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DOMINICAN PORTS SPECIFICS

PORT OF RIO HAINA. DO HAI (Latitude: 18° 24.283' N; Longitude: 70° 00.935' W)

General Specifications

349° Infiltration

Anchorage: It is suggested that vessels anchor off the port of Santo Domingo which is only four miles away. Anchorage at Haina is considered unsafe and only to be used in case of emergency.

Beaconing: 5 buoys: 2 red, 2 green and 1 meteorological.

Density of water: Brackish water; exact density depends on location of berth and flow of river. 1,022 at Pier 6A East, end of dry season.

Depth range: 6 to 10.2 meters (19.7 to 33.5 feet)

Depth of the dock: 11 meters (36 feet)

Docks: 16

Entrance channel depth: 11.5 meters (37.7 feet)

Length of docks: Western Haina (Combined): 1140 meters (3,740 feet); Eastern Haina (Combined): 1,470 meters (4,822.9 feet)

Lighthouse: Tower of Enfiliation: Sectorial green-white-red flashlight

Manoeuvring circle: 300 meters (984.3 feet)

Pilotage: Pilot and harbor master can be contacted on VHF Channel 12-16. Pilot boards about 1-mile SW of the buoy (two miles for tankers). Vessel must keep awaiting position according to Port Control Instruction.

Port Control: VHF Channel 16. The vessel must contact Port Control at least 2 hours before the arrival. Efficient and contacting Pilots / Tug Masters / Linesmen, Agents, etc. Port Control is AIS and Radar assisted controlling vessels approach from 20 miles away. It is located in the conspicuous control tower building at Lat. 18°25.39 N. Long.070° 00.98 W; 28,0 m. high.

Port operations: Export (general cargo); Import (general cargo).



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Restrictions: There are no restrictions regarding daily or nighttime hours; other than stormy weather or rough sea.

Tidal variation: 0.5 meters (1.7 feet).

Tugs: At least four tugs are available around the clock and towage is compulsory for ships over 80m LOA. Tugs are between 2000 to 3800 H.P. Bollard Pull 30- 50 Tons.

PORT OF ITABO. DO HAI (Latitude: 18° 24.5'N - Longitude: 70° 01.3'W)

General specifications

The Terminal Pier is only used at south side, for ships up to LOA 245 m. (804 ft.). Under Keel Clearance to be kept in 1,5 m while alongside, due to the strong swell. In doubt Pilots to be always consulted.

It consists of four breasting dolphins, two with mooring hooks and two with bollards plus two mooring dolphins with powered capstans. Berthing operations are carried out around the clock, weather permitting.

Pilots will board at Lat. 18°23.500'N; Long. 070°00.900'W. The vessel should be stopped in the water at the Pilot boarding area, ready to take any instruction.

The Terminal is only used to discharge coal to supply the Itabo Power Plant; for this purpose, a moveable hopper and conveyor belt are installed on the pier. This equipment is rated to receive cargo at a maximum unloading rate of 1200 tons per hour from conveyor belt self-unloading ships exclusively.

The Itabo Terminal is inside the "Rio Haina Port Control" system but keeps VHF Channel 6 for the Terminal approaching ships and mooring and Channel 9 during unloading operations. Disembarking Policy: may be allowed with coordination by the Vessels Agent; however, it is mandatory to have prior approval from the Itabo Terminal Manager.

Two tugs are available and compulsory for docking and undocking. Always port side to the pier.

Distance from LWL to Hopper top: 16,50 m.

Distance from ships side to Hopper: 7,00 m.

Maximum vessel size: Self-Discharging Bulk Carrier MIV"CSLARGOSY", IMO#7915412, GT 46409, LOA 244,0 m (800 ft), DWT 74423t draft 12,0 m (39,3 ft) 2009—04-26.



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Self-Discharging Bulk Carrier "HON HENRY JACKMAN", IMO# 7926174 GT 46191, LOA 245,0 m (803 ft), DWT 75598t draft 13,5 m (44,2 ft).

Port operations: It is suitable for the discharge of charcoal in bulk, via conveyor belt, and transported to the Itabo power plant complex.

Tidal range and flow: Mean spring range 0,30 m; Mean neap range 0.10 m; South westerly current velocity off berth usually less than 0,2 knots.

