

LLOYD'S PORTS of the WORLD

1985



Operated by



BLG

Bremer Lagerhaus-Gesellschaft

Port Operating Company

Container-Terminal Bremerhaven

Lloyd's Ports of the World 1985

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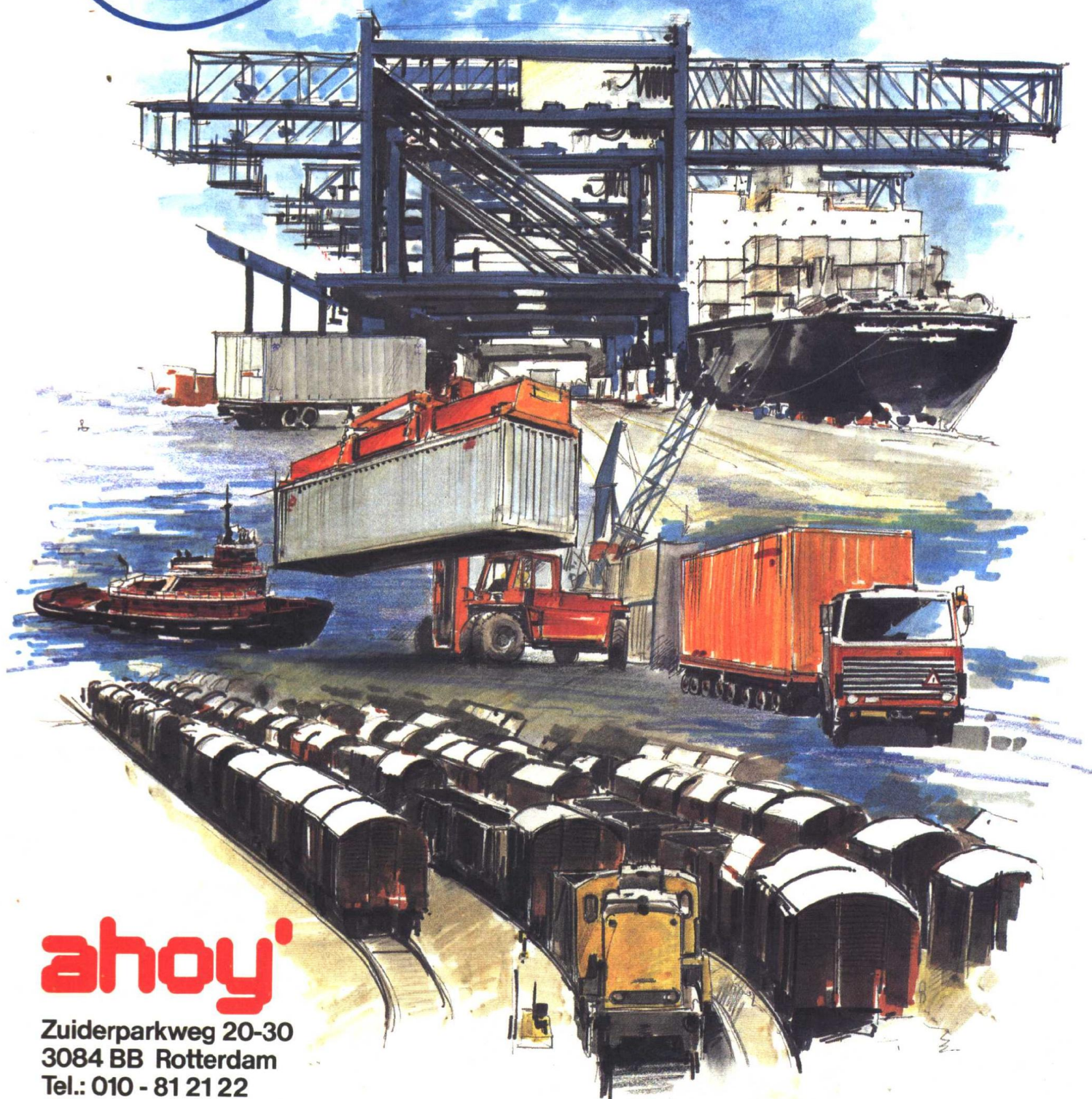
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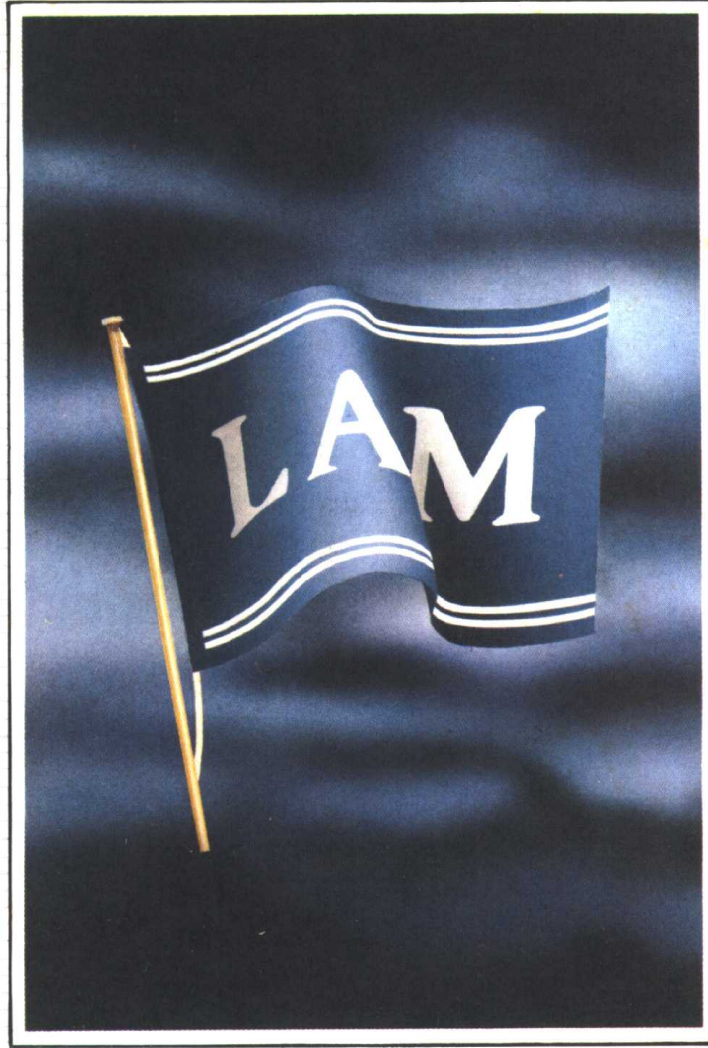
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Notes

This, the fourth edition of "Ports of the World" to be published by Lloyd's of London Press Limited, has again been extensively revised and updated.

A further 13 ports worldwide have been introduced since 1984.

For ease of reference, we have re-positioned the details of all Turkish ports within the Europe section under the country heading for Turkey. Azores and Madeira have also been transferred to the Europe section under their respective titles.

Under each port the placement for the entry "Pilotage" has been adjusted to follow a more logical sequence and where possible we have created new headings indicating "Radio Frequency Information" and "Principal Imports and Exports".

These improvements, together with the expansive annual revision and update, ensure that this publication is the most comprehensive overview of ports throughout the world.

Most ports data has been collected for us by Lloyd's Agents, their names and addresses are included under every port listed. They are printed in bold type where copy has reached us in time for this edition.

We gratefully acknowledge the assistance of Lloyd's Agents in the production of "Ports of the World".

Paul J. Cuny
Managing Editor

Abbreviations Used

bbls	Barrels
bhp	Brake horsepower
bp	Between perpendiculars
bu	Bushels
cap	Capacity
CBM	Conventional buoy mooring
d	Draught
dm	Decimetre
dwt	Deadweight tonnage
ETA	Estimated time of arrival
ft	Feet
fwd	Forward
grt	Gross registered tonnage
h	Hour
ha	Hectares
hp	Horsepower
kg	Kilograms
kHz	Kilohertz
kl	Kilolitre
km	Kilometre
l	Litre
LASH	Lighter aboard ship
loa	Length overall
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
m	Metre
NAP	Amsterdam Ordnance Datum
NIA	Nearest international airport
nrt	Net registered tonnage
obo	Oil/bulk/ore carrier
SALM	Single anchor leg mooring
SBM/ SPM	Single buoy/point mooring
t	Tonne
TEU	Twenty foot equivalent units
t/h	Tonnes per hour

ULCC	Ultra large crude carrier
VLCC	Very large crude carrier

Tides

A	Astronomical
D	Datum
E	Equinoctial
H	High/higher/highest
I	Indian
L	Low/lower/lowest
M	Mean
N	Neap
O	Ordinary
R	Range/rise
S	Spring
T	Tide
W	Water

e.g.

MLWST	Mean low water spring tide
LWONT	Low water ordinary neap tide

Lloyd's Agency

The Lloyd's Agency system as we know it today originated in 1811 when the members of Lloyd's agreed to formalise the rather haphazard and cumbersome means employed previously to appoint representatives to report shipping movements, casualties and matter of interest, also to care for their interests as insurers of ships and cargo in casualty.

The Committee of Lloyd's was invested with the responsibility of establishing the Agency system and to-day Lloyd's Agents remain Agents of the Corporation of Lloyd's and not of individual Underwriters. In their official capacity Lloyd's Agents duties are to collect and transmit information of likely interest to the Lloyd's market and insurers world wide. Since 1811 they have not had any authority to act on behalf of individual underwriters unlike representatives prior to that time who were able to act under a power of attorney from individual underwriters. These powers were terminated in 1811.

Underwriters knew that the network of Agencies would be of value in areas apart from the collection of information and to-day it is common practice for Insurers, both Lloyd's and Companies world-wide, to include in the wording of insurance documents a requirement that surveys to establish the extent and cause of loss or damage to ships, their cargo and goods in transit by land, sea and air be held by Lloyd's Agents or by surveyors appointed by them.

In 1886 certain selected Lloyd's Agents were authorised by the Committee of Lloyd's to adjust, settle and purchase claims on Lloyd's policies and certificates which made special provision for this. This does not mean paying the claim on behalf of Underwriters, but only that the Agent concerned may, at his discretion, purchase title to the claim and, thereafter, seeks reimbursement from the parties concerned.

In the twentieth century, the increased scope and complexities of insurance had involved Lloyd's Agents in an ever widening field of activity, including both Aviation and Non-Marine surveys and investigations.

The basic qualifications for a Lloyd's Agency appointment remain, namely, that the Agent should (1) be resident and well established at the port or place concerned, (2) be of high commercial status and integrity and (3) have no manifestly conflicting interests.

Today it is unusual for a Lloyd's Agent to have no other business interests, the majority of the Agencies being held by companies having interests ranging from surveying to merchandising, Ships Agency work and other representations. Where the volume of work warrants it a specialist office within the company, staffed with qualified personnel, will care for the appointment and allied duties.

Inquiries regarding the Lloyd's Agency system should be addressed to the Controller of Agencies at Lloyd's from whom an official list giving full details of Agents addresses can be obtained.

