

Diego Garcia Harbor

- *The deep draft navigable portion of the harbor is 4 miles by 6 miles*



Range Light (Minni Minni)

- Range light is controlled by the Port Control Tower and has a range of 9 miles and an illumination of 60 minutes. It has 3 colors. It appears Red when too close to the Portside of the channel, White when in the center and Green when ship is too close to starboard.



Minni Minni Sectors

- Minni Minni White sector at entrance is 47m
- Minni Minni Red and Green sectors at entrance are 165m each.
- Total coverage of light is 377m across (note that means 84m of Red and Green show outside of the channel.

Alpha, Mid and Bravo Wharf

- We have one wharf, which has 3 positions. Alpha, Mid and Bravo. The Wharf is 2000 feet capable of holding 3 ships at once depending on the size of vessel. Bravo is only capable of holding visiting Submarines.*

Fuel
(2) Pits

128/308 T
P. Head

48ft
Depth



POL (Petroleum Oil Lubricant) Pier



- *There's one refueling pier 550 feet, which normally hold Refueling Tankers that supply fuel to the island. We usually get one visit per month. The Pol Pier Supplies DFM (Diesel Marine Fuel), IFO (Intermediate Fuel Oil) and JP-5 (Jet Propulsion Fuel).*
- *It's also possible to take F-76 at the Alpha and Mid-Wharf.*

*525 length
150 each
end
mooring
Bays
130/310T
Pier Head*

Port Control Tower

*Located above
MSCO headquarters*



- **A primary POC for liaison between port authorities and ships in port and at anchor.**
- **Contractor manned 24 hours 7 days a week.**
 - **Personnel Qualifications by Port Ops Department.**
 - **Maintain Radio watch.**
 - **Bridge to bridge**
 - **Ch. 16/14/13**
 - **Radar and AIS watch.**
 - **Monitor Nav aids and Harbor Movements**
- **Watch has phone, email, pager, and alternate radio comms with key personnel.**

Landing Craft Mechanized (LCM)

- Docking ships at the refueling pier we use both tugs along with 2 LCM's, which are 800 horsepower each for line boats to connect the lines to the mooring bouy's near the pier.



Keppel Smit Tugs

- We currently use 2 Keppel Smit Towage Tugs for docking ships.
- The Tug are also used for barge movements as well as ship assist.
- Each tug is 3200 Bhp with 180m towing hawser on the main bow winch.



Harbor Entrance

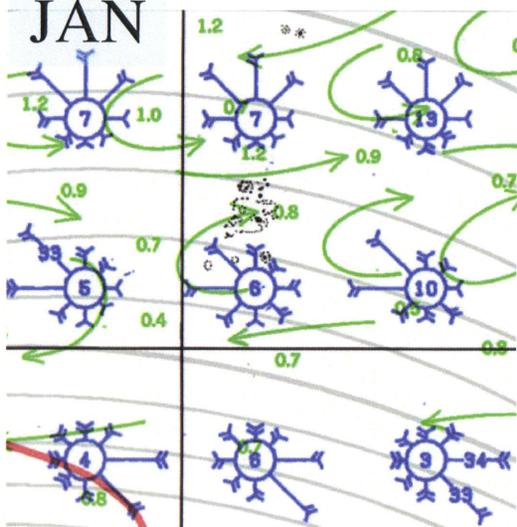
- The channel width is 250 yds at buoys 1&2.
- The channel length is approximately 2.6 NM from buoys 1&2 to buoy 8. The distance between buoys 1&2 to 3&4 is 1.1 NM, from 3&4 to 5&6 the distance is 1,600 yds and from 5&6 to 8 the distance is 1,400 yds.
- Minni-minni is located on the island for a range light. It is 46 ft tall and shows a white light, marking when the ship is centered in the channel. A slight variation to the right or left will show the mariner red or green, indicating which side of the channel he is on. The light can be seen for approximately 9nm.
- The controlling depth of the channel is 45 ft
- Buoyage system is in International Association of Light Authorities (IALA) region A.