PORT OF SANTO DOMINGO. DO SDQ (Latitude: 18° 27.631'N - Longitude: 69° 53.405'W)

General Specifications

- Line up lights: 047°
- Runway beacons: 6 beacon buoys: 2 red, 2 green and 2 yellow markers
- Lighthouse: Yellow and black concrete
Period 12 s: Flash 2 s, hiding 10 s
Elevation: 135 feet
Reach: 12 nautical miles
- Depth of entrance channel: 10 meters (32.8 feet)
- Depth of the dock: 10 meters depth (32.8 feet)
- Docks: 10
- Length of docks: 2,310 meters (combined) (7,578.8 feet)
- Range of depths: 5 to 10 meters (16.4 to 32.8 ft)
- Maneuver circle: 320 meters (149.8 feet)
- Port operations: Export and import of general cargo. Reception of tourist ships.

Anchorage Area: The Deepwater anchorage area is available at the outer port entrance. The Dominican Port Authority will indicate the best position through the local pilot. The anchoring area is 2.5 cables south of the breakwater.

Pilotage: The pilot is compulsory and can be contacted by VHF channels 16 or 12, terminal assistance is also available. Pilot boarding position is approximately 1 mile south of the



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breakwater. Estimated time from pilot station to dock is 20 min and maximum speed of 6 knots

Tidal range and flow: Average range 0.30 m. The current in the river (southeast) has a normal speed of 1.5 knots, but in the rainy season may reach from 4.5 knots to 8.0 knots.

Water Density: This is determined inside the port, depending on the location of the dock, the time of the year (rainy or dry) and the state of the tides.

The exact density may vary from 1.008 to 1.016. For more information, contact the Terminal. Tugboat services: Available around the clock, mandatory for the entrance and departure maneuver of the port. Six (6) tugs from 30.00 BP to 65.00 BP, are available in port for all maneuvers when requested. Note: Not mandatory for cruise ships.

Currently the port has terminal Santo Domingo, a ferry terminal, tourist Don Diego terminal, tourist terminal Sans Souci, the Ozama Mills terminal and the Bartholomew Columbus Marina Plaza sports dock. Tourist cruise ships and ferries, bulk cargo vessels (bringing new vehicles), as well as an electricity generation barge operate in these facilities.

PORT OF AES ANDRÉS (Latitude: 18° 24.4'N – Longitude: 69° 37.6' W)

General Specifications

Anchorage: Anchorage prohibited in the Bay of San Andres (coral reef conservation area). It is recommended that vessels waiting for berth stay adrift in open waters to the south-east.

Berthing equipment: Four breasting dolphins and six mooring dolphins; breasting dolphins have 2 hooks and mooring dolphins have 4 hooks, all 100 t. WLL, all with quick release; mooring and breasting dolphins are provided with capstans.

Three LNG and one GNG unloading arms, 16 " raised face; MAWP 150 psig, all fitted with PERC'S and Manual Quick Connect/Disconnect Couplers.

Marine laser— one second interval—is provided.

“Smarthook” system is fitted at the pier.

Shore side gangway arrangement is provided.

Cargo capacity: 145,000 m³ (max). Displacement: 96700 t./35,000 m³ (min).

Density of water: Salt water (1.025).



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Fuel Oil Tanker or Barge: LOA 304,8 m (1000 ft.) max.; Tanker/152,4 m. (500 ft.) max.; Barge Beam Unlimited; Cargo Cap. 45000 t. (max.) - 28000 t. (min.); Max. Deadweight 100000 t.

Pilotage: Pilot and Harbour master can be contacted on VHF channel 16. Traffic at Andres Bay is controlled from Caucedo Port Control. LNG Jetty Control Room channel 06.

Port operations: Importation, storage and distribution of Liquefied Natural Gas (LNG).

Restrictions: Every arriving LNG carrier is subject to a specific protocol. Strict weather limits have been set for berthing.

Terminal Capacities: LNG: 160000m³ capacity; Discharge rate 10500m³/hr; Vapor return 9200m³/hr. Fuel Oil: 19000 m³ capacity; Discharge rate 800 m³/hr.

