

SAILING DIRECTIONS CORRECTIONS

PUB 140 **2 Ed 2001** **LAST NM 12/03**
Page 159—Line 8/R to Page 160—Line 47/R; read:

Firing Areas

Petten (Area No. 3 on chartlet)

Two firing practice areas are located in this vicinity, as follows:

1. Firing practice with artillery takes place from position 52°47.1'N, 4°40.3'E. The firing area consists of a danger sector between 254° and 327° or between 327° and 000°, measured from the battery, over a maximum distance of 9 miles.

When firing is in progress, two red flags will be hoisted as a warning signal, one near beach pole 19 and the other about 300m further N.

2. Firing practice with artillery takes place from one of four battery positions on a line joining the following positions:

- a. 52°47.7'N, 4°40.3'E.
- b. 52°47.8'N, 4°41.0'E.

The firing area consists of a danger sector between 225° and 345°, measured from the battery, over a maximum distance of 14 miles.

When firing is in progress, the Netherlands flag will be flown from a flagstaff on the radar tower (52°47.7'N., 4°40.5'E.) as a warning signal. Red flags will also be displayed on the dunes N and S of the battery and on the shore.

Zeegat van Texel (Area No. 3 on chartlet)

Anti-aircraft artillery firing takes place on the North Sea coast between Den Helder and Callantsoog, from the following firing ranges:

1. **Falga**.—A danger sector between 205° and 335°, with a radius of 15,000m, from position 52°55'12"N, 4°43'06"E.
2. **Botgat**.—A danger sector between 220° and 330°, with a radius of 15,000m, from the position 52°52'30"N, 4°42'48"E.

The two danger sectors above are included in one unsafe circular area centered at 52°55'12"N, 4°43'06"E, with a radius of 21,000m, and bounded by:

1. On the N side by the bearing 335°.
2. On the W side by the arc of the circle.
3. On the S side by the bearing 182°.
4. On the E side by the North Sea coast.

Dates and times of firings will be announced as early as possible in the Dutch Notice to Mariners.

At each of the firing ranges, warning signals will be given, as follows:

1. By day—A red flag from 1 hour before commencement of the exercises to their completion.
2. By night—Three lights, green, red, green, vertically disposed.

West of Haaksgronden (Area No. 4 on chartlet)

An anti-aircraft firing practice range bounded by 53°05'N and 53°13'N, and 3°45'E and 4°10'E.

Zeegat van Texel—W of Kaap Hoofd (Area No. 3 on chartlet)

Firing practice involving artillery and machine guns at air and sea targets takes place at the following areas:

1. A danger sector with a radius of 10 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 265° and 337°.
2. A danger sector with a radius of 1.6 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 260° and 010°.

A red flag is hoisted on a radar signal mast during firings; the flag is lowered upon completion of the exercises.

Ijsselmeer—Breezanddijk (Area No. 2 on chartlet)

Artillery firing takes place within the area bounded by a line joining the following positions:

- a. 53°01'04.2"N, 5°12'28.2"E.
- b. 52°53'42.2"N, 5°15'55.2"E.
- c. 52°53'25.2"N, 5°11'06.2"E.
- d. 52°48'36.2"N, 5°10'11.2"E.
- e. 52°48'44.2"N, 5°07'28.2"E.
- f. 52°50'50.2"N, 5°07'44.2"E.
- g. 52°55'57.2"N, 5°03'28.2"E.

The firing dates will be announced by NAVTEX.

Warnings are also transmitted, as follows:

1. West Terschelling—VHF channel 25.
2. Wieringerwerf—VHF channel 27.
3. Lelystad—VHF channel 83.

Vlieland—Viliehors (Area No. 1 on chartlet)

Firing practice from aircraft at ground targets takes place in a sector area centered at 53°14.4'N, 4°55.3'E, with a radius of 4 miles, between the bearings 275° and 355°.

This area is normally used during daylight hours only if the visibility is greater than 2 miles. When the red warning flag is hoisted, vessels should remain at least 2,000m outside the LW mark and not remain in the area any longer than necessary for direct passage. Range Control, call sign Vliehors Range Control, can be contacted on VHF channel 74.