AFRICA

Including islands off Africa in the Atlantic and Indian Oceans

1 Algeria	11 Congo	22 Guinea	30 Mauritius	42 Seychelles
4 Angola	12 Djibouti	23 Guinea-Bissau	30 Morocco	42 Sierra Leone
5 Ascension Island	12 Egypt	23 Ivory Coast	34 Mozambique	43 Somalia
5 Benin	19 Equatorial Guinea	24 Kenya	36 Nigeria	44 South Africa
6 Cameroon	20 Ethiopia	25 Liberia	40 Reunion Island	48 Sudan
7 Canary Islands	20 Gabon	26 Libya	40 St. Helena Island	49 Tanzania
10 Cape Verde	21 Gambia	28 Madagascar	41 Sao Tome and Principe	50 Togo
11 Comoros	22 Ghana	29 Mauritania	41 Senegal	51 Tunisia
				53 Zaire

ALGERIA

General Holidays: New Year's Day (January 1), Labour Day (May 1), Anniversary of June 19, Revolution Day (No work). Plus El Mawlid en Nabaoui, Aid El Fitr, Aid El Adha, Hegira New Year, Achoura
Entry and clearance as well as bunkering, loading or discharging of vessels may take place on Fridays/General Holidays, on payment of overtime. Prior arrangements must be made

Saturday and Sunday are normal working days. No work on Fridays.
Ramadan is dependent upon the appearance of the moon and is the 9th month of the Mohammedan Year, rigidly observed as a 30 days fast during daylight hours by all Mohammedans. Consequently labour conditions may be difficult

Currency: Algerian Dinar

Bunkers: Supplied by the national company Sonatrach

Charges: On application

Working Hours: 0800-1120; 1400-1720. Shiftwork 0700-1300; 1300-1900 (overtime rates payable). Night work 2100-0300. Ramadan working hours, 1st shift 0700-1200; 2nd shift 1200-1700; night shift 2100-0300

Brokerage: The exclusive preserve of Cie. Nationale Algerienne de Navigation (CNAN)

ALGIERS

Lat 36° 50' N; long 3° 2' E. Capital and principal general cargo port of Algeria. Alternatively known as **Alger** or **El Djazair**

Authority: Entreprise Portuaire d'Alger, 2 Rue d'Angkor, BP 830, Algiers. Tel: 625748/51 & 626559/62, Telex: 52738 ALGER

Approach: North approach channel, 176 m wide, 22 m deep; south approach channel, 240 m wide, 16 m deep

Pilotage: Compulsory. Available day and night: pilot boards vessel approx. 0.8 km from the end of Wattier Jetty

Largest Vessel: 25 000 t, 11.58 m d, length not restricted

Accommodation: Port protected by a network of five breakwaters. 54 berths totalling 9519 m length. Rail connections on the quays

Storage: Covered storage and open storage; grain silo of 25 000 t capacity; several wine storage facilities

Cranes: All cargo berths are equipped with cranes, including 3/6 t electric gantry cranes, mobile cranes, etc

Water: Fresh water ex barge or by pipeline

Container and Ro/Ro Facilities: Container handling equipment available. Three ro/ro berths

Ore and Bulk Cargo Facilities: Electric iron ore loader on the Mineral Quay; coal unloader

Tanker Terminals: Two berths, each 250 m long, at the Quai de Lorient, depths alongside up to 11.5 m

Bunkers: Fuel, diesel and gas oil available from installations and by barge at rates from 200 to 500 t/h. If berths at installations are occupied barging is supplied free. All bunkers supplied by Sonatrach

Development: Extension of the E side of the port, including the construction of a new container terminal

Shiprepairs: Two Government-owned dry docks, maximum capacity 4000 t; also four slips and one floating dock for small craft. Two floating cranes of 150 and 120 t respectively

Towage: Three tugs available from 500 to 800 hp; one tug of 1000 hp for towing in the harbour; two 1500 hp tugs for open sea towing

Traffic: Approx 6 000 000 t of cargo handled per year

Airport: Houari Boumediene, 20 km with regular flights to France, Tunisia, Morocco, Italy and Spain, etc

Officials: Capitainerie du Port, Tel: 630161 & 640010

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

ANNABA

Lat 36° 54' 11" N; long 7° 47' 3" E

Authority: Entreprise Portuaire d'Annaba, Mole Cizozne, Quai Nord, Annaba, Tel: 823131/3, Telex: 81801 ONAPORT

Approach: Good anchorage obtained in Baie du Lazaret in depths of 20-22 m, providing shelter from W and NW winds. Approach channel in the Outer Port 235 m wide and 13 m deep

Pilotage: Compulsory for merchant ships entering or leaving harbour or shifting berth. Vessels wishing to enter basin at night must anchor two nautical miles E of southern lighthouse of main entrance on steady sand bottom of 19.80-30.50 m depth

Largest Vessel: 200 m long, 10 m d

Accommodation: Harbour protected by two breakwaters and divided into three basins. Total length of quays 3985 m with 24 berths, 2.50-13 m d. Rail connections on quays

Storage: Shed space of 13 391 m²; wine storage; grain silo of 16 000 t capacity
Cranes: 18 cranes from 3 to 6 t; one 110 t sheer legs; one 80 t bulk diesel crane; eight loaders

Provisions: Available

Water: Fresh water supplied alongside wharves

Ore and Bulk Cargo Facilities: Three ore berths, three berths for metallurgy, one berth for bulk cargo phosphates

Tanker Terminals: Five berths, operated by Sonatrach; length from 118.9 m to 195 m; 8.75-13 m d; no night berthing; water available at some berths

Bunkers: Fuel oil and diesel oil available from Sonatrach. No coal

Development: Construction of a further iron ore berth and new ro/ro berths, plus reinforcement to some of the existing jetties. The breakwaters are also to be extended

Shiprepairs: One graving dock with two rolling cradles on slipways, lifting capacity 100-200 t. Divers and frogmen available

Towage: Two tugs both 700 hp

Traffic: Approx 7 000 000 t of cargo handled per year

Airport: Annaba-Les Salines, 8 km SE of town

Officials: Capitainerie du Port, Tel: 822137

Lloyd's Sub-Agents: Cie. Algérienne des Experts Maritimes et Industrielle (C.A.E.M.I.), Annaba, Tel: 822311, Telex: 81905

ARZEW

Lat 35° 51' N; long 0° 18' W. Situated 30 km E of Oran. Alternatively known as **Arziw**

Authority: Entreprise Portuaire d'Arzew, PO Box 46, Arzew. Tel: 372304 & 372067, Telex: 12819

Approach: There are numerous landmarks and navigational aids, including the oil storage tanks and a conspicuous flare, which are visible for some distance to vessels approaching Arziw Bay. Port approached by a channel, 280 m wide with depths from 10 to 13 m

Pilotage: Compulsory. Tel: 376951. For approaches call VHF Channel 16; for berthing manoeuvres/loading purposes call Channels 14 or 12

Accommodation: Total length of quays 4490 m (including the tanker terminals) with 20 berths, 4-28 m d

Commercial Port: Three berths on Mole 3 for handling general cargoes and loading fertilisers and salt in bulk, max d of vessel 7.2 m. Mole 4 can accommodate vessels of 8 m d and includes a berth for cement carriers. A fishing quay extends W from the root of Mole 3

Rail connections on the quays

Storage: Shed space 1584 m²

Water: Fresh water available from two hydrants

Tanker Terminals: Three berths for tankers on inside of breakwater capable of taking vessels up to 120 000 dwt, with max d 9.2 m, 13 m and 14.9 m. Two berths on jetty across harbour for tankers up to 40 000 dwt with max d 9.2 m and 10.5 m

The loading of crude oil is also carried out from a sea terminal (lat 35° 50' 8" N; long 0° 15' 35" W) operated by Sonatrach, capable of taking tankers of 250 000 dwt in depth of 26 m. Each terminal has three pipelines, ending in flexibles, for loading and one pipeline ending in flexibles, for deballasting. The loading rate is 5500 t/h. Berthing of tankers might be difficult in bad weather especially should there be a north-easterly swell (most probable during January and February). Night berthing possible. Fuel not available

Liquefied Gas Terminals: Liquefied methane handled at two berths, each 400 m long, for vessels up to 9.4 m d. Ammonia gas also handled at Berth S1 inside harbour

Bunkers: Small quantities available only for vessels inside harbour, supplied by Sonatrach from two barges

Development: Construction of a container handling facility in the Commercial Port

Towage: Compulsory for vessels over 1500 grt. Seven tugs from 1500 hp to 2300 hp are available. On sea line for berthing or unberthing, two tugs compulsory and three tugs are required for tankers over 50 000 dwt

Traffic: 1981, 506 total of tankers loaded; 141 crude oil, 108 LNG and 51 LPG

Medical Facilities: Nearest hospital at Oran

Airport: Due to repairs at Es-Senia, traffic is temporarily transferred to Tafaraoui 65 km SW

Officials: Ships Agent: Compagnie Nationale Algerienne de Navigation (C.N.A.N.), Boulevard Emir Abdelkader, Arzew, Tel: 377200/9, Telex: 12924 & 12987

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

ARZEW-EL-DJEDID

Lat 35° 48' 6" N; long 0° 12' 30" W. Alternatively known as **Bethioua**

Approach: Outer Anchorage: Waiting vessels anchor between 1 mile and 1.5 miles N of the breakwater in a depth of 60-70 m with good holding ground

Pilotage: Compulsory. Tel: 377951. Pilot station can be contacted on VHF Channel 14, with the Harbour Master's office on Channel 12 and at night on Channel 16. Two pilots are required on entering and they board in the roads; one pilot only is required on leaving

Tides: Max tidal range 0.4 m

Accommodation: Offshore port in the open sea being built by an international consortium. Practically finished in 1980, the port was seriously damaged by a storm in December the same year. At present the breakwaters have not been reconstructed and the lights at their extremities are still out of service. Temporary buoyage/beaconing has been installed and vessels can enter and leave with some safety precautions. Thus movements only take place during daylight hours, with a pilot and two tugs ensuring surveillance of vessels during their stay in port

Berth	Length (m)	Depth (m)	Max tonnage	Product
M1	480	13.5	125 000-200 000 m ³	LNG
M2, M3	460	13.5	125 000-200 000 m ³	LNG
M4, M5	430	13.5	125 000 m ³	LNG
M6	480	13.5	125 000-200 000 m ³	LNG
B1	480	23.5	25 000-100 000 dwt	Crude gas
B2	440	23.5	50 000-150 000 dwt	Crude gas
B3	460	26.5	100 000-250 000 dwt	Crude gas
O1	360	13.0	35 000-70 000 m ³	LPG
			6 000-120 000 m ³	Ammonia

Sea-line loading berth to W of breakwaters for tankers up to 85 000 dwt

Water: Available

Towage: Compulsory. Tel: 377140. Six tugs required on entering and four tugs on leaving

BEJAIA

Lat 36° 45' N; long 5° 3' E. Located 190 km E of Algiers

Authority: Entreprise Portuaire de Bejaia, Avenue des Freres Amrane, Bejaia, Tel: 921812, Telex: 83055 OPEJBEJAIA

Approach: Sheltered anchorage can be obtained off the breakwaters; exposed only to N and NE winds. Port approached by a channel 320 m wide and 13.50 m deep

Pilotage: Compulsory; contact pilot station at the quai Laferriere via VHF channel 16 or through the Direction du Port, Tel: 281 day, 190 evening

Largest Vessel: 260 m long

Accommodation: Harbour consists of three basins protected by breakwaters. Total length of commercial quays 2717 m, 5.50-13 m d; 23 berths of which one handles exclusively minerals and another handles exclusively cereals. Vessels up to 10 000 dwt can be accommodated

Storage: Open storage of 33 ha; 18 273 m² of shed space

Cranes: Several up to 10 t available. One tractor, one 100-t sheer-legs and eight fork lifts also available

Water: Available

Tanker Terminals: Sonatrach operate three loading piers for crude oil with 11.5, 12.5 and 13 m d

Liquefied Gas Terminal: One berth for butane in the Inner Port

Bunkers: Oil bunkers available at oil terminal only

Development: The port is being enlarged to accommodate vessels up to 30 000 dwt. New quay 750 m in length under construction. A second quay of similar size will also be constructed

Shiprepairs: Only minor repairs possible

Traffic: 1981, 118 tankers loaded crude oil

Towage: Available. Two tugs required for berthing and unberthing

Airport: 6.4 km

Working Hours: 0630-1300, 1300-1930

Officials: Capitainerie du Port.