Tidal variation: Mean spring range 0,32 meters; Mean neap range 0.18 meters. Current velocity at berth usually less than 0,9 knots and southerly.

Tugs: Available and compulsory. Three tugs to be used during berthing and unberthing. Throughout the vessel's stay at the berth, a stand-by tug will be provided.

PORT OF BOCA CHICA. DO BCC (Latitude: 18° 26.53'N – Longitude: 69° 37.762' W)

General Specifications

315° Infiltration

Beaconing: 6 Buoys: 3 green, 3 red

Depth of entrance channel: 10.20 meters (33.5 feet)

Depth of the dock: 9.10 meters (29.8 feet)

Docks: 3

Length of piers: 615 meters (2,017.8 feet)

Depth range: 7.1 to 7.9 meters (23.3 to 25.9 feet)

Tidal variation: 0.5 meters (1.7 feet)

Manoeuvring circle: 400 meters (1,312.8 feet)



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Port operations: Export and import: General cargo Container handling. Liquids, Paper by-products, Fuel, Tourist vessels.

Anchorage: Deep water anchorage available off the port of Santo Domingo, about 20 naut. miles to the west. The pilot will indicate the best location.

Pilotage: Pilot and Harbour master can be contacted on VHF channel 16. Pilot will board about one mile outside the seabuoy.

Restrictions: No entry or departure at night vessel over 400 ft.

Density of water: Salt water (1.025).

Tugs: One tug available and compulsory. Additional tugs when required must be mobilized from Caucedo.

MULTIMODAL PORT OF CAUCEDO. DO CAU (Latitude:18° 25.730' N; Longitude: 69° 37' W)

General Specifications

335° Infiltration

Anchorage zone: Anchorage prohibited in the Bay of San Andres (coral reef conservation area). It is recommended that vessels waiting for berth stay adrift in open waters to the south-east.

Beaconing: 3 Buoys, 2 red, 1 white (landfall)

Bunk bed depth control: 13.5 m

Density of water: Sea water (1.025)

Docks: 5

Dock depth: 15 meters (49.2 feet)

Dock length: 654.1 meters (2,145.9 feet)

Depth range: 12.1 to 14.8 meters (39.7 to 48.5 feet)

Entrance channel depth: 18 meters (59 feet)

Entrance channel depth control: 14.5 m



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Entrance channel length: 265 m

Harbour basin depth control: 13.5 m

Manoeuvring circle: 320 meters (149.8 feet)

Parking lot: Able to store more than 2000 vehicles

Pilotage: Pilot and Harbour Master can be contacted on VHF channel 16. Traffic at Andres Bay is controlled from Caucedo Port Control.

Port operations: Containerized and bulk cargo handling

Tidal variation: 0.6 meters (2 feet)

Tugboats: (02) 1 ASD 50 Ton fixed point drive, 1 ASD 65 Ton fixed point drive

Berth: 922 Meters
- Main berth: 622 meters
- Breakwater berth: 300 meters

Depth	15.2 meters
Container Yard	80 Hectares
Reefer Plugs	700 Reefer plugs, plus 350 mobile generators
Super Post-Panamax Cranes	1
Post-Panamax Cranes	5
Mobile Harbor Cranes	2
Parking Lot	Able to store more than 900 vehicles
Rubber Tire Gantries (RTGs)	23
High capacity X-ray scanner	

Gate operations

Inbound yard lanes



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Outbound yard lanes

4

Technology

Terminal Operation System

N4 Sparcs
Webaccess

PORT OF SAN PEDRO DE MACORÍS. DO SPM (18° 25.698' N; 69° 18.320' W)

General Specifications

327° Infiltration

Anchorage: The pilot will indicate the best place if requested.

Beaconing: 8 Buoys: 4 green, 3 red, 1 landfall

Entrance channel depth: 8.20 meters (27 feet)

Density of water: Brackish water, density varies with tides and seasons.

Depth of the dock: 7.90 meters (25.9 feet)

Docks: 4

Entrance channel depth: 8.20 meters (27 feet)

Length of piers: 740.7 meters (2,430 feet combined)

Depth range: 20.3 to 26.2 feet (6.2 to 8 meters)

Tidal variation: 0.5 meters (1.7 feet)

Maneuvering circle: 275 meters (902 feet)

Port operations: Export: Sugar and molasses, cement (bulk, bags, clinker). Import: Bulk cargo, coal, fertilizers (bags and wheat).

