

	INSTRUCTION LIMITES USUELLES SOUTH AREA NOUMEA HARBOURS	Réf : IT35.2 Version : E Page 1 sur 6
---	--	---

Nota 1: One tug compulsory if LOA > 60m.

Nota 2: Tankers manoeuvring restrictions :

- Day time only for tankers carrying over 20,000 mt of white products or over 1500 mt of black products.
- Night and day for tankers carrying less than 20,000 Dwt of white products or less than 1500 Dwt of black products.

1/ PETITE RADE (Small Roadstead)

Berth		Quai FED	Quai des Longs Courriers
WGS 84 position		22° 16.120' S / 166° 26.025' E	22° 16.285' S / 166° 26.200' E
Limits	LOA max	185 m	262 m (2 rudders or PODS)* 250 m if one rudder
	Draft max	9,50 m	8,90 m
	Wind	To be discussed with the captain regarding the handling capacity of his ship.	
Orientation		092° / 272°	175° / 355°
Length		Main Berth 75 m long with 2 dolphins (155m between the 2).	110 m long
Arrangements		NIL	Quay level: 3 m over tidal datum.
Tugs arrangements		LOA > 170 m without bow thruster : 2 tugs compulsory LOA > 205 m with bow thruster : 2 tugs compulsory Exemption for one tug may be granted when vessel is fitted with "pods" or powerfull thrusters.	
Night and day time		Night and day access	
Others		* Port side alongside compulsory & Security boat on watch. Anchorage in Petite Rade is prohibited to commercial vessels unless special authorization of Harbour's master is given.	

Nota 3: Entering and leaving Petite Rade with cruise liners :

Before entering or leaving Petite Rade, Clearance must be granted by Harbour Master to confirm the passage is clear of sails, prohibited anchored yachts or other traffic...

2/ GRANDE RADE (Great Roadstead)

➤ Grand Quai (Main wharf)

Berth		Small Roro berth	Berth 4	Berth 5	Berth 6	Berth 7
WGS 84 position			22° 15.900' S 166° 26.180' E	22° 15.885' S 166° 26.085' E	22° 15.860' S 166° 25.985' E	22° 15.840' S 166° 25.900' E
Limits	LOA max	No length restrictions – See below length of each berth.				
	Draft max	5 m	9,80 m	10 m	10,3 m	10,3 m
Orientation		105° / 285°				
Lenght		Total 750 m long				
Arrangements		68 m between A and 1.	160 m between bollards 1 & 7	160 m between bollards 7 & 13	160 m between bollards 13&19	190 m between bollards 19 & 26
Turning Basin		North of berth n°7 – Diameter = 0,36' (667m).				
Obligation		Portsides alongside at berth N°6: If LHT > 170m, turning at berth 7 or before, then presentation by the stern.				
Tugs arrangements		Vessels LOA >170 m without bow thruster, vessels LOA > 250 m with bow thruster (except cruise ships) :				
		<ul style="list-style-type: none"> - Starboard side alongside : 2 tugs on arrival and departure. - Port side alongside : 2 tugs on arrival and 1 tug on departure. 				
Night and day time Restrictions		Car-carriers with LOA>150 m. <u>without</u> bow thrusters : 2 tugs compulsory				
		Car-carriers with LOA>150 m. <u>with</u> bow thrusters & wind>15 knots : 2 tugs				
Special arrangements			Do not overpass bollard n°1			
Others		PORT NOTICE N°43/2023: Work zone of berth 8 delimited by luminous yellow buoys. PORT NOTICE N°42/2023: During the work phase, ships must dock portside alongside at berth 7 PORT NOTICE N°39/2023: Speed limited to 5 knots near working zone of berth 8				

➤ [DONIAMBO TERMINAL \(Société Le Nickel - S.L.N. private wharves\)](#)

Berth	South quay	Nord West quay	
	Berth 1	Berth ¾	Berth 5
WGS 84 position		22° 15.500' S 166° 26.130' E	22° 15.450' S 166° 26.095' E
Limits	LOA max	N/A	250 m
	Draft max	9,90 m with tidal conditions*	10 m 9,70 m for tankers
	Wind max	N/A	25 Knots
Orientation	061°/241°	143° / 323°	
Length	180 m long	260 m	130 m with a dolphin 70 m off the NW corner of the quay.
Alongside	N/A	Port side only (SLN)	- All ship LHT < 200m side alongside choice of the pilot, depending on weather conditions - All ship LHT > 200m Port side alongside advised, but starboard side alongside recommended if strong wind blowing from NE to W by the South* - All ship > 200m berth 3/4 must be clear for berthing
Restrictions	NOT IN USE	Day and Night *Full loaded ships must wait tidal height > 0,4m "maree.shom.fr" port of reference Noumea	Day and Night. See tankers restriction below.
Tugs arrangements	N/A	2 tugs compulsory* → <u>While berthing :</u> - Bulk carrier > 170m. - If vessel berth 5 : → Ship alongside B>35m. → less than 35m between <u>While unberthing :</u> - Westerly winds >10 kts - If vessel berth 5 : → Draft > 6 m Unless BT. → Bulk carrier > 170m.	2 tugs if LOA > 150m without bow thrusters.
Tankers restrictions	N/A	N/A	Day time berthing only for tankers DWT > 20,000 T of white products > 1800 T of black products.
Tugs arrangements for Tankers.	N/A	N/A	-LHT > 100m: 2 tugs. -* LHT > 200m: 3 tugs for berthing starboard side alongside
Others	N/A	See note in french.	N/A