Waddenzee—Southeast of Vlieland (Area No. 5 on chartlet)

Firing practice with armor-piercing and high explosive shells, and automatic firearms, takes place in an area bounded by a line joining the following positions:

- a. 53°14'57.3"N, 4°58'48.1"E.
- b. 53°10'12.3"N, 5°06'13.1"E.
- c. 53°07'36.3"N, 4°55'13.1"E.
- d. 53°10'39.3"N, 4°55'53.1"E.
- e. 53°11'02.1"N, 4°53'20.9"E.
- f. 53°14'32.1"N, 4°55'02.9"E.

Warning signals are shown, as follows:

1. One black ball—Firing will occur that day.

PUB 140 (Continued)

2. Two black balls—Firing will commence immediately.

Firing exercises are normally conducted Monday through Friday between September 1 and April 15. Flares may be observed during firing exercises conducted at night.

Within this sector aircraft may be conducting firing exercises in an area bounded by lines joining the following positions:

- a. 53°13.7'N, 4°55.9'E.
- b. 53°09.9'N, 5°01.4'E.
- c. 53°09.2'N, 5°00.0'E.
- d. 53°13.0'N, 4°54.6'E.

Exercises are conducted only during winter and summer, Monday through Friday, from 0800Z until 2300Z.

Lauwersmeer—Marnewaard (Area No. 6 on chartlet)

Firing practice takes place in an area bounded by a line joining the following positions:

- a. 53°24'34.6"N, 6°14'10.5"E.
- b. 53°24'42.6"N, 6°14'08.5"E.
- c. 53°25'25.2"N, 6°14'50.2"E.
- d. 53°25'59.0"N, 6°19'45.0"E.
- e. 53°25'08.9"N, 6°19'57.7"E.
- f. 53°24'18.8"N, 6°20'09.9"E.
- g. 53°24'01.0"N, 6°15'11.8"E.

Firing exercise may be held daily from 0800 until 2300. The above positions are each marked by a lighted beacon, showing lights, as follows:

1. Firing in progress—AIWR1s
2. No firing—FIY10s

North Sea—North of the Wadden Islands (Area No. 7 on chartlet)

Firing practice from aircraft at airborne targets takes place in an area bounded by a line joining the following positions:

- a. 53°59'57.4"N, 4°45'55.1"E.
- b. 53°59'57.4"N, 6°06'21.2"E.
- c. 53°51'03.4"N, 6°13'53.2"E.
- d. 53°37'35.3"N, 5°05'55.1"E.
- e. 53°35'57.4"N, 4°45'55.1"E.

These firing practices, which normally occur from sunrise to sunset, may constitute a danger for vessel traffic.

(Neth Annual Notice Nos. 34-42 of 2003) 15/03

Page 160—Graphic; replace with below:

New graphic titled **Firing and Exercise Areas** from back of this Subsection. Replaces graphic previously published in NM 47/02.

(Neth HP1) 15/03

Page 161—Lines 12/L to 20/R; read:

Mined Areas

Practice mines are laid off the Belgium and Netherlands coasts in a number of fixed Mine Exercise Areas, as follows:

NB1 (West Hinder)

Area enclosed by a line joining the following positions:

- a. 51°29'52.2"N, 2°44'55.1"E.

b. 51°26'45.0"N, 2°44'55.1"E.

c. 51°26'45.0"N, 2°35'31.1"E.

d. 51°28'52.2"N, 2°35'31.1"E.

NB4 (Schouwenbank)

A circular area with a radius of 2 miles centered on position 51°49'27.1"N, 3°08'25.1"E.

NB6 (Westgat)

A circular area with a radius of 1.5 miles centered on position 51°39'57.1"N, 3°34'55.2"E.

NB7 (Everingen)

Area enclosed by a line joining the following positions:

a. 51°24'21.1"N, 3°44'49.3"E.

b. 51°23'39.1"N, 3°46'43.3"E.

c. 51°23'03.0"N, 3°46'07.3"E.

d. 51°23'45.0"N, 3°44'13.3"E.

NB8 (Molengat)

A circular area with a radius of 1.5 miles centered on position 53°05'57.2"N, 4°36'25.1"E.

NB9 (Goeree)

A circular area with a radius of 1 mile centered on position 51°54'27.1"N, 3°43'35.4"E.

NB10 (Wenduinebank)

Area enclosed by a line joining the following positions:

a. 51°20'31.8"N, 2°55'25.2"E.

b. 51°18'31.8"N, 2°55'07.2"E.

c. 51°18'39.0"N, 2°53'31.2"E.

d. 51°20'37.8"N, 2°53'50.4"E.

The above area is used only for mine hunting exercises.

