

**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):**

<b>Berth</b>		Quai FED	Quai des Longs Courriers
<b>WGS 84 position</b>		22° 16.120' S / 166° 26.025' E	22° 16.285' S / 166° 26.200' E
<b>Limits</b>	<b>LOA max</b>	<b>185 m</b>	<b>262 m (2 rudders or PODS)* 250 m if one rudder</b>
	<b>Draft max</b>	<b>9,50 m</b>	<b>8,90 m</b>
	<b>Wind</b>	To be discussed with the captain regarding the handling capacity of his ship.	
<b>Orientation</b>		092° / 272°	175° / 355°
<b>Length</b>		Main Berth 75 m long with 2 dolphins (155m between the 2).	110 m long
<b>Arrangements</b>		NIL	Quay level: 3 m over tidal datum.
<b>Tugs arrangements</b>		LOA > 170 m without bow thruster : 2 tugs compulsory LOA > 205 m with bow thruster : 2 tugs compulsory <b>Exemption for one tug may be granted when vessel is fitted with "pods" or powerfull thrusters.</b>	
<b>Night and day time</b>		Night and day access	
<b>Others</b>		* 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
<b>WGS 84 position</b>			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
<b>Limits</b>	<b>LOA max</b>	No length restrictions – See below length of each berth.				
	<b>Draft max</b>	<b>5 m</b>	<b>9,80 m</b>	<b>10 m</b>	<b>10,3 m</b>	<b>10,3 m</b>
<b>Orientation</b>		105° / 285°				
<b>Lenght</b>		Total 750 m long				
<b>Arrangements</b>		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
<b>Turning Basin</b>		North of berth n°7 – Diameter = 0,36' (667m).				
<b>Tugs arrangements</b>		Vessels LOA >170 m without bow thruster, vessels LOA > 250 m with bow thruster (except cruise ships) :				
		<ul style="list-style-type: none"> <li>- Starboard side alongside : 2 tugs on arrival and departure.</li> <li>- Port side alongside : 2 tugs on arrival and 1 tug on departure.</li> </ul>				
		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				
<b>Night and day time Restrictions</b>		Berthing / unberthing day or night.				
<b>Special arrangements</b>			Do not overpass bollard n°1			Port side* alongside <b>recommended</b>
<b>Others</b>		A working area for berth n°8 has been delimited with yellow beacons that are off position now. * There is an 8.6m patch at the extreme end of berth n°7, it is recommended not to overpass bollard n°26.				

➤ **DONIAMBO TERMINAL (Société Le Nickel - S.L.N. private wharves)**

Berth	South quay	Nord West quay	
	Berth 1	Berth ¾	Berth 5
<b>WGS 84 position</b>		22° 15.500' S 166° 26.130' E	22° 15.450' S 166° 26.095' E
<b>Limits</b>	<b>LOA max</b>	<b>N/A</b>	<b>250 m</b>
	<b>Draft max</b>	<b>Not in use</b>	<b>10 m</b> <b>9,70 m for tankers</b>
	<b>Wind max</b>		<b>25 Knots</b>
<b>Orientation</b>	061°/241°	143° / 323°	
<b>Length</b>	180 m long	260 m	130 m with a dolphin 70 m off the NW corner of the quay.
<b>Alongside</b>	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
<b>Restrictions</b>	NOT IN USE	Day and Night <b>*Full loaded ships must wait tidal height &gt; 0,4m "maree.shom.fr" port of reference Noumea</b>	Day and Night. See tankers restriction below.
<b>Tugs arrangements</b>	N/A	<b>2 tugs compulsory* →</b> <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.
<b>Tankers restrictions</b>	N/A	N/A	Day time berthing only for tankers DWT > 20,000 T of white products > 1800 T of black products.
<b>Tugs arrangements for Tankers.</b>	N/A	N/A	-LHT > 100m: 2 tugs. -* LHT > 200m: 3 tugs for berthing starboard side alongside
<b>Others</b>	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 kts Limits reduced to 20 kts 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	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 <b>Take care of the chains of MOBIL buoys in case of anchorage.</b>	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	<b>Deadweight max : 50 000 t</b> <b>Displacement max : 60 000 t</b> 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)**

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

➤ **NUMBO BAY (NUMBO CEMENT private berth)**

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

("maree