➤ **BAIE DES DAMES (EXXON-MOBIL private installations)**

Berth		SOGADOC	TANKER TERMINAL MBM
WGS 84 position		22° 14.238' S 166° 24.414' E	22° 14.360' S 166° 24.200' E (anchor position)
Limits	LOA max	100 m	200 m
	Draft max	6,30 m Minimum height of tide = 0.2m* ("maree.shom.fr" port of reference Noumea)	10,40 m
	Wind max	25 knots*	berthing : 20 knts unberthing:30 knts Limits reduced to 20 knts in case of westerly winds (NW to SW)
Berthing		Starboard and port side	Starboard and port side
Orientation		176° / 356°	102°
Length		30 m	380 m between head&stern buoy
Arrangements		Distance between buoys 132m Platform height 3,25m	Six mooring buoys, two 8" sea-lines marked by spar buoys.
Tugs arrangements		1 tug for gas-carriers whatever their length.	2 tugs for berthing and leaving
Mooring arrangements		1 mooring boat if LOA > 60m 2/2 forward and aft minimum	2 mooring boats for berthing if available, one for departure. 2 lines on each buoy
Night and day time Restrictions		day only, also for light ship (visibility)	Daytime berthing only. Night time unberthing for tankers carrying over 20,000 m t of white products or over 1500 m t of black products.
Specificities		Low 6.6m sounding located NW of the terminal (anchor of the MOBIL breast buoy) Connexion 6 inches Take care of the chains of MOBIL buoys in case of anchorage.	Mooring anchor is no longer required but can be dropped by pilot. The pilot contact Mobil Terminal if wind > 20 knts
operationnal limits		*Minimum height of water > 0.7m in case of waves. *max wind wjen berthing =25 knts (given by terminal No berthing if wind blowing from 230 to 300° Unberthing allowed with another vessel moored at MOBIL terminal	Deadweight max : 50 000 t Displacement max : 60 000 t 2 lines by mooring buoys 2 tugs The pilot gets the« MOORING PATTERN WIND LIMIT » sent by the agent. The terminal contacts the pilot on channel 12 and gives the permission to berth. The vessel has to rig fire lines. The pilot checks that the mooring complies with MOORING PATTERN, hawser protection sleeves rigged, he disembarks after being sure that all lines are tight on winches or bits and reports on VHF 12, Pilot has to check : all lines are tight before disembarking, mooring hooks are working in the good way. Pilot informs the terminal if wind exceeds 20knts

➤ [LCT wharf \(PANC\)](#)

Berth	LCT wharf	
WGS 84 position	22° 14.442' S / 166° 24.423' E	
Limits	LOA max	80 m
	Draft max	4,50 m
	DWT max	2000 tons
Orientation	117° / 297°	
Lenght	30 meters between 2 dolphins	
Arrangements	Gangway on each dolphins	
Tugs arrangements	1 compulsory tug for ships over 60 m LOA.	
Night and day time	Berthing / unberthing day or night.	
Tankers arrangements	Yes	
Others		

➤ [NUMBO BAY \(NUMBO CEMENT private berth\)](#)

Berth	Cimenterie	
WGS 84 position	22° 14.825' S / 166° 24.675' E (anchor position)	
Limits	LOA max	171 m
	Draft max	9 m / minimum high of water 0,7m ("maree.shom.fr" port of reference Noumea)
	Wind max	30 knts from North so South by East 10 knts from N to S by West
Side alongside	Port side alongside compulsory	
Orientation	185°	
Lenght	530 m. between head buoy and stern buoy	
Arrangements	3 dolphins North 1, center 2, south 3 fitted with 50T bollards and apron fenders . The dolphin SUD n°3 is damaged, do not touch. 4 mooring buoys 2 bollards ashore Unloading hopper on support dolphin (DO NOT TOUCH) Filter dolphin (DO NOT TOUCH)	
Tugs arrangements	Arrival : 2 Tugs Departure : 1 Tug	
Obligation	The 2 tugs are imposed on arrival to avoid any damage to the facilities, they must be make fast	
Night and day time	Berthing during daylight only - unberthing day and night	
Berthing position	Crane number 3 or 4 in front of the hopper, position given by agent before berthing	
Communication	VHF 12 with TOKUYAMA operator	
Terminal wind limits	Vessel alongside 80 km/h from N to S by East 30 km/h from N to S by West	
Meteorological sources	TOKUYAMA meteo station	