of South America. **Penedos de Sao Pedro e Sao Paulo** (0°55'N., 29°21'W.), an isolated group of rocks, lies on the SE most of a chain of three seamounts which extend 230 miles NW. This group is also the SW most of a chain of four seamounts that extend 320 miles NE.

Arquipelago de Fernando de Noronha (3°52'S., 32°24'W.) lies at the end of a chain of banks and seamounts, which includes Atol das Rocas. This chain extends 200 miles NE from Cabo de Sao Roque, the NE extremity of the continent.

Numerous banks and dangers, including **Arquipelago dos Abrolhos** (17°58'S., 38°42'W.), extend up to 210 miles offshore between 15°S and 22°S. These dangers culminate in a chain of banks and seamounts extending over 600 miles E and terminating in **Ilhas Martin Vaz** (20°31'S., 28°51'W.).

The Bromley Plateau is a wide area with depths of less than 2,000m. It has a minimum depth of 598m and lies 500 to 700 miles SE of **Cabo Frio** (23°01'S., 42°00'W.).

Fishing

Numerous fishing vessels may be encountered year round off the coast of West Africa. In addition, vessels should navigate with caution when within 3 miles of the shore on account of the existence of small fishing craft. These boats may be anchored or drifting with unlit bottom gear, crayfish traps, marker buoys, or numerous recovery lines.

Kelp

Vessels should not pass over kelp, as it is always a sign of danger unless the spot where it grows has been carefully sounded. The least depth will usually be found within a clear spot in the middle of a thick patch of fixed kelp. Live kelp usually indicates depths of less than 20m.

ODAS Buoys

The term Ocean Data Acquisition System (ODAS) covers a wide range of devices for collecting weather and oceanographic data. However, the devices of most concern to vessels consist of buoy systems which support instruments. These buoy systems may be expected to become more numerous each year and may be found in most oceans.

The buoy systems vary considerably in size and are either moored or free-floating. As far as possible, positions of the former will always be widely promulgated, and, if considered to be of a permanent enough nature, will be charted. In both types, the instruments may be either in the float or attached at any depth beneath it. The buoys are colored yellow and marked ODAS with an identification number. The moored buoys usually display a yellow light, showing a group of five flashes

every 20 seconds. ODAS may be encountered in unexpected areas and often in deep water where navigational buoys would not be found. It should be noted that valuable instruments are often suspended beneath these systems or attached to the mooring lines. In some cases, the moorings have been cut loose beneath the buoy by unauthorized persons, with the consequent loss of the most valuable part of the system. The moored buoys may be up to 7.5m in diameter and 2 to 3m in height. The free-floating buoys are usually much smaller, 2m wide, and do not display a light.

Oil rigs

Oil exploration and production rigs, usually exhibiting lights, may be encountered off the West African coast, inside the 200m curve. Anchors, sometimes buoyed, are placed a considerable distance from rigs and should be given a wide berth.

Piracy

The security of vessels off the West African coast and at some ports is a serious problem. Numerous attacks by gangs of thieves, some of whom were armed, have occurred. These attacks generally took place in the outer roadsteads, but some were carried out on vessels berthed alongside, anchored in inner harbors, or at sea. In addition to the loss of property and injury to crew members, the thieves used naked lights for illumination which created a serious fire risk.

Vessels are further cautioned to be especially alert for pirates in the waters off Cameroon, Democratic Republic of Congo (Zaire), and the island of Bioko (Equatorial Guinea).

Climatology

As the climate of the land depends upon its proximity to the ocean, so is the ocean's climate regulated by land distribution. Since the Southern Hemisphere lacks the large land masses of the Northern Hemisphere, many differences occur in the climate of the oceans.

In the South Atlantic Ocean, the result is less variability in climate, both seasonally and latitudinally, than its North Atlantic counterpart. With no land protection from colder high-latitude seas, the South Atlantic Ocean is generally colder, particularly to the S of 30°. However, Antarctica is the sole source of frigid air and the surrounding oceans quickly modify any outbreaks before they reach the lower latitudes. The lack of land also allows low pressure systems to travel a circumpolar route S of 50°S. The seasons in the Southern Hemisphere are the reverse of those in the Northern Hemisphere.

Government

Dependent Island Groups

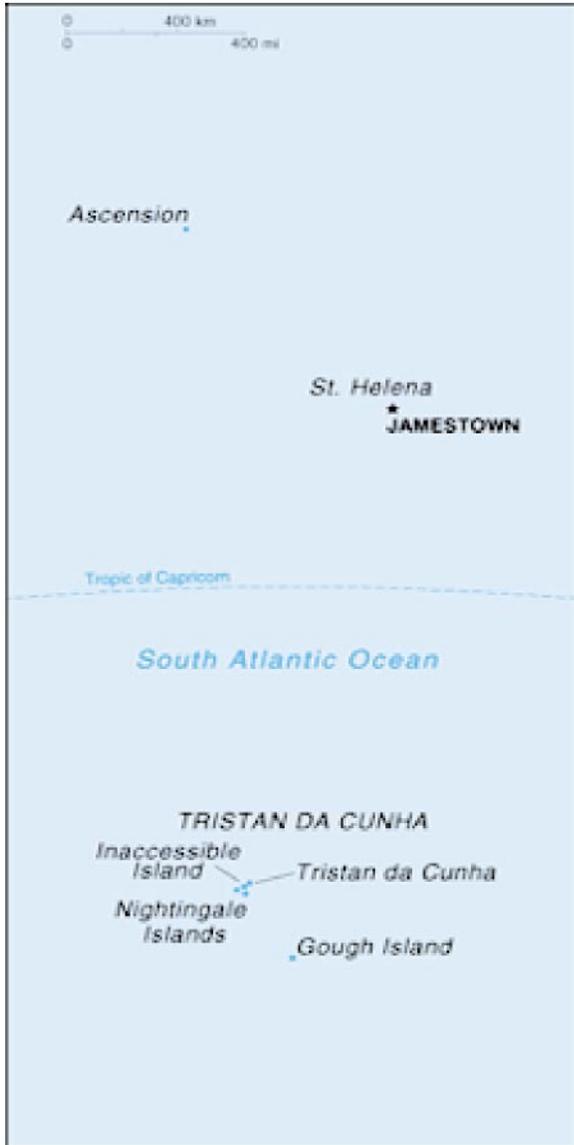
Saint Helena

Saint Helena (15°56'S., 5°42'W.) lies 1,200 miles from the coast of West Africa and is a dependency of the United Kingdom.

The island is of volcanic origin and has an area of 47 square miles. From a distance, it resembles a high pyramidal-shaped fortress rising abruptly from the sea. A line of precipitous and almost inaccessible cliffs, intersected by chasms, fronts the



Flag of Saint Helena



shores. The island is divided into two unequal parts by a ridge of mountains from 600 to 820m high.

The island, which was the place of exile and first burial site of Napoleon Bonaparte, harbors at least 40 species of plants unknown anywhere else in the world. Numerous small fish, about 15cm long, swim around anchored vessels in large

schools. They are known locally as “Black Fish” and eat anything thrown into the water within seconds. The fish will only attack humans if they have an open cut or wound letting blood into the water, but caution should be exercised.