NB12 (Callantsoog)

Area enclosed by a line joining the following positions:

a. 52°53'57.2"N, 4°22'55.1"E

b. 52°53'57.2"N, 4°39'55.1"E.

c. 52°49'57.2"N, 4°29'55.1"E.

d. 52°49'57.2"N, 4°22'55.1"E.

e. The coast of Vlieland at 53°17.7'N, 5°01.3'E.

(Neth Annual Notice No. 31 of 2003) 15/03

Page 161—Graphic; replace with below:

New graphic titled **Mine Exercise Areas** from back of this Subsection. Replaces graphic previously published in NM 47/02.

(Neth Annual Notice No. 31 of 2003) 15/03

Page 176—Line 3/R; read:

Enclosed by a line joining the following positions (this area lies outside the territorial waters of Poland):

(Pol Annual Notice No. 11 of 2003) 15/03

PUB 153 **9 Ed 2000** **LAST NM 13/03**

Page 75—Line 11/R; insert after:

Tides—Currents.—It has been reported (2003) that long period swells, with currents up to 1.5 knots, accompany the flood tide.

(PUBS 011-03) 15/03

Page 75—Line 30/R; insert after:

It has been reported (2003) that the pilot should be contacted 1 hour prior to arrival on VHF channel 14 and that pilots are available only after 0800.

(PUBS 011-03) 15/03

Page 78—Line 44/R; insert after:

It has been reported (2003) that the buoys in the inner harbor may not accurately mark the limits of shoal water; the buoys swing excessively and do not remain in reliable positions.

(PUBS 012-03) 15/03

Page 91—Line 44/L; insert after:

Caution.—It has been reported (2003) that background lighting in the canal may make it difficult to identify lighted aids to navigation.

(PUBS 013-03) 15/03

PUB 172 **9 Ed 2001** **LAST NM 14/03**

Page 146—Table; replace with below:

New table titled **Port de Djibouti—Berthing Information (2003)** from back of this Subsection. Replaces table previously published in NM 2/02.

(US CH 62095; Fairplay) 15/03

Page 180—Lines 45 to 49/R; strike out.

(NIMA) 15/03

Page 188—Lines 4 to 6/L; strike out.

(US CH 62510) 15/03

Page 188—Line 30/L; read:

4.6m, lies in the outer entrance of the strait.

(US CH 62510) 15/03

Page 189—Line 25/L; read:

6.9m, lies with its least depth about 7 miles NW of Jazireh-ye

(US CH 62510) 15/03

Page 189—Line 35/L; read:

A bank, with a least charted depth of 12.6m, extends up to 7

(US CH 62510) 15/03

Page 189—Line 39/R; read:

least depth of 15.1m, lies about 6 miles NNW of the N

(US CH 62510) 15/03

Page 190—Lines 38 to 46/R; read:

Sirri Oil Field A (25°45'N., 54°08'E.) is located about 24 miles WSW of Jazireh-ye Sirri. Sirri Oil Field C and Sirri Oil Field D are located close E of Sirri Oil Field A. A pipeline connects Sirri Oil Field A to Sirri Oil Field C. Gas and oil pipelines connect Sirri Oil Field C and Sirri Oil Field D to Jazireh-ye Sirri. Sirri Oil Field E lies about 11 miles SE of Jazireh-ye Sirri and is connected to it by a pipeline. The locations of all these oil fields are best seen on the chart.

Caution.—Submarine pipelines, submerged wellheads, and various other obstructions, both above and below-water, exist in this area. The oil and gas pipelines are not buried and may reduce charted depths by as much as 2m.

The area between Jazireh-ye Sirri and **Jazirat Halul**

(US CH 62510) 15/03

Page 193—Line 21/L; read:

the fairway of 5.1m, which is found in the W entrance. With

(US CH 62510) 15/03

Page 221—Table; replace with below:

New table titled **Umm Said Berthing Facilities (2003)** from back of this Subsection. Replaces table previously published in NM 5/02.

(US CH 62457; Fairplay; Guide to Port Entry) 15/03

PUB 191 **9 Ed 2000** **LAST NM 12/03**

Page 34—Line 8/R; read:

precedence accorded to vessels constrained by their draft.

Merchant vessels, or other private vessels, must not navigate within 50m of any HM vessels, foreign warships, or auxiliary vessels which are alongside or at anchor. Such vessels must also not navigate within 50m of any government facility/base or within 100m of any submarine which is alongside or at anchor.