Ships Agent: Compagnie Nationale Algerienne de Navigation (C.N.A.N.), Bejaia, Tel: 920006-9, Telex: 83084

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

BÉNI-SAF

Lat 35° 18' 26" N; long 1° 23' 16" W

Authority: Entreprise Portuaire de Beni-Saf, Route du Port, Beni-Saf, Tel: 225468, Telex: 18084

Approach: Anchorage can be obtained outside the port in depths between 15 m and 20 m. Entry difficult during N or NW winds. Port approached by a channel, 160 m wide

Pilotage: Available from Ghazaouet with prior notice; daylight hours only

Weather: Winds W in winter, E in summer

Accommodation: Harbour consists of two jetties. Vessels anchor and secure their sterns to the jetty. West Quay: One berth with usable length of 10 m and depth of water 8 m, equipped with a conveyor belt for handling minerals at 500 t/h. Commerce Quay: One berth with usable length of 55 m and depth of water 6 m

Storage: 13 ha of open storage and 1885 m² of shed space available

Cranes: One pontoon sheer-legs of 40 t available

Provisions: Available

Water: Available at 3 t/h

Development: Upgrading of port facilities is to be carried out, including substantial dredging and new quays

Shiprepairs: Small dry dock available. Minor repairs only carried out

Towage: Not available

Airport: Tafaraoui or Zenata

Officials: Harbour Master: Ahmed Ben Abdou

Ships Agent: Compagnie Nationale Algerienne de Navigation (C.N.A.N.), Rue de la Marine, Tel: 225908

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

CHERCHELL

Lat 36° 36' 08" N; long 2° 11' 05" E

Authority: Entreprise Portuaire de Mostaganem, Quai de l'Independance, Mostaganem, Tel: 265938 & 268185

Approach: Port approached by channel, 24 m wide. Harbour cannot be entered or left during heavy weather. Anchorage in roadstead entirely exposed and vessels can only anchor in good weather; depth of water 14.6 m, but bottom rocky in many places

Accommodation: Total length of quays 520 m, 3.50-4.20 m d

Storage: No covered storage

Cranes: None

Water: Available at quays

Officials: Capitainerie du Port, Tel: 801455

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

COLLO

Lat 37° N; long 6° 34' E

Authority: Entreprise Portuaire de Skikda, Port de Skikda, Tel: 955141 & 955729

Approach: Good anchorage in Baie de Collo with depth of 27 m, providing excellent shelter from W and N winds

Accommodation: Port protected from easterly winds by a jetty, 145 m long. Three small berths, totalling 237.50 m in length, 4.20-5 m d

Storage: Open storage of 2 ha. No other facilities available

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

DELLYS

Lat 36° 55' N; long 6° 34' E

Authority: Entreprise Portuaire de Dellys, Dellys, Tel: 429377

Approach: The bay, open to the E, offers good shelter against W and NW winds. Anchorage 0.8 km from shore in 20-22 m of water

Accommodation: Harbour protected from the E by a breakwater. Two berths, one on South Quay 129 m long with depth alongside 5.5 m; one on North Quay 107 m long, depth 6 m

Storage: 17 400 m² of open storage

Cranes: None

Development: New port area is planned

Officials: Capitainerie du Port.

Ships Agent: Compagnie Nationale Algerienne de Navigation (C.N.A.N.), Dellys, Tel: 429055

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

GHAZAOUET

Lat 35° 6' N; long 1° 52' 21" W. Alternatively known as **Ghazawet**

Authority: Entreprise Portuaire de Ghazaouet, 2 Rue de la Marine, Ghazaouet, Tel: 221255, Telex: 18086

Approach: Anchorage can be obtained N of the breakwater in depths between 18 m and 22 m, but is not advisable during bad weather. Port is approached by an outer channel, 225 m wide and 12-20 m deep, and by an inner channel 166 m wide and 11-12 m deep

Pilotage: Compulsory. Two pilots boats available, Tel: 075

Accommodation: Harbour protected on N side by a breakwater

Quay	Length (m)	Draft (m)
Mole A, Berth 17	100	9
Berth 18	100	9
Berth 15	100	9
Mole B, Berth 14	80	8
Berth 13	80	8
Darse Est, Berth 12	123	8
Mole C, Berth 11	93	8
Berth 10	101	8
Berth 9	125	8
Darse Centrale, Berth 8	103	8
Berth 7	100	8.50
Berth 6	100	8.50
Berth 5	100	9
Darse Ouest, Berth 4	120	11
Mole E, Berth 3	100	11
Berth 2	100	11
Berth 1	90	11

Rail connections on the quays

Storage: Wine storage available; 5300 m² of covered storage and 20 ha of open storage available

Cranes: Available up to 12 t capacity. Six 2-t elevators

Water: Available

Development: Reinforcement to some of the existing jetties is taking place. A grain silo with a cap of 30 000 t is planned

Shiprepairs: A small slipway is available. Minor repairs only can be carried out

Towage: Available

Traffic: 1983, 198 vessels, 590 571 t of cargo handled

Airport: Zenata 100 km SE.

Officials: Capitainerie du Port, Tel: 119

Ships Agent: Compagnie Nationale Algerienne de Navigation (C.N.A.N.), Boulevard du 1er Novembre, Tel: 221102 & 221358, Telex: 18099

Lloyd's Agents: Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel: 631962/65, Telex: 52906 MORY ALGIERS

JIJEL

Lat 36° 50' N; long 5° 47' E

Authority: Entreprise Portuaire de Jijel, Port de Jijel, *Tel:* 965334, *Telex:* 84060**Approach:** Port approached by a channel, 170 m wide**Pilotage:** Available from Bejaia with 24 h notice during daylight hours only. VHF Channel 16**Accommodation:** Total length of quays 448 m, 4-7 m d with three berths at the South Quay and two berths at the West Quay, plus several mooring buoys. A further 425 m of berthing space has recently been completed. 200 m of quayage is reserved for the fishing industry**Storage:** Very limited shed space; 16 846 m² of open storage**Cranes:** None**Provisions:** Available, especially fruit and vegetables**Water:** Available at South Quay**Ro/Ro Facilities:** Quayage available for vessels of up to 100 m max loa with permission from the Port Authority. New facilities have recently been constructed**Bunkers:** Not available**Development:** JENJEN: New port area under construction near Jijel, to cater for container vessels and general cargo vessels up to 30 000 dwt, and for ore carriers up to 120 000 dwt. A feasibility study for a two berth drydock has also been carried out**Charges:** Quay dues payable only when ships enter for unloading cargo of foreign origin**Traffic:** 1983, 1 030 000 t of cargo handled**Airport:** Local airport, 12 km. Only domestic flights to Algiers**Officials:** Capitainerie du Port, *Tel:* 965329**Lloyd's Agents:** **Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel:** 631962/65 *Telex:* 52906 MORY ALGIERS**MOSTAGANEM**Lat 35° 56' N; long 0° 5' E. Alternatively known as **Mestghanem****Authority:** Entreprise Portuaire de Mostaganem, Quai de l'Indépendance, Mostaganem, *Tel:* 265938 & 268185**Approach:** Anchorage to W of harbour entrance in a depth of 25 m. Port approached by a channel 100 m long, depth 12 m**Pilotage:** Compulsory. Two pilots; one pilot boat; 24-hour service**Largest Vessel:** 200 m long, 7-62 to 8-23 m d depending on the berth**Accommodation:** Eight berths available. Vessels arriving after sunset usually wait in the roads until 0600 h of the next day; vessels can sail at any time. Rail connections on quay.**Storage:** Sugar silo on Maghreb Quay available; wine storage available**Cranes:** Five cranes from 4 to 12 t available**Water:** Available at Jetée Nord or from water boats**Bunkers:** No facilities. Available from Arzew if required**Development:** Construction of two ro/ro berths and extension of existing quays. A silo dock will be provided**Shiprepairs:** No dry docks available. Minor repairs can be carried out in local workshops**Towage:** No tugs available**Traffic:** 1983, 644 vessels, 1 650 000 t of cargo handled**Airport:** Tafaraoui, 115 km SW**Officials:** Capitainerie du Port, *Tel:* 263320**Ships Agent:** Compagnie Nationale Algérienne de Navigation (C.N.A.N.), Quai de la Libération, Port de Mostaganem, *Tel:* 260966/7, *Telex:* 14046 & 14028**Lloyd's Agents:** **Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel:** 631962/65, *Telex:* 52906 MORY ALGIERS**ORAN**Lat 35° 43' N; long 0° 39' W. Situated 400 km W of Algiers. Alternatively known as **Wahran****Authority:** Entreprise Portuaire d'Oran, Boulevard Mimouni Lahcene, PO Box 106, Oran, *Tel:* 396949, *Telex:* 22422**Approach:** Anchorage in the roads in depths up to 40 m. Port approached by an eastern channel, 150 m wide and 24 m deep**Pilotage:** Compulsory. Two 60-hp pilot boats available**Accommodation:** Port protected by two breakwaters and consists of seven basins with water area of 120 ha. There are 37 berths with a quay frontage of 3-5 km, including specialised facilities for handling cargoes such as wine and grain

Quay		Length (m)	Draft (m)
Alger	Berth 1	112-50	8
	" 2	112-50	8
*Bejaia	"	100	4-50
	"	67-50	4-50
*Senegal	Berth 1	130	9-15
	" 4	130	9-15
	" 5	130	9-15
Conakry	Berth 6	130	7
	" 7	130	8-20
Cadix	Berth 8	138	8-40
Casablanca	Berth 9	120	8-20
	" 10	120	6-50
Safi	Berth 11	140	6-10
	" 12	140	7-30
	" 13	140	7-30
Dunkerque	Berth 14	110	7-50
	" 15	110	9
Dakar	Berth 16	200	10
Dar El-Salem	Berth 17	190	10
	" 18	190	8-50
Skikda	Berth 19	120	8
Ghazaouet	Berth 20	172-50	9
	" 21	172-50	10-50
Genes	Berth 22	128	12

Gabes	Berth 23	110	10-50
	" 24	120	10-50
	" 25	120	9
Sfax	Berth 26	100	8-50
	" 27	100	8-50
Hambourg	Berth 28	133	9
	" 29	133	10
	" 30	134	12
La Havane	Berth 31	150	12
Le Havre	Berth 32	140	11
	" 33	60	9
*Sebastopol	"	35	4-50

* Not used for trade.

The repair of storm damage to quays and other equipment experienced during December 1980 has been completed and the port is now fully operational

Storage: Grain silo, wine storage and 48 554 m² of shed space available**Cranes:** 41 cranes from 3 t to 40 t cap, plus several sheerlegs up to 80 t**Provisions:** Available**Water:** Available at quays or by water boat**Container and Ro/Ro Facilities:** Container handling equipment available. Three ro/ro berths**Bulk Cargo Facilities:** The grain silo has been rebuilt with modern equipment**Tanker Terminals:** Two berths, operated by Sonatrach; length 224 m each; 11-58 and 9-75 m d; night berthing possible; water and bunkers available**Bunkers:** Fuel, diesel and gas oil from National Company Sonatrach (*Cables:* Sonasoute Alger)**Development:** Repairing of storm damage to quays and other equipment experienced during December 1980. Modernisation of grain handling facilities. Construction of a new container terminal with cap of 600 000 t of cargo per year, scheduled for completion during 1986**Shiprepairs:** Only minor repairs can be effected; three slipways available**Towage:** Two tugs of 1500 and 2000 hp available. Three 45-hp launches available**Traffic:** Approx 2 500 000 t of cargo handled per year**Airport:** Due to repairs at Es-Senia, traffic is temporarily transferred to Tafaraoui, 25 km SE**Officials:** Capitainerie du Port, Quai d'Alger, Oran, *Tel:* 394363 & 392337, *Telex:* 22308**Ships Agent:** Compagnie Nationale Algérienne de Navigation (C.N.A.N.), Quai de l'Horloge, Port d'Oran, *Tel:* 392518, 393026 & 393932, *Telex:* 22208 & 22241**Lloyd's Sub-Agents:** **Société Algérienne des Etablissements Mory & Cie., 16 Quai Beaupuy, Oran, Tel:** 392814, 393986 & 393178, *Telex:* 22258**SKIKDA**

Lat 36° 53' 20" N; long 6° 54' 30" E. Situated 400 km E of Algiers

Authority: Entreprise Portuaire de Skikda, Port de Skikda, *Tel:* 955141 & 955729, *Telex:* 87840**Approach:** Approach channel in the Outer Port, 100 m long and 15 m deep**Pilotage:** Compulsory**Accommodation:** Total length of quays 2484 m with 17 berths, 6-14 m d. Mooring and unmooring permitted at night. Turning basin inside harbour, diameter 350 m, for vessels up to 11 m d.**Storage:** Shed space of 10 253 m². Grain silo of 20 000 tonnes capacity. Wine storage**Cranes:** Eight 3/6-t cranes. Two elevators and one 100-t pontoon available**Water:** Fresh water available by pipeline at the berths**Tanker Terminals:** Three berths available:

Berth	Maximum length of vessel (m)	Maximum draft (m)
No. 1	225	11
No. 2	250	12-5
No. 3	275	14

Liquefied Gas Terminals: There is a finger pier comprising two berths for loading liquid natural gas**Bunkers:** Not available**Development:** Construction of new ro/ro berths for completion by 1984**Shiprepairs:** Minor repairs can be carried out**Towage:** Available**Traffic:** 1981, 201 tankers loaded refined products, 158 LNG and 32 LPG**Airport:** Annaba or Qacentina, both 80 km**Officials:** Capitainerie du Port, *Tel:* 955141**Lloyds Sub-Agents:** **A. Debili, Skikda, Tel:** 740928**TENES**