Excerpt from the Sailing Directions

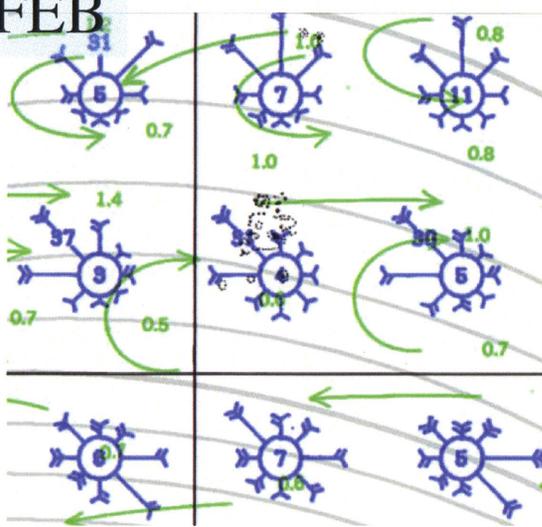
- **Tides.** — The tidal range at springs is 0.2m at MLW to 1.9m at MHW.
- **Currents.** — In the approaches to the Main Pass, there is an E flow of about 1.5 knots about 2 hours before HW,
and on the falling tide a W flow of about 1 knot. Rates of up to 4 and 2 knots, respectively, have been reported; the effect of this flow may be felt up to 8 miles seaward.
- In the Entrance Channel, the tidal current sets SE on a rising tide and NW on the falling tide, with spring rates of 1.5 and 1.25 knots, respectively. The effect of the tidal current is barely perceptible 2 miles within the entrance.
- When arriving, it is recommended that a long approach to the Entrance Channel be planned, in order to assess the effect of the set before entering the channel. The tidal current is reported to be unpredictable.
- **Depths/Limitations.** — The Entrance Channel, formed between Spur Reef and West Island, is the recommended passage for entering the lagoon. A fairway, marked by buoys, and which has been dredged and swept to a depth of 13.7m over a width of 210m, leads to the turning basin SE of Eclipse Point.
475+
200 yds
- There is a deep draft wharf about 2 miles SSE of Eclipse Point that has a minimum depth alongside of 13m.
- The L-shaped Supply and POL Pier, about 0.8 mile SE of the deepwater wharf, has a minimum depth alongside of 13m