The climate is mild with little variation.

The island is administered by a Governor, assisted by a Legislative Council, which oversees the various government departments, and an Executive Council.

The capital is Jamestown.

The following holidays are observed:

January 1	New Year’s Day
Good Friday	Variable
Easter Monday	Variable
May 1	May Day
Whitmonday	Variable
December 25	Christmas Day
December 26	Boxing Day

English is the official language.

The Time Zone description is ZULU (GMT). Daylight Savings Time is not observed.

Ascension Island

Ascension Island is of volcanic origin and lies about 700 miles NW of Saint Helena. It has an area of about 34 square miles and most of the surface is barren, rocky, and almost destitute of vegetation. Green Mountain, 857m highest, forms the summit of the island and is surrounded by numerous craggy peaks. The shores are fronted in many places by white sandy beaches; the sand being composed of shell and coral.

The island is noted for sea turtles, feral donkeys, and rabbits.

The island is a dependency of Saint Helena; an Administrator resides at Georgetown, the main settlement. Visitors are not allowed to land on the island without permission of the Administrator.

The island is the location of an important telecommunications center. In addition, the Royal Air Force and the United States Air Force have small military bases on the island.

English is the official language.

The Time Zone description is ZULU (GMT). Daylight Savings Time is not observed.

Tristan da Cunha Group

Tristan Island is the largest of a group of five islands lying 1,320 miles SW of Saint Helena, about halfway between the Cape of Good Hope and South America. Inaccessible Island, the second largest, lies 18 miles SW of Tristan Island. Nightingale Island, Middle Island, and Stoltenhoff Island lie close together, 17 miles SSW of Tristan Island.

Tristan Island consists of a volcano, 2,060m high, and its coast is fronted by a line of inaccessible cliffs, 300 to 610m high. The settlement of Edinburgh is situated on the largest of the lowland strips, near the NW extremity of the island.

In 1961, the volcano, which was believed to be extinct, erupted unexpectedly. The entire population of the island was

evacuated and settled temporarily in the United Kingdom, almost all returning in 1963.

The island group is a dependency of Saint Helena and is managed by an Administrator and an Island Council.

English is the official language.

The Time Zone description is ZULU (GMT). Daylight Savings Time is not observed.

Gough Island

Gough Island, a dependency of Saint Helena, lies about 230 miles SSE of Tristan da Cunha. This island, which is about 7 miles long and 4.3 miles wide, is of volcanic origin and wooded. Edinburgh Peak, 910m high, is the summit and rises from a central plateau bordered by a series of deep valleys and craggy ridges. The coast of the island is fronted by narrow beaches backed by cliffs, 61 to 457m high. Waterfalls cascade over the cliffs in numerous places.

A meteorological and scientific station, manned by South African personnel, is situated on the island and may be contacted by VHF. The island has been declared a nature reserve and visitors are not allowed without permission of the Administrator of Tristan da Cunha.

English is the official language.

The Time Zone description is ZULU (GMT). Daylight Savings Time is not observed.

Bouvetoya

Bouvetoya, also known as Bouvet Island, is a dependency of Norway. This island lies 1,360 miles SW of the Cape of Good Hope and 997 miles SE of Gough Island. It is uninhabited and the most isolated piece of land on the earth's surface.

Bouvetoya has an area of about 19 square miles and consists of a single volcanic cone with a wide indented crater. Olav Peak, 780m high, stands at the center of the island. The slopes of the central cone terminate on all sides in precipitous cliffs or glaciers, which descend abruptly to the sea. The E side of the island is entirely covered with an ice sheet. The N and W sides of the island are comparatively free from ice, except for isolated glaciers, but are much steeper than the S and E sides. Bouvetoya lies in the path of the strongest W winds and thick clouds usually obscure its highest elevations. Snow is frequent and temperatures rarely exceed 2°C in the summer, averaging 1.5°C in the winter.

Navigational Information

Electronic Navigation and Communication

For information concerning electronic navigation and communication, see Indian Ocean—Navigational Information.

Routes

Routes between South American ports situated N of Rio de La Plata and ports on the African coast situated N of 25°S should be by great circle in both directions. A great circle track is also recommended in either direction between the port of Recife (or Salvador) and the Cape of Good Hope. Otherwise, vessels proceeding E should follow a great circle track while those proceeding W should normally proceed by rhumb line so as to avoid the strength of the South Atlantic Current and the

Prevailing Westerlies. Mid-ocean transits to the S of 42°S should be avoided in either direction.

Vessels transiting the South Atlantic Ocean should be cautioned that the extreme limit of iceberg migration is about 36°S near Cape Agulhas and 39°S near Tristan da Cunha. This limit extends to within 200 miles of the mouth of the Rio de La Plata.

Seas

Adjacent Waters

Adjacent waters include the Gulf of Guinea, the Strait of Magellan, and the Rio de la Plata.

The Gulf of Guinea

The Gulf of Guinea is that part of the South Atlantic Ocean lying E of a line extending SE from Cape Palmas, in Liberia, to Cape Lopez, in Gabon. In the upper part of this gulf between Ghana and the Niger delta, a broad indentation forms the Bight of Benin. In the NE corner of the gulf, a line of volcanic islands extends NE from Oagalu to Bioko (Macias Nguema Biyogo) and forms the Bight of Biafra. The warm Guinea Current flows E near the coast and swings around in this latter bight to join the South Equatorial Current, which is composed mainly of cooler water from the Benguela Current moving up from the S.

The Strait of Magellan

The Strait of Magellan separates Archipelago de Tierra del Fuego from the Patagonian mainland and Archipelago Reina Adelaide. This strait was named after its discoverer, Hernando de Magallanes, in 1520.

The strait is entered at the E end between **Punta Dungeness** (52°24'S., 68°25'W.) and Cabo Espiritu Santo, 16.5 miles SW. The W entrance lies between **Cabo Victoria** (52°17'S., 74°54'W.) and Cabo Pilar, 28 miles SSE. The distance between these entrances is about 310 miles.

Vessels must exercise caution when transiting the strait in either direction because during bad weather, which is most likely to be the case, the navigation is particularly difficult and dangerous. Generally, the anchorages are foul and rocky throughout the strait. In addition, the strait offers problems concerning both local wind directions and speeds. In the many countless passages, the wind usually follows the run of the channel, having only two possible directions in any one location. This is particularly true within the narrow passages lying W of Cape Froward.

Sustained gales are seldom encountered except in the widest passages. The area near Punta Arenas experiences gales on 10 days annually. This frequency increases to the E to Punta Dungeness, where they occur on 35 days per year. The funneling effect of the narrow passages and surrounding mountains to the W of Punta Arenas causes violent, unpredictable squalls known as williwaws. These williwaws depend largely upon the existence of strong winds at sea or aloft. As the wind strikes the rugged mountains of the Chilean Archipelago, eddies of varying duration and intensity develop. The result is squalls, with wind gusts sometimes exceeding 100 knots, blowing from varying directions. The occurrence of one or more of these squalls from one direction is no assurance that the next one might not come from an entirely different direction. Even in a sheltered inlet, where the general slope of

the land is fairly regular, the wind often changes speed and direction from minute to the next. These squalls are even more dangerous in the presence of rain, sleet, or snow and can seriously impair visibility. Since williwaws are extremely local, an open passage lying a few miles from a narrow one may afford much better protection.