There are two CBM (conventional buoy mooring) type fuel reception terminals, one for importing fuel and propane gas (LPG) for the company Coastal Petroleum and the other for importing fuel for the Cogentrix power plant.



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Being situated at the entrance of the river Higüamo, the port is subject to continuous silting, therefore drafts and depths given here are only indications at the time of publishing and may have changed since. For latest information, please contact us.

Pilotage: The pilot and Harbour Master may be contacted on VHF Channel 16. The pilot usually meets the vessel about 5 cables south from nr. 1 Light Buoy (port hand), but in bad weather, the vessel should wait two and a half miles farther seaward.

Restrictions: No restrictions other than ships draught. Maritime buoys were updated—nine channel buoys - and two new danger buoys - were positioned.

COASTAL TERMINAL (LA CANA) (18° 24.40' N; 69° 37.60' W)

General Specifications

Anchorage: The anchorage may be obtained about one-mile South of Pescadero lighthouse in depths about 18 m. The pilot will indicate the best place if requested.

Berthing Equipment: Four breasting dolphins and six mooring dolphins; breasting dolphins have 2 hooks and mooring dolphins have 4 kooks, all 100 t. WLL, all with quick release; mooring and breasting dolphins are provided with capstans (both side), three LNG and one GNG unloading arms, 16" raised face, MAWP 150 psig, all fitted with PERC's and Manual Quick Connect / Disconnect Couplers.

Density of water: 1.025 (salt water)

Maximum size of vessel: LOA 2750 m. (902 ft.); Panamax Beam Unlimited; Draught 14,0 m. (45.9 ft.); Cargo Capacity 75, 000 mt.(max); Displacement 94,858.00 mt

Pier length: 364 mts

Pier width: 7 mts

Pilotage: The pilot and Harbour Master may be contacted on VHF Channel 16. The pilot usually meets the vessel about 5 cables south from nr. 1 Light Buoy (port hand), but in bad weather, the vessel should wait two and a half miles farther seaward.

Restrictions: Only day-light maneuvering.

Tidal range and flow: 0.34m / 1.1ft



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Tugs: Available and compulsory. Three tugs to be used during berthing and unberthing. Throughout the vessel's stay at the berth, a stand-by tug will be provided.

Coastal Petroleum Dominicana, S.A. owns and operates the San Pedro Marine Terminal facility which is located approximately 6 kilometers east of the Port of San Pedro de Macoris.

The Coastal Petroleum Dominicana, S.A. marine terminal is to serve as the primary facility for fuel product import and export and is equipped with the necessary infrastructure to support the berthing of a range of vessels from VLGC (Very Large Gas Carrier) to small carriers. The facility comprises a steel pier, breasting dolphins, mooring dolphins, and loading platform deck supported by steel piles, which provides a single tanker ship berth on each side of the pier simultaneously. The pier is capable of supporting a vessel that can berth and transfer product on each the south west side and the south east side of the pier. The facility also has an existing Conventional Buoy Mooring (CBM) berth which was refurbished in 2008 and provides mooring for one tanker ship and is located approximately 750m offshore and 530m to the SSE of the pier. The Marine Terminal provides a mudline elevation of -15m and turning basin.

The Marine Terminal provides two berths that comprise independent mooring and breasting dolphins to accommodate the design tanker vessel(s) berthing and mooring operations. Each berth also includes a loading platform which provides product pipeline and manifold connections and loading arms which allow for two simultaneous product offloading/loading operations. Each berth provides an area with a length of 275m and a width of 90m. The available mudline depth at the berth and turning basin is EL -15m.

Aids to Navigation are provided to define the available navigation channel area and channel alignment, as well as the available maneuvering area limits.

PORT OF LA ROMANA. DO LRM (18° 24.612' N; 68° 57.436' W)

General Specifications

346° Infiltration

Anchorage: Best anchorage is west of Catalina Island in depths of 15 to 18 fathoms. There is no protected anchorage immediately outside the port. Authorization to anchor must be applied for to the Harbormaster through the agents.