Exclusion zones for warships underway may be activated by the Queen's Harbour Master (QHM). When in force, they will extend for 500m around the subject vessel or to the limits of navigable water if less. During activation, all vessels underway, except those involved in the escort or specifically authorized by the escort commander, are to remain clear of the zone.

An exclusion zone will be activated by direction from the QHM on VHF channel 11. It will be terminated on the subject vessel crossing the Dockyard Port boundary or when notified by the QHM on VHF channel 11 or by Southampton VTS on VHF channel 12.

During activation, Southampton VTS, on behalf of the QHM, will direct traffic within the Dockyard Port of Portsmouth to remain at least 500m clear of the subject vessel. If this is not possible, commercial traffic will be held until the warship is clear. During the harbor entry or exit phase, all small craft traffic will cease in the harbor entrance.

The warship, for which the exclusion zone is activated, will display two vertically-disposed diamond shapes by day or two horizontally-disposed flashing red lights at the masthead at night. All escorting vessels will show a blue flashing light by day and at night.

PUB 191 (Continued)

Mariners are cautioned that vessels in contravention of an exclusion zone, after being warned by at least two methods (radio, flashing light, or voice), will be deemed to have the intention of committing a hostile act against the warship being escorted.

(BA NP 27) 15/03

PUB 194 9 Ed 2002 LAST NM 8/03

Page 20—Line 10/L; read:
dwt, 20m beam, and 4m draft (2002).

(BA NM 46/02) 15/03

Page 56—Line 27/L; read:

Sailing Directions (Enroute) Skagerrak and Kattergat, Sector 8.

It is reported (2002) that a new Deep Water Route leads into Lille Baelt from the E. This route is entered about 3.5 miles N of Fyns Hoved. It is marked by buoys and has a least depth of 15.7m.

(Den NM 8/02) 15/03

Page 57—Lines 41 to 49/L; read:

Pilotage.—Pilotage between Gabet and the port is compulsory for vessels, as follows:

1. Loaded oil tankers and all vessels with uncleaned tanks which are not safeguarded by inert gas.
2. Vessels of 70m in length and over.
3. Vessels of 11m beam and over.

The following vessels are exempt from compulsory pilotage:

1. Tankers less than 70m in length and with a beam of less than 11m which are navigated by a Captain who has visited Odense, with the vessel in question, at least five times during the past three months.
2. Other vessels less than 100m in length and with a beam of less than 15m which are navigated by a Captain who has visited Odense, with the vessel in question, at least five times during the past six months.
3. Other vessels less than 100m in length and with a beam of less than 15m which navigate only between Gabet and Lindo Terminal.

(BA NP 286) 15/03

Page 75—Lines 18 to 21/R; read:

Pilotage.—Pilots are available from the harbor. They may be contacted on VHF channel 71 and board in the vicinity of the seaward entrance to the buoyed channel leading through Marstal Sondre Lob. Pilotage is not compulsory but is recommended. Vessels should send their ETA at the boarding place 12 hours in advance and a confirmation message 3 hours prior to arrival.

(BA NP 286) 15/03

Page 98—Line 50/L; read:

is situated about 0.4 mile E of it.

It is reported (2002) that a number of wind generators are being constructed within an area on the flat centered about 5 miles S of Nysted.

(BA NM 26/02) 15/03

Page 113—Line 21/R; read:

vessels up to 15,000 dwt, 20m beam, and 4m draft (2002).

(BA NM 46/02) 15/03

PUB 195 7 Ed 2002 LAST NM 3/03

Page 31—Lines 4 to 40/R; read:

2.24 Primorsk (60°22'N., 28°38'E.) (World Port Index No. 28360), a small port and oil terminal, is situated along the shores of an enclosed bay at the E side of Proliv Bykerzund.

Ice.—In severe conditions, icebreaker assistance is provided. Generally, the ice season lasts from the beginning of December to the end of April. The maximum ice coverage occurs in March.

The Captain of the Port of St. Petersburg directs all icebreaker operations. Vessels requiring assistance should send a request via their agent 24 hours in advance.

During the period of ice navigation, vessels proceeding to the port are advised to send their ETA at the designated convoy position to the Port Captain at Primorsk 48 hours, 24 hours, and 12 hours in advance. On approaching the convoy position, vessels should establish VHF contact with the nearest icebreaker and follow instructions. Vessels should advise Primorsk VTS (SUDS) the times of commencement and completion of icebreaker pilotage.