Pilot Charts Jan-Jun

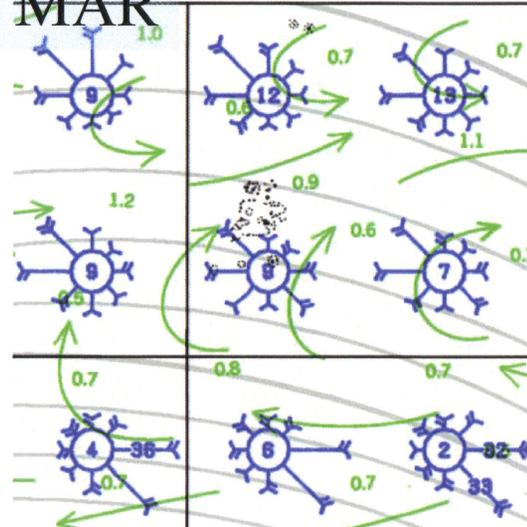
JAN



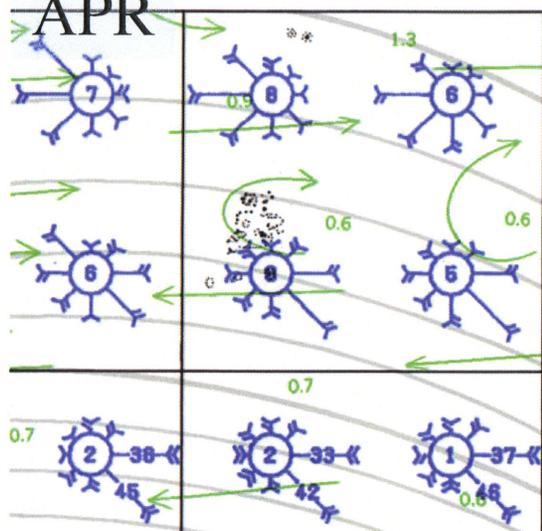
FEB



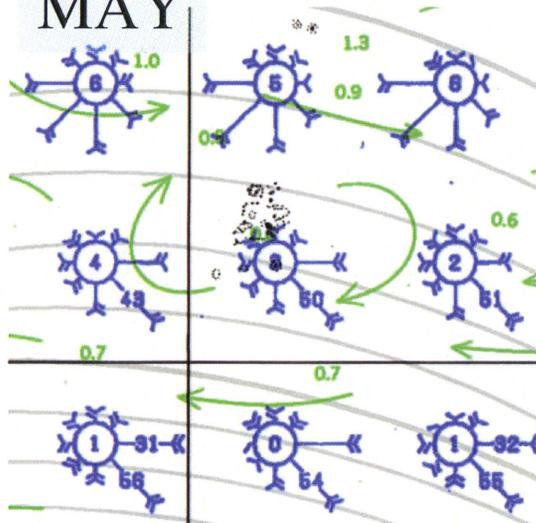
MAR



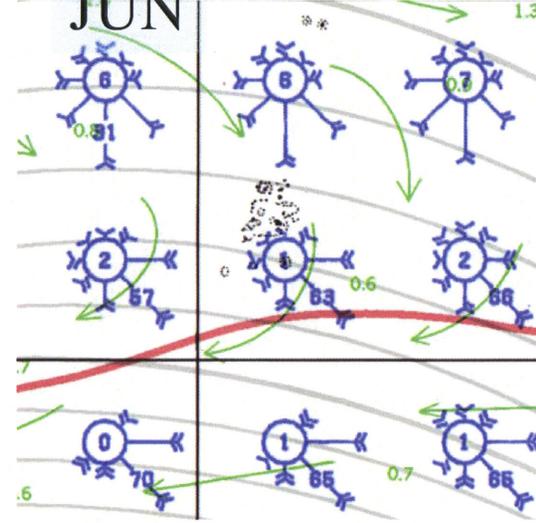
APR



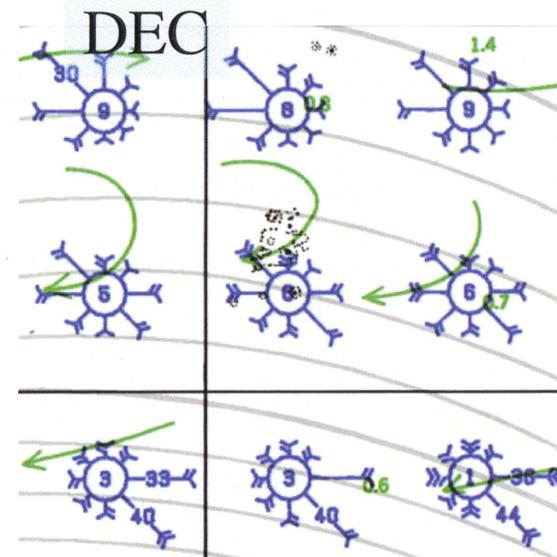
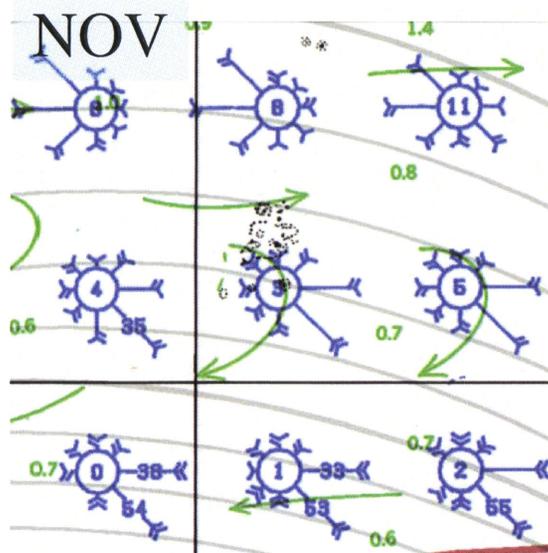
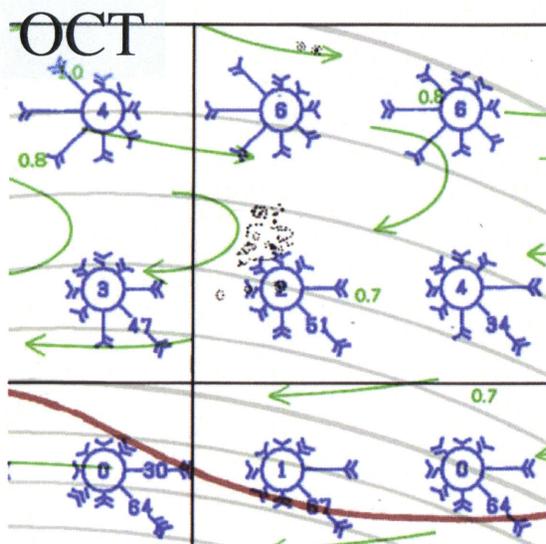
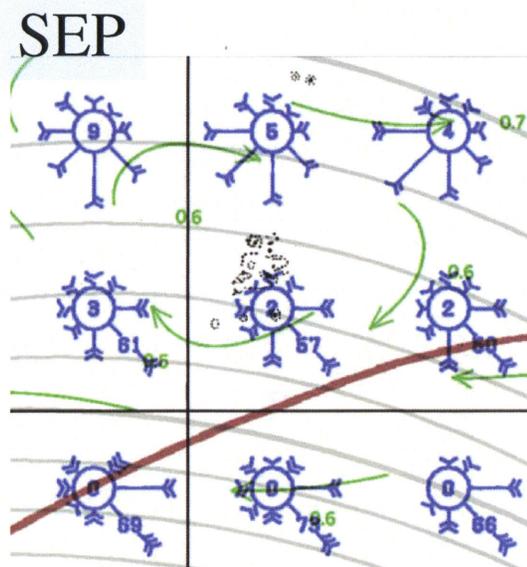