Beaconing: 2 Buoys: 1 green, 1 red

Cargo Handling Equipment: Sugar is loaded mechanically by conveyor belts directly from the warehouse to the ship using three spouts. Average loading rate 400—500 tons/hour depending on vessel size and configuration. There are two 10-inch connections for discharge



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of fuel and diesel oils. There are no forklifts available for general cargo. Small motor cranes may be hired for handling general cargo, which must be loaded directly onto railroad flat cars and be removed from ship's side.

Circle of maneuvers: Western Pier: 220 meters (722 feet) Eastern Pier: 200 meters (656.2 feet)

Depth of the dock: 11.50 meters (37.7 feet)

Depth range: 10.5 to 11.1 meters (34.4 to 36.4 feet)

Density of water: 1.025 (salt water)

Entrance channel depth: 17 meters (55.8 feet)

Length of piers: Western Quay: 220 meters (722 feet); Old Quay: 200 meters (656.2 feet)

Lighthouse: Black and white steel tower Period 6 s; Flash 1 s, Occultation 5 s Elevation: 90 feet; Range: 15 nautical miles

Piers: 3

Pilotage: Pilot and Harbour Master can be contacted on VHF Channel 16. Pilot will board vessel from white launch marked "LP—24" on its sides. Pilot boards about 1.5 miles from port entrance (NE. of Catalina Island)

Port operations: Export: Sugar, sugar byproducts; Import: General cargo, Reception of tourist ships

Restrictions: No entry or sailing at night

Storage facilities: The only storage facilities at this port are those of the Central Romana Sugar mill, which has warehouses for bulk sugar, and tanks for molasses and furfural.

Tidal variation: 0.6 meters (2 feet)

Tugs: When necessary, tug must be mobilized from Santo Domingo.

East Berth: Exclusively a Cruise Ship terminal for use of the tourist visiting Casa de Campo. It is 255.8 meters long (840'); the wharf is about 2.2 meters high (72') above the water line. Maximum size of vessel that can be handled is 300 meters (984.25'), LOA and 35 meters (115') BEAM



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West berth: The pier is 220 metres (720ft) long and the apron is approximately 20 metres (65ft) wide; the wharf is about 2.5 metres above the water line. Maximum size of vessel that can be handled is 600 ft. LOA and 90 ft. BEAM.

The Port of La Romana is situated on the Romana River. There is a central Channel and two berths. The entrance to the Channel is 110 meters (361') wide.

The West Berth is primarily a sugar and molasses loading port for the Central Romana sugar mill. It is also used for handling various import cargoes (fuel, lumber, steel and general cargo) for the sugar mill, and more recently some containers are handled in and out for the Industrial free zone manufacturers established in La Romana.

Isla Catalina is situated about 5 nautical miles to the south west of the port of La Romana, has a sea-mooring arrangement for Cruise vessels at its sheltered anchorage, consisting of a Monopile on its western, leeward, side.

The anchorage is approached from open sea in the SW quadrangle.

The position of the Monopile is Lat.: 18° 21.9' N, 069° 01' 5W, in about 35 feet of water and about 3 cables off the beach. At the southern end of the beach, about 4 cables from Monopile, there is a small floating jetty, fixed by piles, with about 8 feet of water at its outer end.

A "raft", arranged for Tender docking, is available as a landing platform at the ship's gangway.

Various crafts are available at La Romana for shuttling passengers between the ship, La Romana and the beach.

Smaller cruise vessels sometimes anchor off La Minitas beach, at the Casa de Campo resort, landing their passengers by "Zodiac" onto the beach or by tender at La Romana.

PUNTA PALENQUE (18° 12.2' N; 70° 11.3' W).

General Specifications

Density of water: Salt Water

Pilotage: Pilotage is compulsory and can be arranged 24 hours a day. Pilot boards about 1-mile Southwest of SBM from a small tug with black hull and white superstructure. Pilot can be contacted on VHF Channel 16 and 14.

Maximum size of vessel: LOA 1000 ft.



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Restrictions: None except in the case of extreme weather conditions.

Tugs: Available and compulsory. Also, a small tug carries crew and gear required, etc.