Depths—Limitations.—The harbor is protected by breakwaters and has depths of 5.5 to 9m, decreasing gradually toward the shore. There are two piers with depths of 8.5 and 9.4m alongside their heads.

The oil terminal can handle vessels up to 150,000 dwt and 15m draft.

Aspect.—A church with a prominent spire stands on the N side of the harbor entrance.

It is reported (2002) that the Safety Fairway is marked by lighted buoys and is indicated by a lighted range.

Pilotage.—Waiting Area No. 6, which may best be seen on the chart, is situated 3 miles W of Ostrov Rodsher (59°58'N., 26°41'E.). Pilotage is compulsory for vessels of 50,000 dwt and over between this waiting area, or the entrance of the TSS located about 9 miles E of Ostrov Rodsher, and the port.

Waiting Area No. 7, which may best be seen on the chart, is situated about 11 miles NE of Ostrov Seskar (60°02'N., 28°23'E.), on the NW side of the Safety Fairway. Pilotage is compulsory for vessels of less than 50,000 dwt between this waiting area, or the beginning of the second reach of the Safety Fairway, and the port.

Tug service is compulsory between Waiting Area No. 7 and the port for vessels in ballast, and between Ostrov Seskar and the port for loaded vessels.

Pilots can be contacted by VHF (channels 9 and 67) and board, as follows:

PUB 195 (Continued)

1. Vessels of 50,000 dwt and over—in a position located about 3 miles S of the S extremity of Ostrov Gogland (60°03'N., 26°59'E.).

2. Vessels of less than 50,000 dwt—in the vicinity of Waiting Area No. 7 (60°10'N., 28°37'E.).

3. Vessels proceeding SE through Proliv Byerkezund—in position 60°22.0'N, 28°34.5'E.

4. Vessels proceeding NW through Proliv Byerkezund—in position 60°14.7'N, 28°50.8'E.

Vessels should send an ETA at Waiting Area No. 7, via the agent, to the Port Captain 48 hours and 24 hours in advance. This ETA should be confirmed by VHF 4 hours prior to arrival.

Vessels should send a request for pilotage to the Port Captain 24 hours before arriving at the appropriate boarding position. This request should be confirmed by VHF 2 hours in advance.

Any changes should be sent via the agent not less than 1 hour 30 minutes in advance.

Vessels transiting the port area should contact the Port Captain by VHF 2 hours prior to arriving at the appropriate boarding position in Proliv Byerkezund.

Departing vessels should request pilotage in writing or by telephone not less than 2 hours before sailing.

Regulations.—A Vessel Traffic Service (VTS) system operates in the port area and includes the Safety Fairway, Waiting Area No. 7, the inner and outer roadsteads, and the waters of Proliv Byerkezund S of latitude 60°25'N.

Vessels must contact the Traffic Control Center of the Primorsk VTS (SUDS) on VHF channel 68 (reserve channel 13) 1 hour before entering the VTS area.

Vessels must, on request, advise the Traffic Control Center of their bearing and distance from Seskar Light (60°02'N., 28°22'E.).

Vessels should maintain a continuous listening watch on VHF channel 68.

Vessels proceeding to Proliv Byerkezund should establish VHF contact with Primorsk VTS when 30 miles from the port to request permission to enter the area.

Tankers bound for the port in winter are required to be double-hulled.

In addition to regular navigation equipment, tankers are required to be fitted with an Electronic Chart Display and Information System (ECDIS) and a Satellite System (GPS/GLONASS). If these systems are not available, they may be provided by the pilot service.

(BA NP 286)

15/03

Page 32—Lines 1 to 6/L; read:

Primorsk Safety Fairway, which extends about 14 miles in a NE direction and then about 4 miles in a NW direction, leads from the NE side of the Precautionary Area to the oil terminal.