Lat 36° 33' N; long 1° 20' E

Authority: Entreprise Portuaire de Tenes, Port de Tenes, *Tel:* 457276, *Telex:* 78921**Approach:** Main entry channel through W entrance. Dangerous in heavy weather and care must be taken during strong NW winds. E entrance used for small craft only**Accommodation:** Harbour consists of two jetties, North and Southwest, with a detached breakwater between the heads. Total length of quays 420 m with four berths, 6-7 m d. Rail connections to SW Quay**Storage:** Wine storage available**Cranes:** None**Provisions:** Available**Water:** Available on SW Quay**Airport:** Tafaraoui, 190 km**Officials:** Ships Agent: Compagnie Nationale Algérienne de Navigation (C.N.A.N.), Tenes, *Tel:* and *Telex:* As Port Authority**Lloyd's Agents:** **Société Algérienne des Etablissements Mory & Cie., 8 Boulevard Colonel Amirouche, Algiers, Tel:** 631962/65, *Telex:* 52906 MORY ALGIERS

ANGOLA

General Holidays: New Year's Day (January 1), Start of Armed War (February 4), Workers Day (May 1), Day of Dead (November 2), Independence Day (November 11), Date of Foundation of MPLA (December 10), Family Day or Christmas Day (December 25)
December 24 a half holiday from 1200 h
Overtime can be arranged on Sundays and holidays against extra payment, except on Christmas Day and New Year's Day. GMT plus one hour observed
Currency: One Angolan Escudo = 100 Centavos
Charges: On application

CABINDA

Lat 5° 33' S; long 12° 11' E

Authority: Marine Port Authority, Capitania do Porto, PO Box 30, Cabinda, Angola, Tel: 22160
Approach: The Bay of Cabinda can be entered directly from the sea but due to lack of depth of water caution is needed. A sand bar extends along the coast, between Massabi River and the Congo River, with a width of 3.2 to 4.8 km. Ocean-going vessels can only anchor some distance from coast in open roads. Official anchorage has a sandy bottom. Safe line of approach found in Portuguese charts. There are wrecks of lighters sunk during cargo operations. Depths at official anchorage between 9.14 m and 10.67 m—open roads subject to heavy swell in season, 3.04 m clearance under keel to be observed
Pilotage: Compulsory. One government pilot available
Weather: At height of dry season (usually March to September) heavy swell predominant; during this swell it is often impossible to work in the roads or alongside pier, resulting in serious congestion (10 days per year). Heavy thunderstorms during rainy season often interfere with work
Tides: Tidal range approx. 1.52 m
Accommodation: The old wooden port pier is 100 m in length. Depth only 3.04 m. It is possible to work on each side of the pier, but the land side is restricted to light cargo handling in view of the limited capacity of outreach of crane. The port operates 28 barges at present with capacities ranging from 100 to 200 t and 17 launches for towing barges and transport
Cranes: Seven cranes with lifting capacity up to 12 t
Water: Available from barges
Bunkers: Fuel not available
Development: Two-berth pier for 10.36 m d ocean-going vessels
Shiprepairs: Minor repairs only by Sociedade de Representacoes de Cabinda, PO Box 4, Tel: 22126
Charges: Inward cargo pays lighterage. Free pratique after complete clearance of vessels
Towage: Not available
Airport: Cabinda, 2.5 km; connecting flights to Luanda
Local Holidays: Simulambuco Day and Town Holiday
Working Hours: Normal port working hours for all cargoes (weekdays) from 0700–1200, and 1400–1730; Saturdays from 0700–1230. Overtime (weekdays) from 1200–1400; 1730–2330; 2330–2400; 0000–0700
On Saturdays, overtime from 1230–1400; 1400–2400; 0000–0700

MALONGO TERMINAL

Lat 5° 26' 10.8" S; long 12° 4' 44" E. Located 24 km N of Cabinda

Authority: Cabinda Gulf Oil Co, PO Box 40, Cabinda. Tel: 22256/9, Telex: 3160 MALONGO AN
Pilotage: Compulsory. Pilot boards 3.5 m W of the SPM and berthing can take place by day and night. Berthing Master remains on board throughout loading operations
Accommodation: Single Point Mooring located 8.7 miles WSW of the shore installations for loading crude oil. Tankers up to 100 000 dwt can berth in a depth of 22.9 m; max d permissible is 19.8 m
There is a further SBM for loading LPG located in position 5° 25' S; 12° 0' 10" E in a depth of about 30.5 m
A L-shaped jetty 342 m long with a berthing face of 166 m can be used for small coasters and barges, although subject to heavy swell
Storage: Large covered warehouses and sheds. Oil storage capacity of 1 370 000 bbls
Towage: Not available
Officials: Director General: T. G. King

LOBITO

Lat 12° 20' 47" S; long 13° 32' 45" E. Situated in Lobito Bay, midway between Luanda and Mocamedes

Authority: Director, Port of Lobito, Tel: 3159, Telex: 8239 PORTLOB
Approach: Harbour is formed by natural sandspit, 4.8 km long and about 731.5 m wide. No inner or outer bars and no currents in harbour area. Depth of approach over 18.28 m. Vessels may enter or leave any time of year, day or night, but are not normally berthed during hours of darkness
Pilotage: Compulsory for berthing or sailing, but not compulsory when pilot requested outside harbour entrance. Any manoeuvre inside harbour waters must be with permission of port captain and with pilot aboard
Weather: Fair weather conditions with moderate winds
Tides: Rise and fall of tide 1 m–1.83 m
Accommodation: Passenger vessels have preference in berthing. Two concrete quays provide 6 or 8 berths. Quay No 1—Running from NE to SW, 570 m long, minimum depth 10.36 m alongside at LW; Quay No 2—Running from NW to SE, 552 m long, minimum depth 10.36 m alongside at LW. Quay No 2 is a continuation of Quay No 1, and runs at right-angles from its SW extremity. Railway on both quays
Storage: Storage in 15 warehouses and sheds for some 100 000 t of goods. Silos adjacent No 2 Quay with capacity of 25 000 t; loading by two elevators and chutes, each of 250 t/h capacity. Warehouses with storage capacity of 100 000 t. Ten reefer chambers. Port Authorities have one 500-t and three 300-t lighters.

Cold storage in port area: Quay No 1, berth 1, five chambers, +3°C, and five chambers, –16°C to –18°C. Each chamber has 100–120 m³ capacity
Cranes: Eight 3-t, seven 3–5-t, six 5-t, two 10-t, two 22-t, two 6-t electric cranes
Provisions: Available at any time
Water: Good water available at all berths through pipelines (no water barge)
Container and Ro/Ro Facilities: None
Ore and Bulk Cargo Facilities: Mechanical bulk ore-loading plant on last berth of No 2 quay; wagon tippler to hopper and conveyor belt, with loading at 400–450 t/h
Tanker Terminals: 4 berths, operated by Sonangol; 10 to 11 m d; night berthing sometimes possible; water and bunkers available
Bunkers: Fuel oil, gas oil and Bunker C available only from Sonangol and Mobil (Angola)
Shiprepairs: Slipways for ships up to 1200 t owned by Sorefame (Tel: 3004–5–6, Telex: 8260 SOREFAME AN). Sorefame also have a floating drydock with a capacity of 2000 t
Towage: Three tugs of 2100, 480 and 750 hp available. Compulsory for vessels over 500 grt (one tug). Two tugs obligatory for vessels over 5000 grt
For vessels of more than 200 tons grt use of motor boat compulsory on berthing
Medical Facilities: Available
Airport: 33 km by road
Local Holiday: Town Holiday (September)
Working Hours: Mon to Fri, 0730–1230; 1430–1730; meal 1230–1430; overtime, 1230–1430; 1730–1900; 2000–2400; 0000–0700; meal 1900–2000. Sat, 0730–1130; overtime 1400–2400; meals 1130–1400; 1900–2000. Sun and holidays, overtime 0000–2400; meals 1130–1400; 1900–2000
Cargo Worked: Per gang/hour: general cargo 8–10 t; bags 15–20 t
Officials: Director, Port of Lobito (to whom all correspondence must be addressed). Port Captain, Director of Customs

LUANDA

Lat 8° 47' S; long 13° 14' E. The harbour is situated behind an island, which forms a natural breakwater 4.5 km long

Authority: Servicos de Portos, Caminhos de Ferro e Transportes, Tel: 70061, Telex: 3224 AN
Approach: Depth at entrance, about 27.5 m. Vessels of any size can anchor in the harbour
Pilotage: Compulsory
Accommodation: Berths for eight large freighters, with depths of 10.36 m alongside. These consist of five piers ranging from 140 m to 180 m, one coastwise pier of 100 m, 4.57 m d and a quay, 400 m in length, 10.36 m d, extending eastwards from pier No 5. Port served by branch of Luanda railway
Storage: 18 covered warehouses with approx 55 500 m² and large parking areas. No cold storage available
Cranes: 28 cranes with capacities between 3 and 5 t, and two of 10 t, 76 forklift trucks available. One 150-t crane. Mobile 3-t, 4.5-t and 5-t cranes are also available. There is a 100-t floating crane which may be towed from the port of Lobito, on request, for the use of which there are special rates. Whether this crane is available at the time of ship's arrival must be checked as it is stationed at Lobito
Provisions: ISSA members available
Water: Fresh water available
Container and Ro/Ro Facilities: There are a limited number of containers now being handled, inwards only
Ore and Bulk Cargo Facilities: Ores are loaded in the pier zone No 3. The ores are shovelled from rail cars into buckets. No mechanical loader. There are several railcars adapted into V-shaped waggons where the ore is loaded and is emptied through sliding doors into the buckets. Daily average for loading is 1500 and 2000 t/24 consecutive hours. Grain is discharged by means of an electric conveyor belt system, at a rate of about 500–750 t/day. 12 portable diesel evacuators with capacities of 60 t/h are available
Tanker Terminals: There are two tanker terminals, No 2 Quay at the commercial port and the off-shore terminal (sea line) at the eastern side of the bay. No 2 Quay is available for the loading and discharging of fuel oils, gas oil, petrol and aviation spirit, but not crude oil. This quay is normally a general cargo berth, and there is no priority given to tankers. The off-shore terminal is utilised principally for the loading of fuel oil and gas oil and for the loading and discharging of crude oil, for which purpose there are three lines: one for fuel and crude oils and two for gas oil. There are two sets of mooring buoys, one for ships up to 230 m long, with maximum 12.19 m d, and the other for ships not exceeding 100 and 11.58 m d. Only small quantities of fresh water are available, supplied by a tug
Bunkers: Fuel oil, thin fuel oil and gas oil from the Shell Co of West Africa Ltd. Fuel oil available from Mobil Oil Portuguesa, SARL. Also from Companhia des Petroleos de Angola (PETRANGOL). Cables: Petrangol Luanda; and from Companhia de Combustiveis do Lobito, Fina SA, BP 17, Lobito, Cables: Purfina Lobito, Texaco—Luanda
Development: Upgrading of port facilities, including a container terminal
Shiprepairs: Two 700–1200-t slipways available. Small hull repairs, chipping, painting, boiler cleaning, etc. carried out by Hull, Blyth (Angola) Ltd PO Box 1214, Tel: 3, Cables: Vapor
Airport: Aeroporto De Belas, 4.8 km S. 15 international flights per week and daily flights to principal Angolan towns
Working Hours: 0700–1420; overtime 1420–2140, 2140–0500
Officials: Director of the Port, Director of Customs

NAMIBE

Lat 15° 11' S; long 12° 08' E

Approach: A natural bay easy of access, particularly for northern calls; for southern calls attention must be paid to Banco Amelia sandbank, which is not marked by lights. Min depth in approach 10.668 m. No inner or outer bars. Vessels may enter or leave bay at any time of year, day or night. Anchorage is indicated by harbour master, passenger vessels having preference
Pilotage: Compulsory

Weather: Fair weather conditions with moderate winds

Tides: Low tide, 0-80 m; high tide 1-30 m

Accommodation: Concrete quay 480 m long with minimum depth of 10-375 m alongside; minimum depth at approaches of 10-668 m, providing vessels not alongside lie at anchorage 450-500 m from shore in open roadstead; cargo is discharged into lighters, of which there are 14 available, varying from 30 to 125 t capacity. Vessels alongside are allocated a *Chefe de Zona* who is in charge of three berths

Storage: There are two warehouses with area approx. 3650 m² each, loading and discharging. Two cold stores, one private and the other state-owned

Cranes: Four 5-t cranes, two 3-t cranes, one 10-t crane (ground work only). One platform scale of 60-t capacity. Port also equipped with diesel locomotives, fork lift trucks, etc

Provisions: Plentiful

Water: No restrictions on water. No water barge available

Container and Ro/Ro Facilities: None

Ore and Bulk Cargo Facilities: Porto Saco is the iron-ore loading terminal about 10 km from the general cargo port. Phase I of this project provides the following facilities: loading capacity of 3500 t/h; loading installation, Krupp Ardelit conveyor; accommodation for vessels from 150 000 up to 200 000 dwt; maximum draft at low tide, 19 m; length of berthing area 325 m; width of the quay, 18 m; height of quay above sea level, 5 m; maximum height of loading boom above sea level, 31 m; height of loading boom above level of quay, 26.5 m; maximum projection of loading boom over berth, 29.5 m.