Palenque or Punta Palenque is a Single Buoy Mooring facility operated by the Refineria Dominicana de Petroleo; they receive reconstituted crude oil mostly from Venezuela and Mexico at this facility, and it is pumped by pipeline to the Refinery in Haina (Itabo). This facility is about 2.5 miles off Punta Palenque, and a small tug is used for transportation to/from shore.

PORT OF LAS CALDERAS. DO LCS (18° 13.7' N; 70° 32.8' W)

Las Calderas is an extensive and well-protected port, located in the center of the south coast of the Dominican Republic with its entrance passage in Punta Calderas. Operational spaces in the port are shared between the Dominican Naval Base and the Ciramar International Shipyard Las Calderas.

Anchorage positions are available in several spots of the bay. Permits to anchor are granted to applicants on a case-by-case basis.

The merchant marine traffic to this harbour is limited to the Ciramar Shipyard customers and they keep a Pilots Cruising Ground at Latitude 18°14,0" N; Longitude 0700 33,8'W. Berthing operations are restricted to daylight only.

Dry Dock I is a former USN -APD- length 61,0 m. (200"); breadth 12,8 m. (42')

Dry Dock II is German built - length 145,0 m. (475'); breadth 24,6 m. (80"); two aux. cranes 6 t SWL.

Floating self-propelled crane-Voith Schneider- 30 t. SWL is in service-

Floating pontoon- is 136 m. (445") length x 13,0 m, (43') wide x 4,50 m.(15')- 9,10 m. (30").

Average annual temperature at Las Calderas is 25°C year around and only 15 days per year are rainy days.

Communications are provided using Channel 16 with the Shipyard.

Tugs: Available requiring previous arrangement.



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PORT OF PUNTA CATALINA (18° 13' N, 70° 14' W).

General specifications

Berthing operations are carried out around the clock, weather permitting.

Berthing Equipment: 40 Fender dolphins with 01 bollard each. 17.4 meters apart.

Disembarking Policy: may be allowed with coordination by the Vessels Agent; however, it is mandatory to have prior approval from the Punta Catalina Terminal Manager.

Finger Pier: The Terminal Pier has a length of 1,630m (5,348 ft) available berth 330m (1,083 ft) for use on both sides, for ships up to LOA 294 m. (964 ft.) and minimum SW depth is 15m. (49,2 ft.). Under Keel Clearance to be kept in 1,5 m while alongside, due to the strong swell. In doubt Pilots to be always consulted.

It consists on both sides of 14 Cone Fender systems Q-594-T and 14 mooring bollards along the berth. All hooks are rated for 150 tons.

Maximum vessel size: LOA 294m, BEAM 35m, DWT 80,000 tons.

Tidal range and flow: Mean spring range 0,29 m. Mean neap range 0.10 m. South westerly current velocity off berth usually less than 1.0 knots.

Pilots: should be contacted on channel 16 one hour before the last ETA advised to the Ship's Agent. Control system keeps VHF channel 6 for the Terminal approaching ships and mooring and channel 10 during unloading operations. Pilots will board at 2NM SW of end of pier. The Vessel should be stopped in the water at the Pilot boarding area, ready to take any instruction.

Tugs: 3 units are available and compulsory for docking and undocking. Type ATD 70.4 Bollard pull and ASD 50.0 Bollard pull.

Useful information as follows: Distance from LWL to Hopper top 10,50 m.

Punta Catalina Terminal is a public port established within the Dominican Republic for the import and storage of Coal for electric power generation (in the future import of Crude Oil and general bulk cargo) as per applicable laws.

It is a Finger Pier Terminal located about 25 nautical miles south west of the port of Rio Haina.



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The Terminal is only used to discharge coal to supply the Power Plant; for this purpose, a hopper and conveyor belt are installed on the pier. This equipment is suitable to receive cargo at a maximum unloading rate of 3000 tons per hour from conveyor belt; the terminal storage capacity is 200,000 tons.

PORT OF AZUA. DO PVA (18° 19.498' N; 70° 50.165' W)

General specifications

Anchorage: Deep water anchorage available off the port.