(BA NP 286)

15/03

Page 92—Line 41/L; read:

Quay and then for drafts up to 6m as far as the Inner Harbour

(Fin NM 20/02)

15/03

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

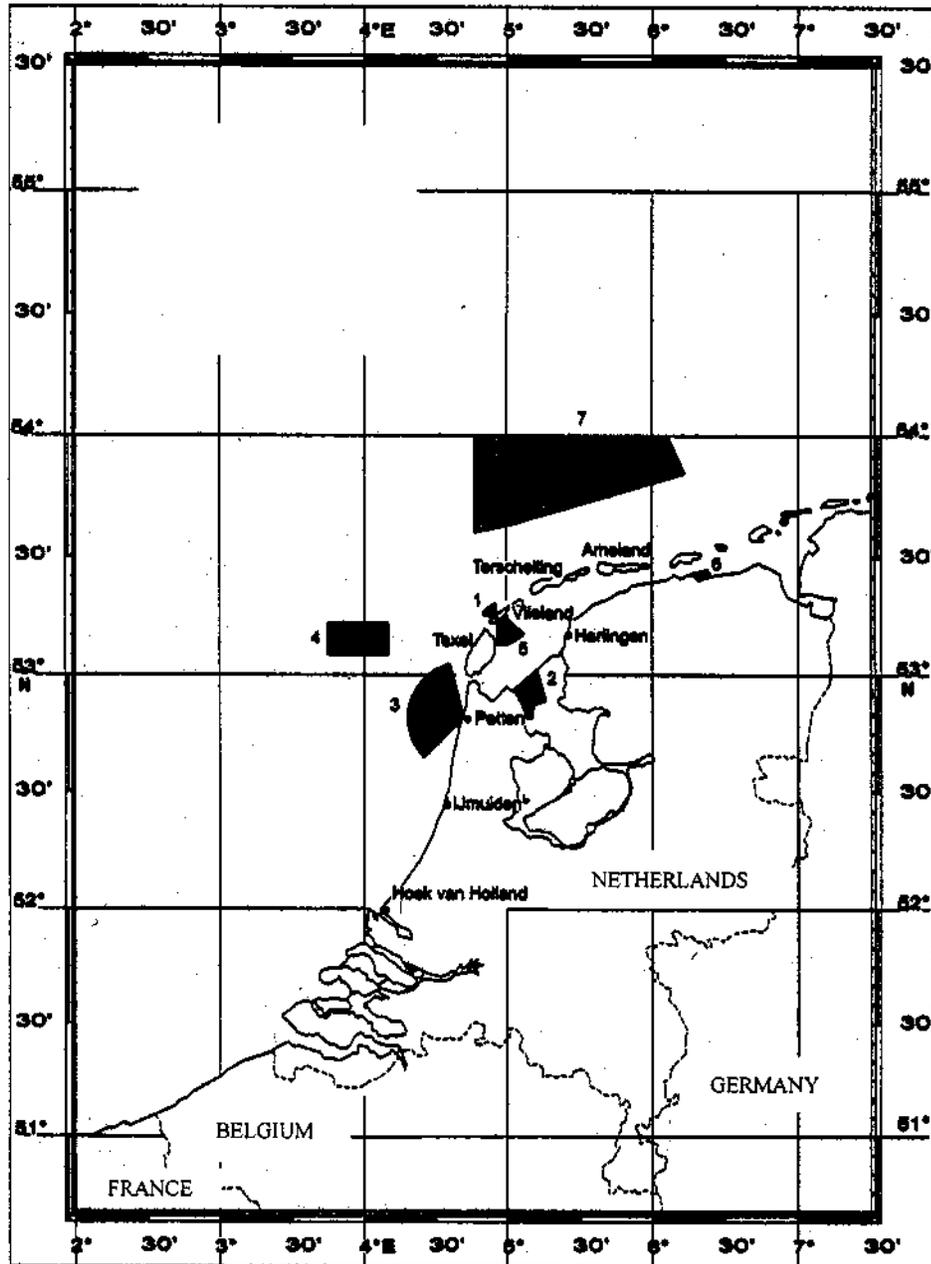
LAST NM 10/03

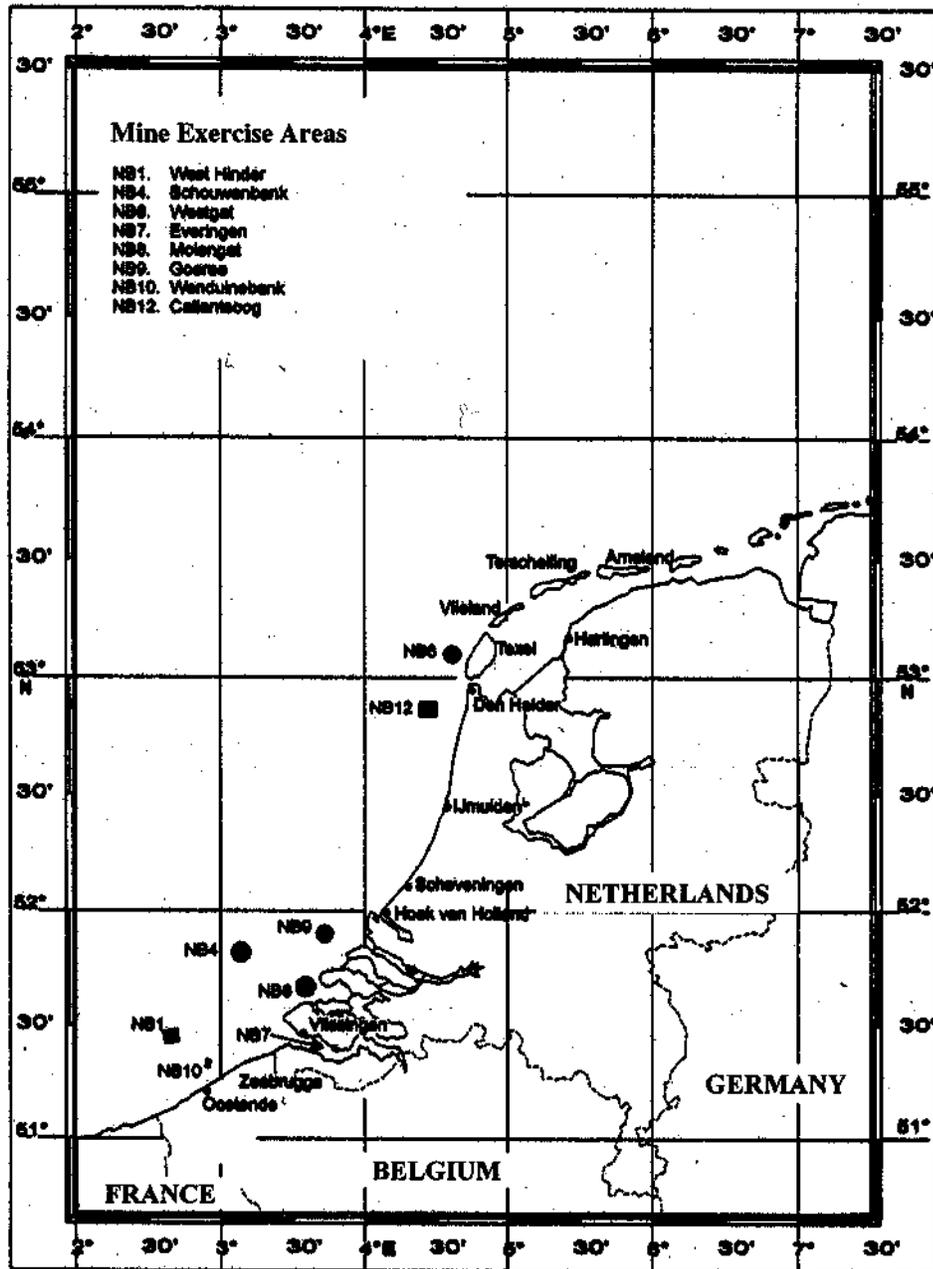
EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA		
										TIDE	SWELL	ICE	OTHER										
*48339	K.F. INDUSTRIAL PORT IN JUBIAL	SA	2705N	04941E	172	62429	V	CB	F	N	N	N	Y	E	A	L	G	M	Y	Y	15/03		
61140	HANASAKI BYOCHI *	JA	4317N	14535E	158	96764	V	OR	F					J	J			03	Y		15/03		
61170	MURORAN KO *	JA	4220N	14058E *	158	96949	M	CB	G	N	N	N	Y	F	O	F	G	04	L	Y	Y	15/03	
61370	TATEYAMA KO *	JA	3500N *	13948E *	158	97120	V	CN	F					E	F	M		03	Y		15/03		
61440	OMURA	<i>Remove from list.</i>																			15/03		
61460	SIMIZU KO *	JA	3501N	13830E *	158	97163	M	CN	G	N	N	N	Y	N	A	A	K	D	04	L	Y	Y	15/03
61465	TOYOHASI KO *	JA	3443N	13718E *	158	97188	S	CB	G					L	J			08	L			15/03	
62225	KIIRE KO *	JA	3123N	13033E	158	97342	V	CN	F	N	N	N	Y	A	A	A			L	Y	Y	15/03	
62250	MINAMATA KO *	JA	3212N *	13023E *	158	97383	V	CN	F					H	F	N		07				15/03	
62270	KOJIRO	<i>Remove from list.</i>																			15/03		
62480	KITA	<i>Remove from list.</i>																			15/03		
62490	OKINO	<i>Remove from list.</i>																			15/03		