The storage area will hold approx. 1 200 000 t of ore. Loading undertaken by two heavy cranes transferring the ore from dumps to a conveyor belt. Automatic weighing of ore by machinery and extraction of samples.

At Porto Saco the agents of vessels which carry inflammable cargoes must give notice to the Port Captain at Namibe at least two days prior to arrival, indicating quality and quantity of the inflammable products on board. Such notice should always be given in writing and a receipt for delivery of this notice is to be obtained. Tankers are discharged alongside the ore loading terminal

Tanker Terminals: One berth, operated by the Texaco Oil Co, length 480 m; 18.78 m d; night berthing possible; water and bunkers available

Bunkers: Fuel oil and blended oils from Texaco terminal in Porto Saco available at dockside by means of a pipeline. Bunkers and fresh water can be taken during loading operations without delay

Shiprepairs: Very limited

Towage: Two 2100 hp tugs available; use compulsory for vessels leaving berth

Medical Facilities: Limited

Airport: 5 km

Local Holiday: August 4

Working Hours: Mon to Fri, 0730-1230; 1430-1730; overtime, 1230-1430; 1730-2400; 0000-0730. Saturdays, 0730-1130; overtime, 1130-2400. Sundays and holidays, overtime round the clock

Cargo Worked: General cargo 8-10 t/gang/h; bagged cargo 15-20 t/gang/h

Officials: Port Captain

PORTO AMBOIM

Lat 10° 46' S; long 13° 44' E

Accommodation: Anchorage is about 350 m in front of jetty in depth of about 10-67 m. Metal jetty is 123 m long and 13 m wide and is equipped with two 5-t cranes, one electric and one steam. Two towing launches available, also five 50-t and two 35-t steel lighters

Water: Not available

Towage: No tugs

Local Holidays: January 24

Cargo Worked: Cargo capacity: 300/400 t/day

Working Hours: Normal hours are 0700-1200 and 1400-1700; Saturdays 0700-1200

QUINFUQUENA TERMINAL

Lat 6° 19' 45" S; long 12° 14' 42" E. Alternatively known as **Soyo Terminal**

Authority: Cia de Petroleos de Angola (PETRANGOL), PO Box 1320, Luanda. Tel: 35802 & 35815, Telex: 3033 & 3246. Refinery, Tel: 70101

Pilotage: Compulsory. Pilot boards at the Anchorage area approx 2 miles NW of the terminal, and berthing can take place by day and night

Accommodation: Single Point Mooring located approx 7.5 miles offshore, for loading crude oil. Tankers up to 150 000 dwt can be accommodated in a depth of 21 m; max d permissible is 14.3 m. Loading can be interrupted to allow a tanker operating between the terminal and Luanda to load its cargo. This tanker has priority at the SPM. The export vessel returns to the Anchorage during this period

Storage: Onshore installations have a storage cap of 800 000 bbls

Provisions and Water: Not available

Towage: One tug of 1450 hp is available to assist in berthing operations

Medical Facilities: Available only in extreme emergencies

Officials: Marine Superintendent: Capt. Roger Moeskops. Port Captain at Soyo

SUMBE

Lat 11° 11' 35" S; long 13° 50' 10" E

Weather: S to SW winds

Accommodation: Ships anchor 2.4 km from the jetty, which is available for lighters only. Seven lighters available. No rail connections

Storage: Two warehouses with an area of 700 m²

Cranes: One coal crane of 11 t capacity

Water: Fresh water available but should be boiled

Shiprepairs: Minor repairs only

Officials: Bank of Angola

ASCENSION ISLAND

GEORGETOWN

Lat 7° 56' S; long 14° 25' W

Authority: Administrators Office, Ascension Island, Tel: 311, Telex: 214

Pilotage and Radio Frequency Information: No pilot, but Harbour Master will assist on VHF Channel 16, 2182 kHz

Weather: Persistent SE Trade Wind

Tides: Max range of tide 1 m. Heavy swells can be experienced within a short period

Largest Vessel: At Anchorage, 28 705 grt, 9.75 m d

Accommodation: Vessels anchor in 18.3-20.13 m. One small wharf 3 m long which accommodates pontoons and launches only. Ground swells can make landings at pierhead hazardous, and this is the only recognised landing area for the island. Written permission must be obtained from the Administrator for disembarking

Storage: Very limited and privately owned

Cranes: One of 35 t cap

Provisions and Water: No supplies available

Container Facilities: 20 ft containers can be handled

Tanker Terminals: One at main Anchorage. Also one at English Bay requiring special berthing procedure

Bunkers: Not available

Shiprepairs: Minor repairs only, Cable & Wireless PLC, Telex: 213

Charges: Port Dues: 5p per 100 nrt. Harbour Master's Fees: £1.05. Health Officer's Fees (when applicable): £1.00. Certificate of Clearance: No charge. Other charges should be negotiated with company concerned

Towage: Not available

Traffic: 1980: 25 cargo/passenger vessels, about 7500 t of cargo handled

Medical Facilities: Hospital available with limited facilities

Airport: US Airforce Airport, 3.2 km. No civilian airlines permitted, except special charter flights

Local Holiday: Ascension Day

Working Hours: 0700-1900, daylight hours only

Cargo Worked: 120-150 t/day

Officials: Administrator: B. E. Pauncefort. Harbour Master and Officer i/c Police: G. F. Henry

Agents: Cable & Wireless PLC

BENIN

General Holidays: New Year's Day (January 1), Martyrs' Day, Easter Sunday, Labour Day (May 1), Whit Sunday, Fête des Forces Armées Populaires du Benin (October 26), National Day (November 30), Christmas Day (December 25), Production Day (December 31). Also Tabaski and Ramadan, Muslim festivals which vary according to the phases of the moon

Currency: One CFA Franc = 100 centimes

Working Hours: Sat. and Sun. ordinary working days at overtime rates GMT plus one hour observed

COTONOU

Lat 6° 21' N; long 2° 27' E

Authority: Port Autonome de Cotonou, PO Box 927, Cotonou, Tel: 312890 & 315280, Telex: 5004 DIRPORT

Approach: Port subject to tornadoes and in time of bad weather ships should

anchor 1-6 km south of the lighthouse in 14 m depth and good holding ground. It is forbidden to anchor within a radius of 700 m of the circular red beam of light thrown from the West Jetty. Liners, steamers and tankers only have priority of entry into the port if their places in the berth are reserved for them. All other vessels enter and berth according to order of arrival

Pilotage: Compulsory. Ships should indicate ETA by telegram 24 hours in advance to 'Commandant du Port'. Approach to port announced on VHF channel 16. No restriction on hours of entry and departure from port. Vessels with over 9.75 m d remain outside port. Vessels arriving from the west or south, arriving at a point north of the lighthouse take on pilot half a mile from the channel. Vessels arriving from the east, take route parallel to the channel to the west, and take on pilot half a mile from there

Tides: Range of tide 1-60 m

Largest Vessel: 8000 dwt, max loa 180 m, max d 9.75 m

Accommodation: A large and well sheltered port. Quay length, 620 m providing four berths with 10 m depth alongside. One berth, situated at harbour entrance for vessels waiting and a fishing harbour. Railway runs alongside quay

Recently constructed quay provides two berths for general cargo vessels of 360 m total length, one for container vessels and one for ro/ro vessels

Storage: Warehousing of 33 500 m², sulphur storage of 3000 m² and refrigerated space available. Container storage, warehouses, transit sheds and open storage are available on the new quay

Cranes: Vessels load/unload by ships' gear, mobile cranes of 25 t and 50 t are available

Water: Available from quay

Container and Ro/Ro Facilities: One container berth, 200 m long and one ro/ro berth available at new quay. Container storage of 65 000 m² available

Tanker Terminals: There are two petroleum jetties for ships of 230 m length and 9.75 m d. Discharge through a hose, pumped at a rate of 50 m³/h. One berth for loading bulk palm oil

Bunkers: Fuel and gas oil available from SONACOP

Shiprepairs: Facilities for minor repairs available

Charges: On application

Towage: Compulsory for vessels over 500 grt. Two tugs up to 1400 hp are available

Traffic: 1982, 974 vessels, Imports 1 081 200 t, Exports 53 801 t, 10 383 TEU's handled

Medical facilities: National Hospital

Airport: 5 km from port

Working Hours: Port works 24 hours. Overtime rates payable outside ordinary working hours of 0700-1400 and 1400-2100, Mon. to Fri., and all day Sat. and Sun.

Cargo Worked: Rate of loading and unloading approx. 600 t for bulk cargo and 400 t for merchandise

Officials: Directeur du Port: A. Babadjie. Commandant du Port: M. Bourgeois. British Consulate: John Holt (Liverpool) Ltd

Lloyd's Agents: Cie. des Experts Maritimes du Benin (CEM), PO Box 269, Cotonou, Tel: 313268, Telex: 5268 EXPER CTNOU

CAMEROON

General Holidays—New Year's Day (January 1), Youth Day (February 11), Labour Day (May 1), National Day (May 20), Ascension Day, Assumption B.V. Mary (August 15), Christmas Day (December 25). Also End of Ramadan, Tabaski Day

Currency: CFA Franc

Working Hours—0730-1200, 1430-1800. Sat. 0730-1200. Overtime may be worked on Sundays and holidays. GMT plus one hour observed

DOUALA

Lat 4° 03' N; long 9° 40' E. Located 24 km from the mouth of the River Wouri

Authority: Cameroon National Ports Authority, PO Box 4020, Douala, Tel: 42 52 33, Telex: 5270 KN

Approach: The entrance is well marked. The depth of the channel is 7.5 m at LW; length of channel 30 km. Spring rise of tide 2.24 m, neap rise 1.57 m. Maximum safe draft, from 6.40 m NT to 6.85 m ST. The first buoy, called 'A' buoy, is 3° 45' N and 9° 24' E (White light 6 seconds). Other buoys are 'B' (red light), 'B1' (green light), 'C' (green light), 'D' (red light) and Base Buoy, 3° 54' N and 9° 32' E (white light), at which vessels await the pilot

Pilotage: Compulsory. Ships may enter at night. Ships must wire ETA and draft to agents and await pilot at Base Buoy, from which point turn for berthing starts

Radio Frequency Information: VHF Channels 16 and 14

Tides: Range of tide 2.05 m

Largest Vessel: Max d 9.5 m at HW

Accommodation: The port covers an area of 300 ha with a quay frontage of 10 km

The Commercial Port has nine general cargo berths with a depth of 8.5 m alongside, one coastal shipping berth and one berth for handling aluminium and coke

There is a timber dock in the Lower Port with berthing space for four vessels in a depth of 9.5 m and back-up area of 20 ha. Water surface area of 20 ha with depth of 3 m destined to the stocking of floatable timbers

The fishing dock has 560 m of quay length with depth of 5 m and covers 10 ha, complete with an ice factory of cap 150 t/day including three silos of 100 t each. A covered fish market of 3000 m² is situated adjacent to quayside and cold storage space of 4500 m² is available

Railway system connected to quays

Storage: Total area of covered storage amounts to 61 000 m², total open area of 66 000 m², cold storage facilities of 8000 m². Special open area for dangerous cargo unloading. Goods, except for heavy cases of motors and iron drums, must be removed from the quay at once to stores. See also Accommodation

Cranes: One 120-t and one 25-t, six mobile cranes together with a wide variety of forklift trucks

Water: Fresh water available at berths

Container and Ro/Ro Facilities: Two container and two ro/ro berths with total quay length of 500 m with a dredged depth of 11 m alongside and two dolphins, enabling three vessels to be accommodated at any time. The container yard has a surface area of 22.6 ha