The rugged, sparsely populated S coast of Chile is a stormy and windy region where, in many places, trees are stunted and indicate the direction of the prevailing wind by their distorted shapes, much like trees high on a mountain which lean with the prevailing wind.

The area near the coast is under the influence of migratory cyclones as well as the South Pacific Anticyclone, resulting in various wind directions and high wind speeds. However, W winds still prevail, occurring about 50 percent of the time in all seasons. Winds from NW through SW occur nearly 75 percent of the time. Average wind speeds increase toward the pole. The exposed coastal regions located to the S of the Gulf of Penas experience average wind speeds of 14 to 18 knots all year

round. Northward to the Gulf of Corcovado, the average annual wind speed decreases to between 8 knots and 12 knots.

The Rio de La Plata

The Rio de La Plata is a broad estuary comprising an enormous drainage basin which includes the Paraguay River, the Parana River, and the Uruguay River, as well as numerous small streams. The estuary is entered between **Punta del Este, Uruguay** (34°58'S., 54°57'W.) and Cabo San Antonio, Argentina, located 120 miles SW. It extends in a WNW direction for about 140 miles.

Despite the enormous amount of water discharged into the ocean, the Rio de la Plata is relatively shallow. Seasonal rates of flow, winds, and tides have a considerable effect on the depths. The expanse of the low plain, known as the pampas, on the S side permits violent winds, called pamperos, to build up and whip the waters of the estuary into violent storms at certain times of the year. A large portion of the river cannot be used except by very shallow draft vessels. Navigation in the lower reaches is only maintained by constant dredging.



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General

Sri Lanka, formerly Ceylon, is a large pear-shaped island lying off the SE coast of India. The central part of the S half is mountainous, while elsewhere the island is practically flat. Extensive fresh and salt water lagoons lie close inland along much of the coast. Slight earthquake shocks are occasionally felt in Sri Lanka, but they are not sufficiently intense to cause serious damage. The climate is tropical monsoon; the North-east Monsoon lasts from December to March, while the South-west Monsoon lasts from June to October.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 107 (Issued 1 December 1997)

1. Sri Lanka has announced that entrance by unauthorized vessels into the waters of Palk Strait and the eastern territorial waters of Sri Lanka is prohibited because of the increased acts of terrorism against shipping and Sri Lankan naval vessels. Sri Lanka requires that vessels in the vicinity contact the Sri Lankan Command (Tel. 941-42-30-10, Fax: 941-433-986) for authorization if they wish to enter these areas.

2. The government also has establish a restrictive zone in coastal waters along the west coast from Kalptiya to Colombo Port's southern backwaters. Written permission from the Sri Lankan Command is required for entry into these waters as well. Sri Lankan authorities have advised that they will fire on violators.

3. The U.S. Embassy in Colombo reports that between July and September 1997, at least three foreign flag merchant vessels were attacked by the Liberation Tigers of Tamil Eelam (LTTE). One vessel operating as a passenger ferry off Mannar on the northeast coast was set afire and sunk. A second vessel departing north from the Jaffna Peninsula was hijacked, stripped of equipment, and its crew temporarily held by terrorists. One crew member was killed during the hijacking. A third vessel was loading mineral cargo off the northeast coast near Pulmoddai when it was attacked and at least five members of its crew killed.

4. Any anti-shipping activity should be reported to NIMA NAVSAFETY, U.S. State Department, or the nearest U.S. Consulate. Refer to NIMA Pub. 117, Chapter 4, for instructions on filing a Ship Hostile Action Report (SHAR) or Anti-Shipping Activity Message (ASAM).

5. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.

Currency

The official unit of currency is the Sri Lankan rupee, consisting of 100 cents.

Firing Areas

Naval gun firing exercises are carried out in areas bounded by lines joining the following positions:

1. Area D2.

- a. 06°50'N, 79°25'E.
- b. 06°50'N, 79°39'E.
- c. 06°35'N, 79°39'E.
- d. 06°35'N, 79°25'E.

2. Area D3.

- a. 07°19'N, 79°10'E.
- b. 07°16'N, 79°30'E.
- c. 07°06'N, 79°30'E.
- d. 07°03'N, 79°10'E.

3. Area D4.

- a. 08°50'N, 81°20'E.
- b. 08°50'N, 81°30'E.
- c. 08°40'N, 81°30'E.
- d. 08°40'N, 81°20'E.

4. Area D5.

- a. 08°30'N, 81°30'E.
- b. 08°30'N, 81°40'E.
- c. 08°20'N, 81°40'E.
- d. 08°20'N, 81°30'E.

Details of operating/activation times for the above areas will be transmitted by Colombo Radio.

Government



Flag of Sri Lanka

Sri Lanka is a republic. The island is divided into eight provinces

Sri Lanka is governed by a directly-elected President, who is serving a 6-year term. The unicameral Parliament consists of 225 directly-elected members, under a modified system of proportional representation, serving 6-year terms.

The legal system is based on a highly complex mixture of English common law, Roman-Dutch law, Muslim law, and Sinhalese customary law.

The capital is Colombo.

Holidays

The following holidays are observed:

February 4	National Day
Good Friday	Variable
April 13	New Year's Eve (Tamil and Sinhala)
April 14	New Year's Day (Tamil and Sinhala)
May 1	May Day
December 25	Christmas Day

Religious holidays, the dates of which vary from year to year depending on the appearance of the moon, include Thai Pongal, Eid-al-Fitr, Maha Sivarathri, Eid-al-Adha, Deepavali, Milad-Un-Nabi (Prophet's Birthday), and 12 days during the year known as Full Moon Poya Days.

Industries

Major industries include the processing of rubber, tea, tobacco, coconuts, and other agricultural commodities. Other main industries include livestock raising, gem and mineral mining, textiles, clothing, pharmaceuticals, fertilizers, fishing, leather goods, and petroleum refining.

Languages

Sinhala and Tamil are the official languages. English is also widely used.

Navigational Information

The maritime territorial claims of Sri Lanka are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims Palk Bay, Palk Strait, and the Gulf of Mannar as historic waters.

** Also considered a Security Zone.

Regulations

Security Zone

Mariners are cautioned that the government of Sri Lanka has declared a 3-mile wide territorial security zone off the E coast between **Point Pedro** (9°50'N., 80°15'E.) and **Komari** (Sangamankanda Point) (7°00'N., 81°53E.). All merchant vessels ap-

proaching Sri Lanka from the E should be aware of the possible presence of naval patrol vessels which may request identification and details of destination.