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE		TUGS SALVAGE	TUGS ASSIST	QUARANTINE		COMMUNICATIONS				WHARVES	ANCHOR	LOAD/OFFLOAD		MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES		100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS	LONGSHORE	SERVICES			SUPPLIES				REPAIR	DRYDOCK	RAILWAY
				AVAILABLE	LOCAL ASSIST			ADVISABLE	PRATIQUE	DERATT CERT	OTHER	TELEPHONE	TELEGRAPH			RADIO	RADIO TEL					AIR	RAIL						MED MOOR	BEACH MOOR	ICE MOOR	ELECT	STEAM	NAVIG EQUIP	ELECT REPAIR			
*48339	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	M	15/03		





Port de Djibouti—Berthing Information (2003)			
Berth	Length	Depth alongside	Remarks
Mole Sud			
No. 1	180m	8.0m	Container and ro-ro cargo.
No. 2	220m	11.0m	Container and ro-ro cargo.
Ro-ro Berth	220m	11.0m	West side of Mole Sud close N of Berth No. 2.
Mole Nord (south side)			
No. 3	70m	1.4m	Shipyard.
No. 4	150m	3.6-5.1m	Coastal vessels.
No. 5	230m	6.8-7.0m	Coastal vessels.
Jetee du Large (southeast side)			
No. 6	263m	7.2-8.3m	General cargo.
No. 7	170m	7.0m	General cargo.
No. 8	202m	7.2-8.9m	General cargo.
Mole du Fontainebleau (head of Jetee du Large)			
No. 9	200m	9.0m	Multipurpose berth.
Jetee du Large (northwest side)			
No. 10	270m	10.5m	Tanker berth.
No. 11	270m	10.5m	Tanker berth.
No. 12	270m	11.5m	Tanker berth.
Mole Nord (north side)			
No. 13	210m	9.5m	Cruise ship and multipurpose terminal.
No. 14	290m	12.0m	General and bulk cargo.
No. 15	107m	12.0m	General and bulk cargo.

Umm Said Berthing Facilities (2003)				
Berth	Length	Designed depth	Chartered depth	Remarks
No. 1	350m	15.0m	14.8m	Bulk iron ore discharge. Vessels up to 110,000 dwt, with a maximum beam of 40m and a maximum loa of 270m, can be accommodated. See Note. 1.
No. 2	190m	15.0m	15.0m	Bulk iron ore discharge. Steel loading. See Note. 1.
No. 3	250m	15.0m	14.8m	Bulk iron ore discharge. Steel loading. See Note. 1.
No. 4	298m	13.0m	12.4m	General cargo. See Note 1.
No. 6	212m	13.0m	12.7m	Petroleum. See Note 1. Mooring and unmooring permitted during daylight hours only. The following vessel limitations apply: <ol style="list-style-type: none"> 1. Maximum vessel length—238m. 2. Maximum vessel beam—45m. 3. Maximum vessel size—60,000 dwt.
No. 9	200m	10.0m	8.8m	General cargo. See Note 1.
No. 10	200m	10.0m	8.5m	General cargo. Bulk liquids. See Note 1.
No. 16	250m	13.0m	13.0m	Petrochemicals. Maximum vessel size of 50,000 dwt. Located close NE of Berth No. 18. See Note 2.
No. 18	255m	13.0m	13.0m	Polyethylene chips. See Note 2.
No. 19	255m	13.0m	12.8m	Liquid ethylene. Mooring and unmooring permitted during daylight hours only. See Note 2.
No. 20	213m	11.8m	11.8m	Bulk grain. See Note 2.
No. 21	213m	12.0m	12.0m	Fertilizer. See Note 2.
No. 22	199m	12.8m	12.5m	Fertilizer. Maximum vessel size of 40,000 dwt. See Note 2.
NGL Jetty	29m	12.8m	12.8m	LNG facility consisting of a T-head berth with breasting dolphins. Vessel length of between 168 and 290m. Mooring and unmooring permitted during daylight hours only.
Notes:				
<ol style="list-style-type: none"> 1. Accessed via North Dredged Channel. 2. Accessed via South Dredged Channel. 				