Tanker Terminals: Two berths connected to storage tanks by pipe line

Bunkers: Fuel oil and gas oil available through major oil companies

Offshore Facilities: 150 m of quay with depth of 6 m in an area of land covering 15 ha is devoted to companies engaged in oil research of W.Africa. Accommodation for supply vessels etc is available

Development: Construction of a new fruit terminal with a 220 m long berth to accommodate vessels up to 9.5 m d. It will be equipped with a refrigerated warehouse of 6500 m² and mobile handling equipment. A new 200 m long container berth is to be constructed, together with a railway spur and provision of more equipment

A storage zone for land-locked African states is being built on a 20 ha site, and will include eight warehouses

At Bonaberi, the Industrial Quay is to be increased in length by 100 m

Plans are in hand to increase the minimum depth in the approach channel to 8.5 m and eventually to 10.5 m

Shiprepairs: 200 m of quay is provided for repairs and two floating docks with cap of 1000 t and 500 t are available

Towage: Compulsory. Six tugs up to 400 hp operated by the Port Authority

Traffic: 1981, 1194 vessels, 3 533 499 t of total cargo handled; timber exports 302 458 t; coffee exports 110 241 t; cocoa exports 67 568 t; cotton exports 52 029 t; banana exports 57 483 t; oil imports 741 357 t; 45 403 TEU's

Medical Facilities: Port dispensary

Airport: Douala International Airport, 10 km from port

Local Holidays: No work at all on New Year's Day, Labour Day, National Day and Christmas Day

Working Hours: Two shifts 0730-1500; 1500-2200

Officials: Director General: Simon Ngann Yonn. Commandant du Port: Marcus Mono Mboum, Tel: 421333

Lloyd's Agents: Societe des Commissaires d'Avaries Réunis (SCAR), Boulevard Leclerc, PO Box 278, Douala, Tel: 427160 & 422527

BONABERI

Lat 4° 04' N; long 9° 40' E

Accommodation: One banana wharf, 150 m long, depth 7 m, loading rate 700 t/day. Industrial Quay, 200 m long, depth 8.50 m, serving the industrial zone of Bonaberi which includes a clinker grinding factory and a fertiliser factory. The two ports are linked by a bridge, which provides a through connection for road and rail

Storage: Banana shed of 1200 m²

Cranes: Gantry, cap 2000 t/day, on industrial quay

Ro/Ro Facilities: One berth, loads of up to 100 t can be handled

Tanker Terminal: Two mooring dolphins, depth 7 m

GAROUA

Lat 9° 17' N; long 13° 22' E. Situated 1600 km from the sea, up the Benue/Niger river system

Authority: Cameroon National Ports Authority

Approach: In the dry season the Benue River is reduced to an unnavigable trickle, but from July 20 to October 20 it usually reaches a sufficient level to be navigable from Burutu at the Niger mouth. In some difficult years the river is only navigable for a month

Largest Vessel: Max 8.4 m d

Accommodation: Wharf frontage of 256 m

Storage: 4800 m² sheds and 12 000 m² stacking area

Cranes: Two of 8 t cap and three of 4 t cap

Tanker Terminals: One oil berth with total cap of 22 430 m³ for petroleum products

Traffic: 1981, 10 138 t of cargo handled

Lloyd's Agents: Societe des Commissaires d'Avaries Réunis (SCAR), Boulevard Leclerc, PO Box 278, Douala, Tel: 427160 & 422527

KRIPI

Lat 2° 56' N; 9° 56' E. Situated at the mouth of the River Kienke

Authority: Cameroon National Ports Authority

Accommodation: One wharf 250 m in length

Storage: Warehouse of 6000 m² and a stacking area of 2500 m²

Cranes: One of 25 t cap and one of 10 t cap

Development: 150 m wharf on River Kienke, with 6 ha stacking space. A deep water iron terminal is to be constructed. Attempts are being made to reduce the silting problem in the Kienke Channel. An LNG plant is proposed near the port which could go on stream in 1985

Traffic: 1981, Exports 165 152 t. Imports 3533 t

Airport: 20 km, for small aircraft only

Lloyd's Agents: Societe des Commissaires d'Avaries Réunis (SCAR), Boulevard Leclerc, PO Box 278, Douala, Tel: 427160 & 422527

LIMBE

Lat 3° 57' N; long 9° 12' 45" E

Authority: Cameroons National Ports Authority, Tel: 334248, Telex: 5604 KN DOUALA

Accommodation: Depth at entrance 12.8-16.5 m. Depths in harbour, 9.1 to 12.8 m. Depths at the four anchorage berths, 12.8-16.5 m. Loading and discharging by barges and dumb lighters. Seven motor barges and 14 dumb lighters varying from 40 to 150 t cap and seven tugs available. There are two self-propelled and two dumb oil barges for discharge of palm oil only. One lighter wharf at Bota, equipped with electric cranes. Lighterage, wharfage and handling are carried out by, and all labour on board ships is provided by Cameroons National Ports Authority. No container handling. Anchor berths are signalled from end of Bota wharf

Provisions: Limited provisions available from local shops

Water: Not available

Development: Oil Refinery to be constructed

Shiprepairs: Available at Douala

Traffic: 1981, 24 576 t of cargo handled

Working Hours: 0730-1200 and 1430-1800. Sat. closed

Officials: Harbour Master

Lloyd's Agents: Societe des Commissaires d'Avaries Réunis (SCAR), Boulevard Leclerc, PO Box 278, Douala. Tel: 427160 & 422527

TIKO

Lat 4° 4' N, long 9° 24' E

Pilotage: Compulsory.

Accommodation: Depth on Bimbria River bar, max 5.18 m. A modern wharf 137.15 m long can accommodate one ocean going vessel only. Depth alongside

from 5.79 to 7.62 m. A wharf for discharging lighters adjoins the main wharf. Cameroons National Ports Authority carries out wharfage and handling operations and they are able to provide labour on board all vessels arriving at Tiko. Four river lighters and four river launches

Provisions: Limited provisions available from local shops

Water: Not available

Airport: Douala, 85 km from port

Working Hours: As Limbe

Officials: As Limbe

CANARY ISLANDS

The Canaries are a group of seven islands lying off the north-west African coast, under Spanish jurisdiction

General Holidays: New Year's Day, Epiphany (January 6), Maundy Thursday, Good Friday, Labour Day (May 1), Corpus Christi, St James (July 25), Assumption Day (August 15), Columbus Day (October 12), All Saints Day (November 1), Christmas Day

Currency: Spanish Peseta

ARGUINEGUIN, Grand Canary

Lat 27° 45' N; long 15° 40' W. Situated 64 km south of Las Palmas

Authority: Cementos Especiales, SA (owners), Secretario Artiles 36, Las Palmas, Tel: 274000, Telex: 95197

Approach: Direct from sea

Pilotage: Own resident pilot

Accommodation: There is a private wharf 200 m long. Maximum recommended safe draft 7.3 m. Used for loading and discharging cement/clinker by shore crane and grab. Berthing in daylight only.

Provisions: From Las Palmas

Water: Available

Local Holidays: June 24, September 8

Cargo Worked: Rate of discharge 2 500 t/24 h

Officials: See Las Palmas

Lloyd's Agents: Blandy Brothers Shipping & Agency, S.A., Muelle Santa Catalina 2, 35080 Las Palmas, Tel: (28) 260850 & 267750, Telex: 95353 & 95153 MIDAT E

ARRECIFE, Lanzarote

Lat 28° 57' N; long 13° 33' W

Authority: Grupo de Puertos de Gran Canaria, PO Box 156, Arrecife

Approach: From the open sea

Pilotage: Pilot meets vessels 1000 m off port. Rates on application

Accommodation: The port is situated close to the town and consists of three moles, Muelle Viejo (200 m in length of which 60 m available for berthing of vessels drawing 5-8 m); Puerto de Naos, (Fishing Quay); length of quay approx. 300 m in sheltered part of port. Muelle de Los Marmoles (Principal Quay): Total length 1000 m. Width 40 m for first 400 m from landward and 9 m for final 600 m seaward. Depths of water at low tide: First 175 m from landward, 1 to 7 m; next 50 m, 7 to 9 m; next 175 m, 9 to 15 m; final 600 m seaward end, 9 m

Storage: Refrigerated storage space for fish is available. Two frozen chambers, one of which is available for transshipment of foreign merchandise. Ice available

Cranes: Cargo operations effected by ships' gear

Provisions: ISSA members available

Water: No fresh water available alongside or afloat

Bunkers: Supplied by CEPESA. Fuel oil and gas oil available at three outlets. Fuelling lines available

Shiprepairs: Slipways of 300 to 400 t cap. Workshop available for limited repairs

Charges: On application

Towage: No tugs available at port but may be obtained from Las Palmas by prior arrangement

Airport: 7 km from port

Local Holidays: August 25

Official: Ayudante Militar de Marina

Lloyd's Sub-Agents: Blandy Brothers Shipping & Agency, S.A., PO Box 19, Arrecife

LA SALINETA, Grand Canary

Lat 27° 58' 30" N; long 15° 22' 25" W

Authority: Compania Insular del Nitrogeno, SA (owners), Avenida de America, 32, Madrid 2, Spain. Local Office: Presidente Alvear 52, Las Palmas, Cables: Insunitro

Pilotage: Compulsory from Puerto de La Luz

Accommodation: Private loading quay for nitrogen and fertilizer factory situated about 16 km S of Puerto de La Luz, Las Palmas

Private Wharf: Mole, 200 m length, depth 8.5/15 m, can accommodate ships of 150 m length and 8.5 m d. Ammonium sulphate is loaded by conveyor belt, capacity 150/200 t/h

Cranes: One 10 t crane, capacity 150-200 t/h

Provisions: From Las Palmas

Water: Fresh water available

Tanker Terminals: Vessels with jet fuel discharge at buoys. Max loa 150 m, no restriction on draught

Bunkers: From Las Palmas

Towage: Tugs available from Las Palmas

Medical Facilities: At Las Palmas

Airport: Gando, 5 km

Local Holidays: June 24, September 8

Officials: See Las Palmas

Lloyd's Agents: Blandy Brothers Shipping & Agency, S.A., Muelle Santa Catalina 2, 35080 Las Palmas, Tel: (28) 260850 & 267750, Telex: 95353 & 95153 MIDAT E

LAS PALMAS, Grand Canary

Lat 28° 9' N; long 15° 25' W. Free port known as Puerto de la Luz

Authority: Harbour Board: Junta del Puerto de la Luz y Las Palmas. Marine Authority: Port Commandant—Postal and telegraphic address: Comandancia de Marina, Las Palmas

Approach: Direct from sea. Good anchorage in the roads, 35 m plus. Sandy bottom in N roads, sand and shingle in S roads.

Note: Vessels carrying explosives or dangerous cargo must apply through their agent with sufficient advance notice (five days for explosives) for permission to enter port, declaring quantity, IMCO class and UN numbers, ports of origin and destination of cargo. Tankers in ballast must declare whether tanks are gas-free or inerted

Pilotage: Compulsory. Pilot boards about 1.5 km from harbour entrance

Tariff for mooring of vessels: (As from 24.3.83). This tariff will be increased by approx 10% from September 1984

grt	Ptas	grt	Ptas
Up to 500	514	25 001-30 000	4621
501-1000	718	30 001-35 000	5133
1001-3000	1039	35 001-40 000	5647
3001-6000	1438	40 001-45 000	6160
6001-10 000	2053	45 001-50 000	7186
10 001-15 000	3080	50 001-60 000	8214
15 001-20 000	3594	Over 100 000	10277
20 001-25 000	4106		

Extra charges as Pilotage Tariff, except 100% surcharge also for Saturdays after 1200 h, Sundays and Holidays and for vessels entering or leaving drydock. Services to vessels at the Dique Reina Sofia bear a 250% surcharge

Radio Frequency Information: VHF Channel 16

Accommodation: Generalísimo Franco Mole, runs N to S approximately 2000 m. This quay is normally used by vessels bunkering and is fitted with bunker and fresh water line connections along its entire length. Height of quay above low water averages 4.5 m. Average rise and fall of tide 2.5 m. Vessels lie safely alongside at the following maximum drafts: Berths 1 to 14 (Northern part), 11 m; 15 to 16, 10.35 m; 17, 18 and 19, 12.65 m

Vessels using berths 1 to 14 with drafts between 10.35 m and 11 m must enter and clear between half and full tide.