The government of Sri Lanka has issued the following regulations:

1. No vessel shall enter or remain within Sri Lanka's territorial waters other than:
 - a. Those entering or leaving Sri Lanka's ports of Colombo, Galle, Trincomalee, and Kankasanturai.
 - b. Vessels navigating through the traffic separation zone off Dondra.
 - c. Vessels engaged in Sri Lanka's coastal trade.
 - d. Vessels laid up inside Trincomalee Harbor.
 - e. Vessels waiting in the roads off the port of Colombo with the approval of the harbormaster.
 - f. Vessels navigating through Sri Lanka's territorial sea and internal waters in the Palk Strait with the permission of the commander of the Sri Lanka Navy.
2. Any vessel which enters Sri Lanka's territorial waters in contravention of these rules shall do so at their own risk, and the Sri Lanka government shall not be liable for any loss or damage such vessels may suffer.
3. The master of any vessel which enters Sri Lanka's territorial waters shall identify the vessels if challenged by:
 - a. Any vessel responsible for the performance of coast guard duties.
 - b. Any Sri Lanka aircraft.
 - c. Any Sri Lanka authority from land by radio.

4. Any vessel which has to enter Sri Lanka's territorial waters for purposes other than those described in the rules shall do so only with the approval of the harbormaster.

The above regulations are promulgated for information only and should in no way be construed as in derogation of the right of navigation on the high seas.

Search and Rescue

Search and rescue operations are coordinated with the Sri Lankan Navy, Air Force, and port authorities. A Maritime Rescue Coordination Center (MRCC) is located in Colombo. Colombo Coast Radio Station maintains a continuous listening watch for distress calls on 2182 kHz and VHF channel 16.

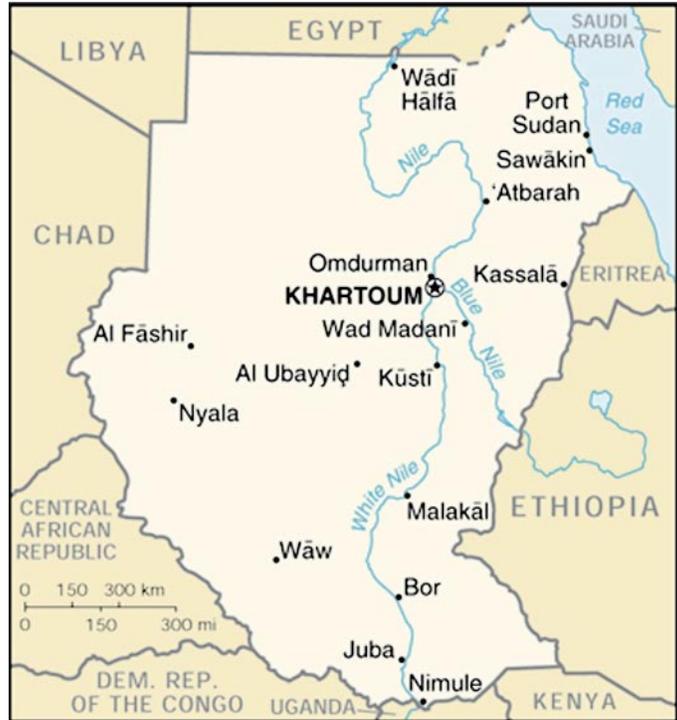
Time Zone

The Time Zone description FOXTROT (-6). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 210 Galle Road, Colombo. The mailing address is P.O. Box 106, Colombo.

U. S. Embassy Sri Lanka Home Page
<http://usembassy.state.gov/srilanka>



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General

Sudan, the largest country in Africa, is located in the NE part of Africa. It is bounded on the SE by Ethiopia and Eritrea, on the E by the Red Sea, on the N by Egypt, and on the NW by Libya. The country may be divided into two regions, as follows:

1. The region lying N of 16°N is a continuation of the Sahara Desert
2. The region lying S of 16°N is fertile, abundantly watered, and densely wooded in places

Sudan is traversed from S to N by the Nile River; the Nubian Desert extends between the valley of this river and the Red Sea. This desert consists of a rugged and barren wasteland scored with ravines where there is scanty vegetation.

The climate is tropical in the S part, with a rainy season of April to October, and arid desert in the N part.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 108 (Issued 20 October 1998)

1. In January 1996, the Department of State warned all U.S. citizens against traveling to Sudan due to ongoing violence within the country. Citing the U.S. government's suspension of its diplomatic presence in Sudan, the department advised that its ability to provide emergency consular services would be severely limited. In August 1998, the State Department again warned U.S. citizens against travel to Sudan "following the recent U.S. air strikes against terrorist facilities and possible threats to Americans and American interests in that country." The latter warning (No. 98-041) remains in effect to date.

2. In November 1997, President Clinton issues Executive Order 13067 imposing a U.S. trade embargo against Sudan. Among the prohibited activities are "any transaction by a United States person relating to transportation of cargo to or from Sudan." "United States person" is defined as any U.S.

citizen, permanent resident, entity organized under U.S. law, or person in the United States. The embargo is still in effect.

3. Notwithstanding the pre-existing travel warning and ongoing U.S. trade embargo, the recent U.S. missile attack on a chemical plant in Khartoum has raised concerns of possible retaliation against U.S. citizens and/or commercial interests. U.S. mariners are therefore urged to avoid Port Sudan or other Sudanese ports. U.S. vessels are also advised to remain well clear of Sudanese territorial waters in the western Red Sea area.

Currency

The official unit of currency is the dinar, although the former Sudanese pound remains legal tender.

Government



Flag of Sudan

Sudan is a sovereign independent republic. The country is divided into 26 states.

Sudan is governed by a directly-elected President serving a 5-year term. The unicameral National Assembly, currently suspended (2003), consists of 360 members; 270 members are directly elected, while 90 seats are filled by a assembly of interest groups known as the National Congress.

The rebel Sudanese People's Liberation Army maintains guerrilla activities in the S part of the country.

The legal system is based on Islamic law and English common law.

The capital is Khartoum.

Holidays

The following holidays are observed:

January 1	Independence Day
March 3	National Unity Day
April 6	Uprising Day
May 25	Revolution Day
June 30	National Salvation Revolution Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Agriculture is the primary industry. The major crops are cotton, sorghum, sugar cane, peanuts, gum, millet, wheat, and sesame.

Other industries include minerals, sugar processing, cotton ginning, textiles, cement, hides and skins, and petroleum products.

Languages

Arabic is the official language. Nubian, Ta Bedawie, Nilo-Hamitic, and English are used. Several diverse dialects of Nilotic and some Sudanic languages are also spoken.

Navigational Information

The maritime territorial claims of Sudan are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	18 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Also considered a Security Zone.

Search and Rescue

The Ministry of Transport is responsible for coordinating search and rescue operations. Port Sudan Coast Radio Station maintains a continuous listening watch for distress calls on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Shar'ia Ali Abdul Latif, Khartoum. Operations were suspended in 1996 and the staff relocated to the embassies in Nairobi, Kenya and Cairo, Egypt, from where they make periodic visits to Khartoum.