Beaconing: 8 Buoys: 4 green, 4 red

Berths: There is a concrete finger pier 185m (600ft) long and 38m (125ft) Wide. The western side is operated by Cementos Santo Domingo, receiving Cement Clinker and the eastern has facilities to handle LPG and Fuel Oils.

Circle of maneuvers: 330 meters (1082.8 feet)

Density of water: Salt water.

Depth of the dock: 11 meters (36 feet)

Depth range: From 8 to 11 meters (26.2 to 36 feet)

Docks: 2

Entrance channel depth: 11 meters (36 feet)

Length of docks: 198 meters (649 feet)

Maximum size of vessel: LOA 600 ft; 80 ft. BEAM

Pilotage: Contact can be established with the pilot and Harbour Master on VHF Channel 16. The pilot will board the vessel about 0.5 mile from the sea buoy.

Port Operations: Loading and discharging.

Reception of ships: freighter, bulk carrier, tanker, tug, barge.

Restrictions: Berthing and departure strictly during daylight hours.



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Storage facilities: There are two. One has been converted to cement clinker storage. There is a LPG terminal with complete storage facilities for several thousand tons. and the Monte Rio power plant has storage facilities for fuel oil.

Tidal variation: 0.6 meters (2 feet)

Tugs: Not available

The port of Azua is also known as Puerto Viejo de Azua and is located about 15 kilometres Southwest of the town of Azua. It was built in the 1950's; but was rarely used until LPG terminal was completed in the 1990's. In 2002, a power plant was built nearby and a pipeline of 12" diameter and 600m length, laid between the pier and two tanks of a total of 171800 cbm capacity. In 2007, hoppers and a conveyor belt were installed on the pier's western side and cement clinker is now discharged there.

PORT OF BARAHONA. DOBRX (18° 13.228' N; 71° 03.769' W)

General specifications

243° Infiltration

Anchorage: Deep water anchorage available just outside port entrance. Pilot will indicate best location on request.

Beaconing: 9 Buoys: 3 green, 3 red, 2 yellow, 1 landfall

Berth No. 1: The berth is on the northern side of a finger pier, 12 meters (40ft) Wide and 216 meters (710ft) long and about 1 meter above the waterline at high tide. This berth was previously used to load sugar in bags, and in theory could still be used for this purpose because there are railroad tracks connecting it to the sugar mill. However, due to the slowdown in sugar exports this berth is no longer used for cargo handling and is usually occupied by small Dominican Navy and fishing vessels.

Berth No. 2: This berth, consisting of the southern side of 12 meters wide finger pier, is 137 meters (450ft) long and is about one meter above the waterline. It is not very frequently used, except sometimes as a lay berth, and it is mostly occupied by Dominican Navy vessels and small fishing boats.

Berth No. 3: This berth, situated laterally between berths 2 and 4, is 97 meters (320ft) long and is about 1.5 meters above the water level at high tide.

Berth No. 4: This berth is 160 meters (525ft) long and is about 1 meters above the water level at high tide. This berth is the most frequently used in Barahona.



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Circle of maneuvers: 200 meters (656 feet)

Density of water: Salt water.

Depth of the dock: 10.5 meters (34.4 feet)

Depth range: From 4.2 to 10.2 meters (13.8 to 33.5 feet)

Docks: 6

Entrance channel depth: 10.5 meters (34.4 feet)

Length of docks: Main Pier: 205 meters (672.6 feet), Central Azucarero Pier: 155 meters (508.5 feet)

Lighthouse: Tower of Infiltration: Sectorial green-white-red flashlight

Maximum size of vessel: LOA 600 ft; BEAM 100 ft.

Pilotage: Pilot and Harbour Master can be contacted by VHF Channel 16, The pilot boards approx. 1.5 miles outside the port.

Port operations: Export: Dry bulk cargo: Gypsum, Salt, Cement Aggregate materials: Cane sugar Import: Coal

Restrictions: No entry or departure at night, and sometimes in the late afternoon strong winds make docking large vessels in ballast very difficult.

Storage facilities: The Salt and Gypsum Mines Co. maintains a gypsum export terminal at this pier and they usually have about 20,000 tons of rock gypsum on site awaiting shipment. The sugar mill has large warehouses for storing sugar in bulk and in bags and also tanks for molasses.