La Luz Mole—this quay is used mainly for cargo operations and has a total of 1200 m of berthing space. Bunkers and fresh water available. A grain silo is situated at the north end of the quay. Maximum draft for berthing at the silo is 9.75 m. Two connections for discharge of edible oils to the local refinery are also on this quay. Maximum drafts alongside the connections are 11.90 m and 9.75 m respectively; at the latter connection there is a length restriction of 150 m. Two cold storage installations are situated on this quay.

Fish Mole (Espigón del Castillo) and Ribera Mole: the two quays are used mainly by fishing vessels and coastal cargo vessels. Four cold storage installations are situated on the Fish Mole.

Santa Catalina Mole—a terminal for passenger/car ferries is at this quay, with ro/ro ramps.

Reina Sofia Mole: New outer breakwater 3200 m long in outer port area, runs N to S, parallel to Generalísimo Franco Mole and approx 1000 m to the E of it. The new harbour area thus created contains at the N end the Synchrolift Drydock and repair installation (see Shiprepairs). There is one dolphin berth for vessels under repair. Depth of water 20 m, no limit to length or breadth. Two new quays EN1 and EN2 are for cargo handling only and there is an extensive container park. Quay EN2 also has a ro/ro ramp. A further quay, EN3, is used for vessels under repair. This outer area of the harbour is protected from Southerly weather by a new jetty heading NE from the S point of Generalísimo Franco Mole and will in due course provide further ro/ro ramps

Provisions: Provisions, dry, frozen and fresh are available. ISSA members available

Water: Fresh water is supplied from the wharf concurrently with bunkering at a rate of up to 50 t/hose/h. Fresh water is also available ex-water barge to vessels at anchorage

Bunkers: Available from all major oil companies and by barge cap 700 t through CEPESA. Fuel and diesel and gas oil available at maximum shore rate up to 1000 t/h. 24-hour service throughout the year

Offshore Facilities: 24-hour off-port transfer service throughout the year, effected by helicopter or launch

Pilotage Tariff: (As from 4.8.84)

grt	Entry or Sailing	Berthing or unberthing	Movements in same zone	From Zone 1 to Zone 2 or vv	From Zone 2 to Zone 3 or vv	From Zone 1 to Zone 3 or vv
	Day (Ptas)	Day (Ptas)	Day (Ptas)	Day (Ptas)	Day (Ptas)	Day (Ptas)
50-500	702	353	829	1244	1452	1868
501-1000	975	480	1130	1695	1977	2540
1001-2000	1218	601	1415	2122	2476	3184
2001-3000	1414	701	1650	2475	2887	3713
3001-4000	1594	791	1862	2793	3259	4191
4001-5000	1862	925	2176	3265	3809	4897
5001-6000	1878	936	2208	3313	3865	4969
6001-7000	2116	1051	2480	3720	4339	5579
7001-8000	2352	1171	2764	4146	4838	6220
8001-9000	2589	1289	3042	4564	5323	6846
9001-10 000	2825	1407	3320	4980	5809	7469
Over 10 001 for each 1000 or fraction	211	110	231	346	405	519

Extra charges of 100% for night services, 50% for Saturdays after 1200 h, Sundays and Holidays, 100% for vessels without engines.

The above tariffs are subject to an authorised surcharge of 10% for use of Pilot's VHF Station and a further supplement of 1.5%

Zone 1—Inner port—comprising: La Luz Mole (West side); Fishing Mole; Ribera Mole; Santa Catalina Mole (North side)

Zone 2—Inner port—comprising: Generalísimo Franco Mole; La Luz Mole (East side); Primo de Rivera Mole; Santa Catalina Mole (South side)

Zone 3—Outer port (between Generalísimo Franco Mole and new outer breakwater) and anchorage area

The supplementary tariff will be applied for movements of vessels from one Zone to another Zone

Charges: Entrance and stay in Port

Vessels engaged in foreign trade; Per 100 grt or fraction, for each 24 hours or fraction of time in port: Rates as from 1.4.83. This tariff has been increased by 10.2% as from 1.4.84

	Up to 2000 grt (Ptas)	2001-7000 grt (Ptas)	7001-15 000 grt (Ptas)	Over 15 000 grt (Ptas)
Vessels effecting commercial operations (loading/discharging cargo, embarking/disembarking passengers) (less appropriate reductions for stay of less than six or 12 hours)	666.29	740.32	814.35	814.35
Vessels repairing in berth:				
first day	240.00	266.67	293.34	293.34
subsequent days	40.62	45.13	49.64	49.64 (coastal tariff)
Vessels repairing at anchorage:				
each day	20.26	22.51	24.76	24.76 (50% of coastal tariff)
Vessels bunkering or taking stores:	666.07	740.08	814.09	814.09 (for first 15 000 grt thereafter Pts 297.00)
One quarter of this tariff is applied per 6 hours or fraction of time in port)				
Force Majeure calls:	333.14	370.16	407.18	407.18

Cruising Vessels: Special rates applied.

Berthing: The vessel will pay for each metre, or fraction, of length, and per 24 hours, or fraction, of time while alongside, the following amounts: Rates as from 1.4.83. This tariff has been increased by 10.2% as from 1.4.84

Mole:	Per m of length of vessel (Ptas)
Generalísimo Franco	80.75
Primo de Rivera	80.75
La Luz	
bollards 1-10 East	56.45
remainder	80.75
Espigon del Castillo	
West (bollards 1-8)	33.82
remainder	45.13
Ribera and adjacent wharf	45.13
Santa Catalina	
except ferry berth	33.82
ferry berth	56.45
EN1, EN2	150
EN3	225
Reina Sofia	375
For vessels which effect operations of bunkering, watering, provisioning, etc., max 24 hours, the tariff will be	22.51

Towage: Five harbour salvage tugs, ranging from 1062 to 4134 ihp, well equipped with salvage gear and fire fighting apparatus. On permanent service within the port. Charges on application

Special Services: A surcharge of 50% of the tariff is applied to the following services: (a) those rendered between 1900 h and 0700 h; (b) services rendered between 1200 on Saturdays and 2400 h on Sundays; (c) holidays; (d) services rendered to vessels unable to steer and/or use own engines; (e) assistance to vessels entering or leaving dock or slipway; (f) complete service shifting from one berth to another.

Services rendered between 1200 and 1400 h incur a surcharge of 25% of tariff. Towing gear available for hire if required at Ptas 1711 per service to vessels under 10 000 grt and Ptas 3421 per service to vessels of over 10 000 grt.

Surcharge of 100% applicable when vessel is unable to steer or use own engines within a radius of more than half a mile and less than one mile from the end of the Generalísimo breakwater, and 150% within a radius of one to two miles from the end of the breakwater.

Delays to interruption or commencement of service not imputable to tug charged at rate of Ptas 34 252 per hour.

Half tariff will apply when tug is ordered and not utilised.

Shiprepairs: A number of well established and internationally known repairers carry out repairs afloat. Machinery repairs on board vessels afloat in operational berths can normally be carried out at short advance notice, as also repairs to navigational aids and equipment. Conventional slipways can take vessels up to 1000 dwt. Astican (Tel: 273266 Las Palmas, Telex: 95147 ASVAS E) operate an installation capable of drydocking vessels up to 30 000 dwt, length up to 190 m, beam up to 30 m. This is by the Synchronlift system, with a lifting capacity of 9500 t and seven dry berths. The installation has well equipped mechanical workshops and there is 560 m of wharf space available for repairs afloat within the complex, with depth of water from 8 m to 16 m.

In water cleaning and painting carried out by CONSUBA, PO Box 12, Las Palmas, Telex: 95153 MIDAT E. Underwater hull surveys done by CONSUBA in conjunction with Underwater Maintenance Co Ltd, England, Telex: 477750 SEASUB

Nico Reparaciones Navales SA, PO Box 275, Las Palmas, Tel: 268876, Cables: Nicoship, Telex: 95187 NICO E; specialise in voyage repairs

Traffic: 1983, 9242 vessels of 45 783 718 grt, 4 869 537 t of cargo handled
Medical Facilities: The Casa del Marino (Seamen's Home) incorporates a modern hospital. The Queen Victoria Hospital operates in a modern building overlooking the harbour

Airport: Las Palmas International Airport, Gando Bay, 26 km

Local Holidays: May 30 (Canarias Day); September 8 (Virgin of the Pine)

Working Hours: Shifts worked: 0800-1400; 1400-2000. Overtime 2000-0200

Officials: Port Commandant: Sr Don Victor G. Andrada Perez. Harbour Board Director: Sr Don Fernando Navarro

Lloyd's Agents: Blandy Brothers Shipping & Agency, S.A., Muelle Santa Catalina 2, (PO Box 2222), 35080 Las Palmas, Tel: (28) 260850 & 267750 (24 hours), Telex: 95353 & 95153 MIDAT E.

PUERTO DEL ROSARIO, Fuerteventura

Lat 28° 29' N; long 13° 52' W

Authority: Grupo de Puertos de Gran Canaria

Approach: Direct from sea

Pilotage: Pilot meets vessels 1000 m off port

Accommodation: Usable quayage at present 200 m with depths from 6.2 to 9 m at low tide. Also 150 m extension depth 9-13 m recently completed

Water: Not available

Container & Ro/Ro facilities: Ro/Ro facilities available on quay extension

Towage: No tugs stationed at port but can be ordered from Las Palmas by prior arrangement

Airport: 10 km from port

Local Holidays: September 17, October 7

Lloyd's Agents: Blandy Brothers Shipping & Agency, S.A., Muelle Santa Catalina 2, 35080 Las Palmas, Tel: (28) 260850 & 267750, Telex: 95353 & 95153 MIDAT E.

SANTA CRUZ DE LA PALMA

Lat 28° 40' N; long 17° 45' W

Authority: Ayudante Militar de Marina, Avenida del Puerto, Santa Cruz de la Palma, Tel: 411185

Pilotage: Compulsory for vessels over 50 grt

Radio Frequency Information: Permanent watch on VHF Channel 16

Tides: Max range 4 m

Largest Vessel: Maksim Gorkiy, 24 981 grt, 8.27 m d, 194.72 m loa

Accommodation: Five berths with depths alongside 6–10 m. Length of berths: 150 m, 10 m d; 190 m, 10 m d; 280 m, 8 m d; 110 m, 6 m d; 217 m, 6 m d
Storage: 3047 m² of open warehousing for fruit and general cargo and 5000 m² of open storage
Cranes: Two automotive cranes of 10 t cap
Provisions: Available
Water: Available
Container and Ro/Ro Facilities: One container crane of 28 t cap, 20 000 m² for container storage. One universal ramp with 8 m depth and one fix ramp of 6 m depth for ro/ro vessels
Tanker and Liquefied Gas Terminals: Facilities for discharging only, up to 10 m d
Bunkers: Available only by road tanker
Charges: On application
Towage: Not available
Principal Imports and Exports: Imports: General cargo; Exports: Bananas
Traffic: 1981, 996 vessels, 383 633 t of cargo handled
Medical Facilities: Available
Airport: 7 km from port
Local Holidays: May 3, August 5
Working Hours: 0800–0200
Cargo Worked: 2500 t/day general cargo; 4500 t/day fruit
Officials: Harbour Master
Lloyd's Sub-Agents: Jose Diaz Duque, Santa Cruz de la Palma

SANTA CRUZ DE TENERIFE

Lat 28° 28' 30" N; long 16° 15' 09" W

Authority: Comandancia Militar de Marina, Rambla General Franco, Santa Cruz de Tenerife. Tel: 272100 & 280956, Telex: 92125 MARTE E

Approach: Depth at entrance 40 to 60 m. Outside the breakwater there is a safe anchorage in from 10 to 40 m water

Pilotage: Compulsory. Rates:

grt	Entering/ leaving (Ptas)	Mooring/ unmooring (Ptas)	Shifting Zones		
			One (Ptas)	Two (Ptas)	Three (Ptas)
50– 500	888	445	1046	1831	2354
501– 1000	1233	608	1430	2503	3218
1001– 2000	1539	761	1790	3133	4028
2001– 3000	1788	887	2088	3654	4698
3001– 4000	2020	1001	2356	4123	5301
4001– 5000	2357	1171	2754	4820	6197
5001– 6000	2379	1184	2795	4891	6289
6001– 7000	2678	1334	3147	5507	7081
7001– 8000	2977	1482	3498	6122	7871
8001– 9000	3725	1631	3850	6738	8863
9001–10 000	3575	1782	4206	7361	9464
10 001 upwards, or fraction thereof, per each 1000 tons	268	140	294	515	662

Night Service 100% surcharge. 1200 hours Saturdays, Sundays and Holidays 50% surcharge. Vessels without power 100% surcharge.