The mailing addresses are, as follows:

1. Sudan address—
P.O. Box 699
Khartoum
2. U.S. address—
APO AE 09829

U. S. Embassy Egypt Home Page
<http://cairo.usembassy.gov>

U. S. Embassy Kenya Home Page
<http://nairobi.usembassy.gov>



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Currency

The official unit of currency is the Suriname guilder, consisting of 100 cents.

Government

General

Suriname, located in the N part of South America, is bounded on the E by French Guiana, on the W by Guyana, on the S by Brazil, and on the N by the Atlantic Ocean.

The majority of the population inhabits the flat and fertile coastal area, 210 miles long, where dikes permit agriculture. The country inland is hilly and covered with dense tropical forests.

The climate is equatorial with uniformly high temperatures and rainfall. There is no recognized dry season.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Suriname

Suriname is a constitutional democracy. The country is divided into ten districts.

Suriname is governed by a president elected by the National Assembly for a 5-year term. The President appoints the Cabinet of ministers from members of the National Assembly. The unicameral National Assembly consists of 51 directly-elected members serving 5-year terms.

The legal system is based on Dutch civil law incorporating French penal theory.

The capital is Paramaribo.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 25	Revolution Day
Easter Sunday	Variable
Holy Phagwa	Variable
November 25	Independence Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

The major industries include crude oil production, bauxite mining, aluminum smelting, timber, food processing, fishing, palm oil processing, leather goods, and livestock raising.

The chief crops are rice, coconuts, bananas, citrus fruits, vegetables, and cassava.

Languages

Dutch is the official language, but English is widely spoken. Spanish, Hindi, Javanese, and Chinese are also used. Sranan, also known as Surinamese or Taki-Taki, is a native language spoken by the Creoles and many young people.

Navigational Information

The maritime territorial claims of Suriname are, as follows:

Territorial Sea	12 miles.
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Fisheries or Economic Zone 200 miles.

Regulations

Vessels in ballast must carry sufficient clean ballast to allow safe handling over the bars and up the rivers.

In all ports, vessels must maintain a sufficient state of readiness to get underway at full power at short notice.

Dangerous cargo must have the method of packing and stowage indicated on the manifest.

Search and Rescue

A Maritime Rescue Coordination Center (MRCC) is located in Paramaribo. Paramaribo Coast Radio Station maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is PAPA (+3). Daylight Savings Time is not observed.

World Time Zone Chart
http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf

U.S. Embassy

The U. S. Embassy is situated at Dr. Sophie Redmondstraat 129, Paramaribo.

The mailing address is Department of State, 3390 Paramaribo Place, Washington DC 20521-3390.



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Tanzanian shilling, consisting of 100 cents.

Government

General

Tanzania, consisting of Tanganyika and the off-lying islands of Zanzibar and Pemba, is located on the E coast of Africa between the great lakes of the central part of the continent and the Indian Ocean. It is bounded on the NE by Kenya; on the NW by Uganda, Rwanda, and Burundi; on the W by Democratic Republic of the Congo (Zaire); on the SW by Zambia and Malawi; and on the S by Mozambique.

The mainland consists of a low-lying coastal area, a high central plateau, and several scattered mountainous zones. Mount Kilimanjaro, the tallest peak in Africa, stands in the NE part of Tanzania, near the Kenyan border, and is 5,895m high.

Zanzibar is the largest and most important of the many islands lying off the E coast of Africa. This island is undulating, fertile, and has a harbor on its W side. Pemba, a low island, lies 24 miles NE of Zanzibar.

The climate varies from tropical along the coast to temperate in the highlands.



Flag of Tanzania

Tanzania is a republic. The country is divided into 25 regions.

Tanzania is governed by a directly-elected President serving a 5-year term. The Prime Minister and the cabinet are named by the President from members of the National Assembly. The

unicameral 274-member National Assembly consists of 232 directly-elected members, 37 female members appointed by the President, and five members from the Zanzibar House of Representatives; all members serve 5-year terms.

Zanzibar has its own directly-elected President, as well as a directly-elected 50-member House of Representatives, serving 5-year terms; they enact laws that apply only to Zanzibar.

The legal system is based on English common law.

The official capital is Dodoma. Dar es Salaam is the chief port and former capital.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 12	Zanzibar Revolution Day
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 28	Union Day
May 1	Labor Day
July 7	Saba Saba Day (Peasants' Day)
October 14	Mwalimu Nyerere Day
December 9	Independence Day
December 25	Christmas Day
December 26	Boxing Day

Islamic holidays, which are subject to the appearance of the moon, include Eid-il-Fitr (End of Ramadan), Eid-il-Hajj (End of Pilgrimage), and Maulid.

Industries

The major industries include food processing, diamond mining, petroleum and chemical products, cement, textiles, fertilizer, and wood products.

The principal mainland agricultural crops are cotton, coffee, millet, sorghum, sugar, maize, and sisal. The islands of Zanzibar and Pemba provide the greater part of the world's supply of cloves.

Languages

English and Swahili are the official languages. English is the principal language of commerce, administration, and higher education.

Swahili, the principal language of communication and primary education, is widely used by numerous ethnic groups. There are many tribal languages.

Navigational Information

The maritime territorial claims of Tanzania are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Regulations

Vessels are advised that it is prohibited to transmit on HF or MF frequencies when anchored in or navigating within 15 miles of Tanzanian ports. Only VHF transmissions are allowed unless prior permission has been obtained from the Chief Marine Radio Inspector, Maritime Communications Division, P.O. Box 2260, Dar es Salaam.

Search and Rescue

The Tanzania Harbor Authority is responsible for search and rescue operations within the coastal waters of Tanzania.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 140 Msese Road, Kinodoni District, Dar es Salaam.

The mailing address is P.O. Box 9123, Dar es Salaam.

U. S. Embassy Tanzania Home Page
<http://usembassy.state.gov/tanzania>



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bounded on the W by Burma (Myanmar), on the E by Laos and Kampuchea (Cambodia), and on the S by Malaysia.

The terrain consists of a central plain, with a plateau in the E part and mountains elsewhere.

The climate is mostly tropical. It is rainy and warm during the Southwest Monsoon, from mid-May to September. It is dry and cool during the Northeast Monsoon, from November to mid-March. The S part is always hot and humid.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

General

Thailand, formerly Siam, is located in Southeast Asia and borders the Gulf of Thailand and the Andaman Sea. It is

Currency

The official unit of currency is the baht, consisting of 100 satang.

Government



Flag of Thailand

Thailand is a constitutional monarchy. The country is divided into 76 provinces.

Thailand is governed by a King. The Prime Minister is appointed by the King. The bicameral National Assembly consists of a directly-elected 200-member Senate and a directly-elected 500-member House of Representatives serving 4-year terms.

The legal system is based on civil law, with influences of common law.

The capital is Bangkok.

Holidays

The following holidays are observed:

January 1	New Year's Day
May 1	Labor Day
May 5	Coronation Day
July 1	Mid-year Day
August 12	Her Majesty the Queen's Birthday
December 5	His Majesty the King's Birthday
December 10	Constitution Day
December 31	New Year's Eve

Other holidays, which vary from year to year depending on the appearance of the moon, are Magha Puja Day, Chakri Day, Songkran Day, Visakha Bucha Day, Ahsalaha Bucha Day, Kao Pansa Day, and Chulalongkorn Day.