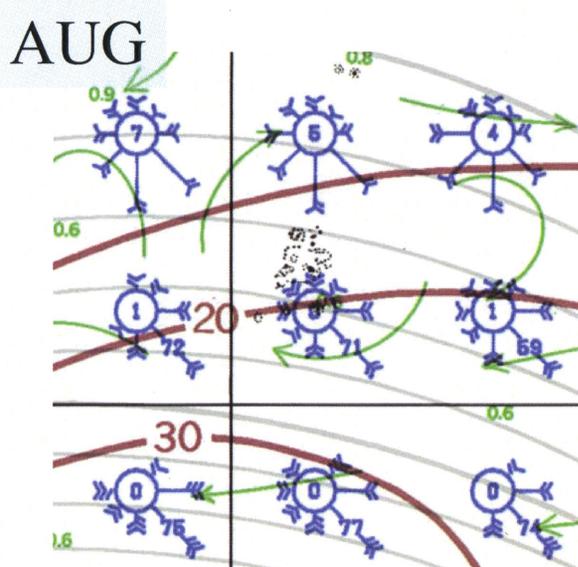
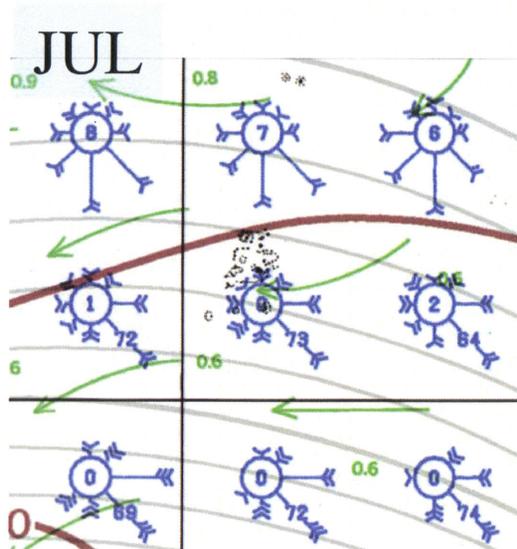
MAY



JUN



Pilot Charts Jul-Dec



Sailing Directions

PUB. 171
SAILING DIRECTIONS
(ENROUTE)

★
**EAST AFRICA
AND THE
SOUTH INDIAN OCEAN**

★
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2004



EIGHTH EDITION

Seychelles Islands to the Chagos Archipelago

Diego Garcia (7°21'S., 72°28'E.)