Rates for mooring/unmooring labourers on application.

Pilot normally boards vessel up to 3 km from end of S Mole

Radio Frequency Information: Pilot Station equipped with VHF R/T Channels 16 and 14

Weather: Winds prevailing NE and dominant SE

Tides: Max range 2.70 m

Largest Vessel: Steam tanker *Pierre Guillaumat* 274 838 grt, max 28.60 m d

Accommodation:

Berth	Length (m)	Depth alongside (m)	Facilities
South Mole	290	8.0	Three electric portal cranes of 6 t cap; eight portal cranes of 3 t cap.
	89	6.5	
	240	8.5	
	214	10.0	
	803	12.0	
Ribera Mole	314	7.0	One electric gantry crane of 35 t cap and one 30 t cap container crane.
	295	8.0	
	131	9.5	
	412	10.0	
	103	8.0	
North Mole	65.5	8.0	
	82	10.0	
	244	12.0	
	50	12.0	
	650	19.5	
Container Mole	300	10.0	
Fishing Harbour	1770	6.0	
Hondura Mole	118	8.0	

Provisions: Available any time of day or night. ISSA members available

Water: Available day or night from quay or barge

Storage: 104 450 m² of uncovered storage, 23 500 m² of covered and open, 7225 m² of surface storage, 2050 m² uncovered and 2250 m² of surface bonded storage at Ribera Dock. Also 80 684 m³ of refrigerated storage

Cranes: In addition to the craneage listed under accommodation, there are 11 mobile cranes of 14 t to 200 t cap, numerous forklifts of 1.5 t to 40 t cap and various other tractors and transporters

Container and Ro/Ro Facilities: Container Mole, see Accommodation. Three ro/ro berths at Ribera Mole

Bulk Cargo Facilities: A cereal unloading facility is sited at East Dock, operated by SENPA, with 200 t/h cap

Tanker Terminals: Six berths, operated by the Compania Espanola de Petroleos S.A. (CEPSA); night berthing possible at some berths.

ALCORDE



SHIPS CHANDLERS

Juan Rejon, 67
 Tel: *27 32 00 (15 lines)
 35008 Las Palmas
 de Gran Canaria

BRANCHES:

TENERIFE:

La Marina, 53

Tel: 27 11 86 – 27 12 46

LANZAROTE:

Francos, 4

Tel: 81 04 44 – 81 04 86

FUERTEVENTURA:

Secundino Alonso, 11

Tel: 85 07 01

LA HONDURA PORT: This is situated adjacent to CEPSA's refinery and approximately one and a half miles south-west of Santa Cruz. The berths are the property of CEPSA:

HONDURA MOLE: Has a length of 90 m and a draft of 8 m.

HONDURA MOLE (BUOY ZONE): For vessels up to 240 000 dwt; operative only during daylight

DUQUE DE ALBA (DOLPHIN BERTH): This is a 'T' head jetty with breasting dolphins, for vessels of up to 40 000 dwt. Ship's mooring is supplemented by shoe moorings. This berth subject to swell and vessels may be unable to berth, or required to berth before completion of cargo handling if weather is unfavourable.

EAST MOLE: 1091.5 m in length with 8.00 to 19.5 m d

Bunkers: All grades of oil from CEPSA. Rate: 500 to 600 t/h. At anchor, vessels can be supplied by bunkering vessel *Mayorga*, capacity 1500 t, and *Spabunker I*, capacity 4600 t and *Monteleon* capacity approx 8000 t.

Development: New South Commercial Harbour with 3274 m of berthing space with 8-12 m d, and four ro/ro facilities. Works have commenced to protect this harbour

Plans for the extension of the East Mole are underway. The first phase includes a section 317 m long with a depth alongside of 18 m and the second phase will be the construction of a further 263 m

Shiprepairers: Nuvasa; Cassetera San Andres. Tel: 275500 & 275550. Dionisio Hernandez; Darsena Pesquera. Tel: 549152 & 549132. Talleres Quintana; Darsena Pesquera. Tel: 549121. Retrasub; La Marina 7-8*. Tel: 247399 & 247499. Telex: 92241 RSUB E

Charges:

Passenger Dues:

	Ptas
De Luxe Class and 1st Class	928.9
2nd Class	579.3

Entrance and stay in Port: Port area is divided into two Zones.

Zone I Port area, the boundaries of which are the coastline, the South Mole, the East Mole and an imaginary line traced between the extremes of these two moles. Zone II is the area within an imaginary line traced between 'Punta de Los Organos' and the 'Barranco de Los Mariscos', but excluding the area covered by Zone I, above

Harbour Dues: The vessel will pay for each 100 t grt or fraction and for each 24 hours or fraction of the time in port:

Vessels up to 2000 grt, 90% of the amount shown below:

Vessels between 2000 and 7000 grt, the amounts shown below:

Vessels exceeding 7 000 grt, 110% of the amounts shown below.

	Ptas
Zone I	815.8
Zone II	489.5

To vessels which remain in port less than 6 hours, half of the above tariff will be applied. To vessels engaged in foreign trade which are in port more than 6 hours and less than 12 hours, 75% of the appropriate tariff will be applied

Berthing Dues: For each 100 t grt:

Depth alongside at Mole (m)	Ptas
Up to 4	24.7
4-6	37.2
6-8	49.7
8-10	62.1
over 10	89.0

Dues for cruising vessels:

	At anchorage (Ptas)	Berthed (Ptas)
(a) For each 100 tons of grt or fraction and natural day or fraction	45.4	65.8
(b) For each passenger on the passenger List: In special Luxury or Class Other Classes	24.9 10.6	

Water:

From quays, per m³: Ptas 144 (0800-1600); Ptas 180 (1600-1800); Ptas 216 (1800-0800).

Also available from barges at Ptas 244 m³

Towage: Rates, examples only: (as from 1.4.84)

grt	Tug 1401 hp to 2000 hp (Ptas)		
Up to 1000	8345	25 001-30 000	64 106
5001-7000	23 320	30 001 upwards: for each	
10 001-13 000	48 100	5000 t or fraction	11 981
16 001-19 000	53 747		

The following services shall be subject to a surcharge of 50% on the tariff applicable:

(a) Services rendered between 1900 and 0700 h.

(b) Services rendered to vessels without steering and/or engines

(c) Services to vessels entering or leaving slipway or dry dock

(d) The complete operation of shifting or changing berth

(e) Services rendered after 1200 h on Saturdays, Sundays and holidays

Services rendered at Dique del Este, floating pipeline beyond it, the port of Honduras and the Duke of Alba loading stage shall be subject to a surcharge of 25% on the tariff applicable.

Vessels engaged in Spanish Coastal Trade will receive a reduction of 25%.

Services rendered between 1200 and 1400 h will be subject to a surcharge of 25%.

The tow rope shall be provided by the tow

When supplied by the tug, the charge will be:

For vessels of less than 10 000 grt, Ptas 1711

For vessels over 10 000 grt, Ptas 3421

Under no circumstances will the use of metal cables be permitted

Special Conditions

Services to disabled vessels, within a radius of half a mile from the head of Muelle Sur are subject to a surcharge of 50% of the tariff applicable—in accordance with 'Special Services' 2 (b).

Services to disabled vessels within a radius in excess of half a mile but less than 1 mile from the head of Muelle Sur, are subject to a surcharge of 100%, and the same service within 1 and 2 miles, 150%.

An hourly rate of Ptas 34 252 will be applied when a tug is held up or on stand-by due to interruption of a service which has already commenced, or delay in the commencement of same, or any other cause not attributable to the tug.

Special Services such as adjusting compasses, and all those to be charged on a time basis: Ptas 34 252 per hour and/or pro rata.

Services which are cancelled before they have actually commenced will be subject to a charge of 50% of the tariff applicable.

Traffic: 1983, 7501 vessels of 44 518 652 t. Cargo discharged 8 167 366 t; cargo loaded 5 666 634 t

Medical Facilities: Available

Airport: Los Rodeos, 12 km and Reina Sofia 65 km

Local Holidays: Carnival Tuesday (February 19), Day of the Cross (May 3), Canary Islands Day (May 30)

Working Hours: Stevedores: Monday to Friday, 0800-1400, 1400-2000, 2000-0200; Saturday 0800-1400, 1400-2000. On Sunday, only one shift, from 0800 to 1400

Officials: Marine Commandant: Diego Carlier Pacheco. Port Director: Ernesto Rumeu de Armas

Lloyd's Agents: Hermanos Hamilton, S.A., La Marina 7 (Edificio Hamilton), Santa Cruz de Tenerife. Tel: (22) 247280/3. Telex: 92591 HALL E

CAPE VERDE

The Cape Verde Islands lie approx 300 miles off the coast of Senegal, West Africa due west of Dakar on Cape Verde

General Holidays: New Year's Day, National Heroes' Holiday, International Women's Day, May Day, International Children's Day, Corpus Christi, Independence Day, Nationality Day, All Saints' Day, Immaculate Conception, Christmas Day. Offices are closed on the above holidays, but loading and discharging operations are not affected, although overtime rates apply.

Currency: One Escudo Caboverdiano = 100 centavos

Working Hours: 0700-0900, 0930-1200, 1300-1900, 2000-2400. Normal hours: 0700-1700. Overtime: 1700-0700 plus 50%; Sat, 1200-1700, plus 100%; Sat, 1700-2400, plus 200%; Sun and holidays, 0700-1700, plus 100%; Sun and holidays, 1700-2400, plus 200%

PORTO GRANDE, St. Vincent

Lat 16° 52' 55" N; long 25° 00' 25" W

Authority: ENAPOR, Avenida Amílcar Cabral, Mindelo, Sao Vicente. Tel: 2332 & 2099.

Approach: Entrance from N to S. Pilot meets vessel at entrance to harbour. 24 hours' notice of ETA required

Pilotage: Compulsory inwards, optional outwards

Radio Frequency Information: SAN VICENTERADIO (call sign D4A) 500 kHz; /HF Channel 16

Rides: Range 1-22 m

Largest Vessel: At anchorage there is up to 36.6 m of water and vessels of any size can be accommodated

Accommodation: The Porto Grande is a spacious and safe harbour. Cargo worked by ship's gear. Fishing boat and small craft piers available

Public Wharves: 11 berths, totalling 1249 m, depths alongside from 3.5 to 9.3 m

Storage: Three large transit sheds; one silo for 8000 t grain. Refrigerated space of 8000 t cap

Cranes: Three mobile shore cranes; one 50 t floating crane

Provisions: Available with 48 hours' notice

Water: Available ex pier or by barge with at least 48 hours' notice

Bulk Cargo Facilities: Silos for bulk grain. Grabs, funnels and wagons available for discharge

Tanker Terminals: Submarine pipeline for discharging tankers

Bunkers: Ex pier or by barge. Main suppliers: Shell, Esso, Mobil and ENACOL. Nominations through London. Drummed gasoil and luboil supplied

Shiprepairs: Two slipways owned by Ministério da Co-ordenação Económica, Oficinas Navais de S Vincent, each having 250 t lifting capacity.

Shipyards operated by CABNAVE for vessels up to 5000 t, including four slipways and for small vessels operated by ONAVE. The yard is designed to provide support for fishing fleets working in the area, as well as accommodating merchant vessels

Charges: On application

Towage: Two tugs of 1200 and 600 hp respectively. During berthing/unberthing of vessels over 5000 grt the use of tugs is compulsory

Traffic: 1982, approx 250 vessels

Medical Facilities: Hospital with modern facilities

Airport: Nearest International Airport is on Sal Island (16° 40' N; 23° 0' W), about 176 km E

Local Holiday: St Vincent's Day, January 22

Cargo Worked: 15/20 t/hatch/h for bagged cargo; 20/25 t/hatch/h for bulk cargo

Officials: National Director of Ports: Humberto Moraes. ENAPOR Director: Pires Ferreira. Harbour Master: João B. Brites.

Shipping Agents: Agencia Nacional de Viagens, E. P. (Divisao Maritima Internacional), PO Box 16, Sao Vicente. Tel: 2418 & 2591. Telex: 99383 ANV CV