Industries

The major industries include agricultural processing, textiles, cement, wood products, tin and tungsten ore mining, tourism, and light manufacturing (jewelry, appliances, integrated circuits, and plastics).

The principal crops include rice, maize, sugarcane, tobacco, tapioca root, soybeans, rubber, opium, and cotton. Teak, yang, and other woods, and charcoal are the main forestry products.

Languages

Thai is the official language. There are also several ethnic and regional dialects. English is used widely by the elite and in commerce.

Navigational Information

The maritime territorial claims of Thailand are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.

* Claims the inner Gulf of Thailand to 12°35'25"N as a historical bay.

Regulations

General

The laws relating to the production, possession, distribution, and use of narcotic drugs are extremely severe in Thailand. Penalties for infringement range from prison sentences and fines to life imprisonment and even execution.

Crew members, when on shore leave, must not carry sheath knives or other dangerous weapons.

Signals

Thailand requires that vessels preparing to leave port or Thai waters shall fly the International Code flag "P" indicating that the vessel is about to proceed to sea. If the vessel is to depart in the morning, this flag is to be flown in the afternoon of the previous day. If departure is in the afternoon, the flag is to be flown in the morning.

The vessel shall notify the harbormaster at least 6 hours before the expected time of departure.

Within Thai territorial waters, merchant vessels may be signaled by Thai naval craft to stop, or to proceed in a certain direction, for the purpose of a search.

By day, signals from the International Code will be used by naval patrol craft. By night, repeated short and long flashes will be made by naval patrol craft, or a rocket, from which a red flare is ejected, will be fired. Vessels that do not stop in answer to these signals will be fired on.

Thai naval aircraft will make the appropriate signal from the International Code. They will fly low round the vessel and then proceed towards a certain direction indicating that the vessel must proceed in that direction. Vessels ignoring this signal will be warned by a burst of machine-gun fire directed ahead of the vessel.

Search and Rescue

Search and rescue operations in Thailand are coordinated by the Department of Aviation at Krung Thep (Bangkok) Rescue Coordination Center with the Royal Thai Navy, the Thai Marine Police Division, and the Harbor Department. A network of coast radio stations maintain a continuous listening watch on international distress frequencies.

Time Zone

The Time Zone description is GOLF (-7). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 120/22 Wireless Road, Bangkok 10330.
The mailing address is APO AP 96546.

U. S. Embassy Thailand Home Page
<http://bangkok.usembassy.gov>



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General

Togo is located on the W coast of Africa. It is bounded on the W by Ghana, on the N by Burkina Faso, and on the E by Benin.

The seacoast, 28 miles long, lies between a position about 0.8 mile SW of **Lome** (6°07'N., 1°13'E.) and a point 2 miles E of Anecho.

Togo is traversed from SW to NE by a mountain range, which divides the country into two nearly equal triangles. The NW region consists of lowlands drained by rivers and bounded on the N by hills. The SE region is made up of low-lying coastal districts, with lagoons in the S part and an interior plateau in the N. There are long stretches of forest and bushwood. The dry plains alternate with arable land.

The tropical climate produces wet seasons from March to July and from October to November in the S part.

The N part has one wet season, from April to July. The heaviest rainfall occurs in the mountains of the W, SW, and central parts.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the French African Community franc, consisting of 100 centimes.

Government



Flag of Togo

Togo is a republic. The country is divided into five regions.

The country is governed by a directly-elected President serving a 5-year term. The Prime Minister is appointed by the President. The unicameral National Assembly consists of 81 directly-elected members serving 5-year terms.

The legal system is based on French civil law and customary law.

The capital is Lome.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 13	Liberation Day
January 24	Sarakawa (Economic Liberation Day)
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 27	Independence Day
May 1	Labor Day
May 8	Victory Day
Ascension Day	Variable

Whitsunday	Variable
Whitmonday	Variable
August 15	Assumption Day
November 1	All Saints' Day
December 25	Christmas Day

Ramadan and Tabaski are Islamic holidays, the dates of which vary depending on the appearance of the moon.

Industries

The main items of commerce are based on coffee, cocoa, palm oil, palm kernels, copra, groundnuts, cotton, and manioc. The major food crops include maize, yams, cassava, and groundnuts.

There are extensive deposits of bauxite and phosphate. Other mineral deposits include limestone, iron ore, and marble. A cement works, an oil refinery, and a steel mill are situated at Lome. Small, but developing, industries include textiles and food processing.

Languages

French is the official language. The major African languages spoken are Ewe and Mina, in the S part of the country, and Dagomba and Kabyle, in the N part of the country.

Navigational Information

The maritime territorial claims of Togo are, as follows:

Territorial Sea	30 miles.
Fisheries or Economic Zone	200 miles.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Angle Rue Kouenou and Rue 15 Beniglato, Lome.

The mailing address is B.P. 852, Lome, Togo.

U. S. Embassy Togo Home Page
<http://lome.usembassy.gov>



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Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Currency

The official unit of currency is the Emirian dirham, consisting of 100 fils.

Firing Areas

Naval firing practices (surface-to-surface and surface-to-air) and other exercises take place within **Area No. 1** (NE of Abu Dhabi) enclosed by the following positions:

- a. 24°47'N, 54°35'E.
- b. 25°02'N, 54°30'E.
- c. 25°02'N, 54°07'E.

Details of firing exercises within the above area will be broadcast as warnings by Bahrain Radio (A9M) on 500 kHz, normally 3 days in advance. Vessels are advised to avoid the area, or if it is necessary to enter, to proceed with caution.

Government

The United Arab Emirates is a federation of seven emirates, each with its own ruler.

The United Arab Emirates is governed by a President elected by the Federal Supreme Council (composed of the rulers of the seven emirates) serving a 5-year term. The unicameral Federal National Council (FNC) consists of 40 members appointed by the rulers of the emirate to serve 2-year terms. The FNC may

General

The United Arab Emirates is located on the E side of the Arabian Peninsula. It is bounded on the N by the Persian Gulf, on the E by Oman and the Gulf of Oman, and on the S and W by Saudi Arabia.

The United Arab Emirates has a dispute with Iran concerning the territorial claims of several islands in the Persian Gulf.

The country consists of a flat, barren coastal plain that merges into a vast desert with rolling dunes. Some mountains rise in the E part.

The climate is mostly hot, dry desert being somewhat cooler in the mountains.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of United Arab Emirates

propose amendments to legislation and the federal budget drafted by the Council of Ministers, but has no executive power.

The legal system consists of a federal court introduced in 1971. All emirates except Dubayy and Ras al Khaymah have joined this federal system. All emirates have secular and Islamic law for civil and high courts.

The capital is Abu Dhabi.

Holidays

The following holidays are observed:

January 1	New Year's Day
December 2-3	U.A.E. National Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, Ascension of the Prophet, and the Prophet's Birthday.