World Port Index No. 47800

8.86 Diego Garcia is the furthest S of the islands of the Chagos Archipelago. It lies on an atoll, which is steep-to on its seaward side, and forms a natural harbor in an extensive lagoon which is entered from the NW side.

Diego Garcia is part of the British Indian Ocean Territory and is the site of a U.S. Communications Relay Station for military traffic that is run jointly with the United Kingdom.

Winds.—Weather.—Because of the strength of the Southeast Trade Winds, a fresh to strong (force 5 to 6) breeze may be experienced at the anchorage.

Rain falls on most days, but is often limited to a short shower; droughts, however, sometimes last for a month. Frequent rain squalls occur at night.

Earthquake shocks are felt at times.

Additional information concerning winds and weather can be obtained from the Naval Meteorological and Oceanographic Command (NMOOC) website, as follows:

Naval Meteorological and Oceanographic
Command (NMOOC) Home Page
http://www.nmooc.navy.mil/nmoow/whh_nc/diegoga/text/frame.htm

Tides.—Currents.—The tidal range at springs is 0.2m at MLW to 1.9m at MHW.

In the approaches to the Main Pass, there is an E flow of about 1.5 knots about 2 hours before HW, and on the falling tide a W flow of about 1 knot. Flows of up to 4 and 2 knots, respectively, have been reported; the effect of this flow may be felt up to 8 miles seaward.

In the Entrance Channel, the tidal current sets SE on a rising tide and NW on the falling tide, with spring rates of 1.5 and 1.25 knots, respectively. In 1985, an outbound vessel experienced a sudden heavy E set about 0.3 mile before the sea buoys. The effect of the tidal current is barely perceptible 2 miles within the entrance.

When arriving, it is recommended that a long approach to the Entrance Channel be planned, in order to assess the effect of the set before entering the channel. The tidal current is reported to be unpredictable.

Depth.—Limitations.—The Entrance Channel, formed between Spur Reef and West Island, is the recommended passage for entering the lagoon. A fairway, marked by buoys, and which has been dredged and swept to a depth of 13.7m over a width of 210m, leads to the turning basin SE of Eclipse Point. There is a deep draft wharf about 2 miles SSE of Eclipse Point that has a minimum depth alongside of 13m. The L-shaped Supply and POL Pier, about 0.8 mile SE of the deep-water wharf, has a minimum depth alongside of 13m. A channel leading to the wharf off Point Marianne has been swept to a depth of 11m. The limits of the fairway and the turning basin may best be seen on the chart.

Aspect.—From a short distance Diego Garcia appears to be covered with a bright green vegetation, fringed by a white sandy beach. The principal trees are coconut palms, which are 3-4m high in places; there are several clumps of casuarina trees

8.5m. It is possible that lesser depths than those charted exist on Wight Bank; mariners should navigate in this vicinity with caution.

Ganges Bank (7°23'S., 70°58'E.) is small, about 3.8 miles in extent from SE to NW, and steep-to. A least depth of 12m is charted in its SW side, but there may be less water. A buoy, fitted with a radar reflector, is moored on Ganges Bank.

Casuarina Bank (7°39'S., 70°50'E.), with a least charted depth of 11m, is the furthest SW of the Chagos Archipelago. This bank is steep-to on all sides, but heavy rollers have been observed to break over its NE end. A buoy is moored on the W side of the bank.