In some regions, the holiday of Ruler's Accession Day (August 6) is observed.

Industries

The main industries include crude oil and natural gas production. Other industries include construction materials, petrochemicals, fishing, and boat building.

Agriculture includes dates, vegetables, fruits, poultry, and livestock.

Languages

Arabic is the official language. Farsi and English are widely used in the major cities. Hindi and Urdu are also used.

Mined Areas

Vessels are advised that mined areas exist in the N part of the Persian Gulf. Further information should be obtained from the local authorities. Mine sightings should be reported to the naval authorities by INMARSAT (150-5612) or to Coalition

naval vessels on VHF channel 13 or 16. Details of areas reported to be dangerous due to mines are also promulgated by Notice to Mariners issued by the Middle East Navigation Aids Service (MENAS) and by MARAD advisories.

Navigational Information

The maritime territorial claims of the United Arab Emirates are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone **	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** The Exclusive Economic Zone extends to agreed Continental Shelf boundaries or to median lines.

Regulations

Masters are warned that public consumption of alcoholic drinks is strictly prohibited in the United Arab Emirates and its territorial waters. Crew members must not be allowed to offer alcohol to any Moslem for any reason whatsoever.

It has been reported (2003) that vessels calling at ports in Sharjah and Sharjah waters should appoint a local agent to advise the port of the vessel's ETA, particulars, and purpose of call.

Search and Rescue

Emirates Coast Radio Station maintains a continuous listening watch on VHF channel 16 for distress traffic.

Time Zone

The Time Zone description is DELTA (-4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated in the Safarat District (Embassy District), Road 4, Abu Dhabi.

The mailing address is P.O. Box 4009, Abu Dhabi.

U. S. Embassy United Arab Emirates
Home Page
<http://usembassy.state.gov/uae>



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Currency

The official unit of currency is the Uruguayan peso, consisting of 100 centesimos.

Government

General

Uruguay, located on the SE side of South America, is bounded on the NE by Brazil, on the S by the Rio de la Plata, on the W by Argentina, and on the SE by the Atlantic Ocean. It has a coast about 300 miles long, including the N shore of the Rio de la Plata. The shores are mostly fronted by sandy beaches, separated by rocky points.

Generally, the country is composed of rolling grassy plains and low hills. The land is well-watered by several rivers.

The climate is temperate with mild winters and warm summers. The wettest period is from March to June, but there is really no dry season.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Uruguay

Uruguay is a constitutional republic. The country is divided into 19 departments.

Uruguay is governed by a directly-elected President serving a 5-year term. The Council of Ministers is appointed by the President with the approval of the General Assembly. The bicameral General Assembly consists of the directly-elected 30-member Chamber of Senators, serving 5-year terms, and the directly-elected 99-member Chamber of Representatives, serving 5-year terms.

The legal system is based on Spanish civil law.
The capital is Montevideo.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Three Kings Day (Epiphany)/ Children's Day
Carnival (two days)	Variable
Holy Thursday	Variable
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
April 19	Desembarco de los 33 Orientales
May 1	Labor Day
May 18	Battle of Las Piedras
June 19	Birthday of Artigas
July 18	Constitution Day
August 25	Independence Day
October 12	Battle of Sarandi/Dia de la Raza/ Discovery of America Day
November 1	All Saints' Day
November 2	All Souls' Day
December 25	Christmas Day/Family Day
December 31	New Year's Eve

Industries

The major industries are livestock raising and livestock product processing. Other industries include textiles, footwear, cement, petroleum refining, fishing, forestry, wine, and automobile manufacturing.

The principal crops are wheat, oats, barley, maize, sugar beets, sugar cane, potatoes, and rice. Fruits include peaches, oranges, tangerines, and pears.

Languages

Spanish is the official language. Brazilero, a mixture of Portuguese and Spanish, is spoken in the region bordering Brazil.

Navigational Information

The maritime territorial claims of Uruguay are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims, jointly with Argentina, the estuary of the Rio de la Plata as internal waters.

Pilotage

Pilotage is compulsory W of Montevideo. Pilots board S of Lighted Buoy Km 9.35 in position 35°00.0'S, 56°13.5'E. Deep draft vessels bound for Uruguayan river ports may be directed to obtain a pilot further E of the above position.

Regulations

Vessels in all ports must hoist the Uruguayan flag. It is recommended that the prescribed times for raising and lowering this courtesy flag be correctly established in order to avoid fines.

Oil pollution regulations are strictly enforced. Among other measures, vessels are prohibited from discharging or dumping oil within fifty miles of the coast.

Vessel Traffic System

The Maritime Movement Control and Information System applies to all vessels entering or leaving Uruguayan waters. It encompasses the area W of longitude 50°50'W and SW of a line bearing 128° from **Chui Light** (33°45'S., 53°22'W.).

The system is divided into various zones, each containing a Port Control Center concerned with control and information within a port or within its surrounding area up to a distance of 50 miles. Information on each Port Control Center is given in the accompanying table.

Maritime Movement Control and Information System Reporting Points				
Port Control Center	Call sign	Zone	Geographic area	Reporting points
La Paloma	La Paloma Control	Kilo	East of longitude 54°15'W	Abeam of Chui Light Abeam of Cabo Polonio Light Abeam of Cabo Santa Maria
La Paloma	La Paloma Control	Lima	Port area	Abeam of Port Jetty Light

Maritime Movement Control and Information System Reporting Points				
Port Control Center	Call sign	Zone	Geographic area	Reporting points
Punta del Este	Punta del Este Control	Golf	Between longitudes 54°15'W and 55°30'W	Abeam of Isla de Lobos Abeam of Punta del Este
Punta del Este	Punta del Este Control	Hotel	Port area	—
Piriapolis	Piriapolis Control	Tango	Port area	—
Puerto del Buceo	CWC47	Oscar	Between longitudes 56°00'W and 56°09'W north of latitude 34°57'S	—
Montevideo	Montevideo Port Control	Alfa	Outer zone between longitudes 55°30'W and 57°21'W	Middle Channel: 1. Abeam of Graf Spee Lighted Buoy 2. Abeam of La Panela Light 3. Uruguayan Banco Ortiz Lighted Buoy 4. Argentinian Banco Ortiz Lighted Buoy North Channel: 1. Abeam of Graf Spee Lighted Buoy 2. Abeam of La Panela Light 3. Abeam of Jesus Maria Lighted Buoy 4. Abeam of Arazati Lighted Buoy 5. Abeam of Punta Rosario East of the Access Channel: 1. Abeam of Punta Brava 2. Abeam of Isla de Flores
Montevideo	Montevideo Port Control	Bravo	Port area between longitudes 56°10'W and 56°19'W north of latitude 35°01'S	Abeam of Fairway Entrance Lighted Buoy Abeam of the jetty
Santiago Vasquez	CWC38	Papa	Between longitudes 56°20'W and 56°40'W north of latitude 34°56'S	—
Puerto Sauce	CWC27	Uniform	Outer zone	—
Colonia	Colonia Control	Charlie	Outer zone	Abeam of Punta Rosario Abeam of Puerto Sauce Abeam of Roca Barriles Abeam of Puerto Colonia del Sacramento Abeam of Isla Farallon North end of Barra de San Pedro Abeam of Punta Martin Chico
Colonia	Colonia Control	Delta	Port area	—
Carmelo	CWC22	Quebec	Outer zone	Abeam of Carmelo
Nueva Palmira	CWC31	Echo	Outer zone	—
Nueva Palmira	CWC31	Foxtrot	Port area	—

Maritime Movement Control and Information System Reporting Points				
Port Control Center	Call sign	Zone	Geographic area	Reporting points
Fray Bentos	Frey Bentos Control	India	Outer zone	Abeam of Km 46 (Punta Amarilla) Abeam of Km 61 (Riacho Yaguari) Abeam of Km 67 Abeam of Km 83 (Paso Barrizal) Abeam of Puerto Fray Bentos Passing Ponte General San Martin Abeam of Km 122 (Nuevo Berlin) Abeam of Km 140 (Isla Roman)
Fray Bentos	Frey Bentos Control	Juliet	Port area	—
Paysundu	Paysundu Control	Mike	Outer zone	Abeam of Km 140 (Isla Roman) Abeam of Km 160 (San Javier) Abeam of Km 83 (Concepcion del Uruguay) Abeam of N end of Isla Punta Almiron Abeam of Puerto Paysandu Passing Ponte General Artigas Abeam of Punta Piedras Abeam of Arroya Malo
Paysundu	Paysundu Control	November	Port area	—
Salto	CWC37	Romeo	Outer zone	—
Salto	CWC37	Sierra	Port area	—

The following procedures are in effect for the Maritime Movement Control and Information System:

1. Vessels should contact the appropriate Port Control Center when entering each zone, giving the following information:

- Position (latitude and longitude).
- Course.
- Speed.
- Maximum draft.
- ETA at the pilot boarding position.
- Other information that may be relevant to the navigation of the vessel.

2. The following information should also be reported to the Port Control Center:

- Any accident, fire, or damage on board the vessel.
- Assistance rendered to other vessels in distress or difficulty.
- Unmarked or uncharted hazards to navigation.
- Serious reduction in visibility.

3. Vessels should maintain a continuous listening watch on VHF channel 16 when within the zone. If a vessel cannot maintain a listening watch on VHF channel 16, they should use VHF channel 11 or VHF channel 13 and advise the Port Control Center accordingly.

4. Clearance should be obtained from the Port Control Center prior to any movements. This clearance expires automatically after 15 minutes.

Spanish or English should be used when communicating with the Control Centers. Reports should be made by telex if VHF contact is not made. A log of all reports made should be maintained.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Uruguay is responsible for coordinating search and rescue operations and can be contacted by e-mail, as follows:

comflo_radio@armada.gub.uy

jesar@armada.gub.uy

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Time Zone

The Time Zone description is QUEBEC (+3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Lauro Muller 1776, Montevideo.

The mailing addresses are, as follows:

- Uruguay address—
Lauro Muller 1776
Montevideo, 11200
- U. S. address—
APO AA 34035

U. S. Embassy Uruguay Home Page
<http://uruguay.usembassy.gov>



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General

Yemen is located in the SW part of the Arabian Peninsula. It is bordered on the N by Saudi Arabia, on the E by Oman, on the S by the Gulf of Aden, and on the W by the Red Sea.

It also includes the island of Suqutra (Socatra), in the Arabian Sea, and the islands of Mayyun and Kamaran, in the Red Sea.

The coastal areas are sandy and flat, while the interior is mountainous.

The climate is mostly desert; hot and humid along the W coast and extraordinarily hot and dry in the E. The W mountain area is temperate and subject to a seasonal monsoon.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Iraq—Cautions.

Special Warning 115 (Issued 5 March 2001)

Information on Special Warning 115 can be found in Iraq—Cautions.

Special Warning 113 (Issued 13 October 2000)

1. The level of risk for foreigners in Yemen remains high. On 12 October 2000, several U.S. citizens were killed and many more were injured in an incident involving a U.S. Navy ship in the port of Aden, Yemen in what may have been a terrorist attack. An explosion in the morning of 13 October 2000 caused minor damage to the British Embassy in Sanaa, Yemen and no casualties. While U.S. and Yemeni officials are still cooperating closely to determine the cause of the tragic explosion, the investigation has only started. Under these circumstances, U.S. mariners should avoid Yemeni ports for the present.

2. In light of this and other recent events, the U.S. Department of State warns U.S. citizens to defer travel to Yemen. U.S. citizens should exercise a very high level of caution and should only travel between cities by air or with an armed escort. They should register with the U.S. Embassy in Sanaa and remain in contact with the Embassy for updated security information at (97)(1)238-844 through 238-852.

Currency

The official unit of currency is the Yemen riyal, consisting of 100 fils.

Firing Areas

It is reported that military vessels may be encountered exercising in areas centered 50 miles WSW and 18 miles ENE of Aden.

Government



Flag of Yemen

Yemen is a republic. The country is divided into 19 governorates.

Yemen is governed by a directly-elected President serving a 7-year term. The Prime Minister is appointed by the President. The bicameral legislature consists of a 111-member Shura Council appointed by the President and a directly-elected 301-member Assembly of Representatives serving 6-year terms.

The legal system is based on Islamic law, Turkish law, English common law, and local tribal customary practices.

The official political capital is Sanaa. The economic and commercial capital is the port city of Aden.

Holidays

The following holidays are observed:

January 1	New Year's Day
May 1	Labor Day
May 22	National Unity Day
July 7	Unity Factory Day
September 26	Revolution Day (North Yemen)
October 14	Revolution Day (Aden)
November 30	Independence Day (South Yemen)
December 31	Bank Holiday

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoora, and the Prophet's Birthday.

Industries

Crude oil production and petroleum refining are major industries.

Agriculture is the main occupation. Crops include cotton, millet, qat (a narcotic shrub), and fruits. There is a growing fishing industry.

Languages

Arabic is the official language. English is widely understood in the commercial city of Aden.

Navigational Information

The maritime territorial claims of Yemen are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims a notice requirement for warships, nuclear-powered vessels, and vessels transporting nuclear materials or other radioactive substances prior to entering the territorial sea.

** Also considered a Security Zone.

Regulations

All vessels calling at Al Ahmadi (Hodeidah), Salif, Ras Isa Marine Terminal, and Al Mukha are required to submit the following documentation, via the agent, at least 24 hours prior to arrival.

1. Crew list.
2. Owner and charterer details.
3. Cargo manifest and cargo plan.
4. Dangerous cargo manifest.
5. Copy of last port clearance.

Time Zone

The Time Zone description is CHARLIE (-3). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Sa'awan Street, Dhahr Himyar Zone, Sheraton Hotel District, Sanaa.

The mailing address is P.O. Box 22347, Sanaa, Yemen.

U. S. Embassy Yemen Home Page
<http://usembassy.state.gov.yemen>