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Sector 8, West Indian Ocean—The Seychelles Islands to the Chagos Archipelago

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on both islands. The general height of the land is from 0.9 to 1.5m. The land is subject to alteration, being carried away at one part and raised at another by the seasonal monsoons. Eclipse Point is sparsely covered with trees, interspersed with buildings, and is easily identified. West Islet, Middle Islet, and East Islet, lying on the reefs in the entrance to the lagoon, may be clearly distinguished at a distance of 5 miles. A radio tower stands 0.2 mile SSW of Eclipse Point, and a conspicuous tank is situated 0.5 mile SSW of the point; a radio tower, situated 0.3 mile NNE was not easily seen until within 8 miles from the island. There is a control tower situated at the root of the causeway, about 3 miles SSE of Eclipse Point, but it was reported to be surrounded by taller buildings and was not seen.

Pilotage.—Diego Garcia is a daylight port, although vessels may be taken in at night through prior arrangement with Diego Garcia Port Control. Pilots are compulsory on the vessel's initial visit for both entry and departure. The boarding ground is located 2 miles NW of the channel entrance.

Regulations.—Vessels wishing to call at Diego Garcia should notify their intention at least 24 hours in advance to the

Island Commander if on charter to the U.S. Government, otherwise vessels should contact the British Representative.

Permits to land at Diego Garcia should be obtained from the Commissioner, British Indian Ocean Territory, Mabe, Seychelles. Crews of vessels on charter to the U.S. Government are granted local permits on arrival.

Signals.—The port control tower is manned 24 hours and may be contacted on VHF channel 16.

Anchorage.—During the Northwest Monsoon, from the beginning or middle of December until the beginning or end of April, vessels should anchor on the W side of the lagoon under the lee of the land. Eclipse Bay, S of Eclipse Point, affords the smoothest water during the monsoon, being protected by the point and the reef connecting it with West Islet.

A vessel can anchor about 1 mile E of Point Marianne, in 16 to 18m, broken coral, good holding ground.

Caution.—A depth of 29m is located 0.7 mile off the SE extremity Diego Garcia. A depth of 18m is charted 1 mile SSW of the S extremity of the island; its position is approximate.

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KST 35 & 36

- Each tug is rated for 45T bollard pull and 12 Knots, but in practice we find a limit of 10kts and estimate 40T BP.
- Both tugs are Z – drive and equipped with “Sub Rubber” as pictured below.



KST 35 & KST 36

Name KST 35 & KST 36
 Port of Registry Singapore
 Year built 1998



Type Pusher Harbour Tug

Class
 ABS ÷ A1 (E) + AMS Towing Vessel
 (Fire-Fighting capability)

Dimensions
 Length overall 26.33 m
 Length BP 22.50 m
 Beam moulded 9.00 m
 Depth moulded 4.70 m

Tonnage
 Registered tonnage 73 T
 Gross tonnage 246 T

Speed 12 knots

Bollard Pull 45 T

Capacity
 Fuel 70 m³
 Fresh water 15 m³
 Foam 6 m³
 Dispersant 2m³

Main Engine
 Niigata 6L25HX *ISLOWTURBED*
 2 x 1,600 bhp at 750 rpm

Propulsion
 Niigata ZP-21 fixed pitch propeller with steerable
 Azimuth thrusters.

Generator
 Detroit AC diesel generator 4-71 T
 2 x 64 kW, 50Hz, 3 phase and 380 volts.

Deck Machinery
 Forward: One electro hydraulic windlass/
 towing winch
 Braking capacity 100 T

Aft: One electro hydraulic towing winch
 Braking capacity 100 T

Towing Hook: 40 T SWL

Navigational Equipment
 Radar, gyro, SSB Radio, auto pilot, echo sounder,
 marine VHF, magnetic compass

Off-Ship Fire Fighting System
 One independent diesel engine
 1200 m³/hr x 120 m head

Two monitors of 600 m³/hr each
 Throw Length : 120 m
 Throw Height : 65 m
 One foam mixing fitting
 Self drenching system: Main deck
 Deck house
 Wheel house

Accommodation 8 persons

Builder
 Keppel Singmarine Dockyard Pte Ltd, Singapore