Tidal variation: 0.5 meters (1.7 feet)

Tugs: When necessary, tugs must be mobilized from Santo Domingo.

The port of Barahona is mainly used as a port for loading bulk cargoes. The exports are sugar in bulk, which is loaded with ship's gear by bleeding big bags into the holds, at a rate of abt 1500 MT per 24 hr period, four berths in the port, only the sugar and gypsum facilities are used regularly to handle cargo; the other two are used mainly as lay berths for vessels



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undergoing repairs or fishing vessels awaiting orders. There are also some small tankers discharging gasoil at the sugar berth.

PORT OF CABO ROJO. DOCBJ (17° 55.659' N; 71° 41.826' W)

General specifications

080° Infiltration

Anchorage: A deep water anchorage is available immediately outside the pier. The pilot will indicate the best location in accordance with DR Navy Patrol Boat.

Beaconing: 4 buoys: 2 green, 2 red

Circle of maneuvers: 200 meters (656.1 feet)

Density of water: 1.025 (salt water)

Depth of the dock: 14 meters (36 feet)

Depth range: 9 to 11 meters (29.5 to 36 feet)

Entrance channel depth: 18 meters (59 feet)

Length of docks: 115 meters (377 feet)

Maximum historical size of vessel: LOA 189,94 m. (622,7ft.); Breadth: 32,26 m. (105,7ft.)

Pilotage: The pilot and Harbour Master can be contacted on VHF Channel 16. The pilot boards about 2 miles off the pier. Accurate ETA is important as pilot must come from Barahona 135 km. away

Port Operations: Exports of bulk cargo, clinker, limestone, bauxite and cement.

Restrictions: No entry or departure at night.

Tidal variation: 0.6 meters (2 feet). Current velocity off berth usually less than 0,2 knots and westerly.

Tugs: Not available.



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The port of Cabo Rojo is aggregates and limestone products exports; it is located near the Pedernales River, on Haitian border, in the Southwest corner of the Dominican Republic. These port facilities have been used also for project cargoes handling.

Berth is about 100 m, long and the apron is about 8 m, wide. There are two mooring dolphins which allow vessels of up to 210 m. (700 ft.) LOA to dock safely alongside.

PORT OF MANZANILLO. DOMAN (19° 43' N; 71° 45' W)

General specifications

Anchorage: Excellent anchorage available in Manzanillo Bay to the East of dock in about 20 fathoms of water.

Berths: Manzanillo has only one steel and concrete finger pier about 230m (750ft) long by 27m (88ft) wide.

A Mooring bouy is located 90m linear of the ends (North) of the finger pier. The dock allows 140 meters of the vessel inside with 9.1m depth on forward and the rest of the vessel stay out with the stern line on the mooring bouy where there are depths of 12.5m.

Both sides of the pier may under normal circumstances be used for docking. The pier was originally designed for a maximum unit load of 15 tons.

Circle of maneuvers: 600 meters (1968.6 feet)

Density of water: Salt water.

Depth range: 8.8 meters to 12.6 meters (28.8 to 41.3 feet)

Docks: 2

Entrance channel depth: 16 meters (52.5 feet)

Equipment available: Forklifts and pallet jacks for loading palletized fruits.

Length of docks: 227.7 meters (747 feet)

Lighthouse: Metal tower, Red lantern. Flashes 1 on / 2 off

Maximum size of vessel: LOA 600 ft; BEAM 120 ft.

Pilotage: Pilot and Harbour Master's office can be contacted on VHF Channel 16.



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Port operations: Export: Refrigerated containers (bananas and small fruits). Import: General cargo and loose cargo (clinker and coal).

Restrictions: No entry or departure at night.

Storage facilities: The banana company has its own facilities for packing and storing fruit ready for shipment, but there is no shed or warehouse at the port.

Tidal variation: 0.75 meters

Tugs: None available.

Manzanillo was built by an American banana exporting company in the 1950's, later was abandoned many years ago. The pier has undergone extensive repairs, completed in 1994. This port has about 2 weekly sailings for export of fresh fruit, mainly bananas. Occasionally vessels discharge bulk cargoes, mainly coal and pet coke.

PORT OF PUERTO PLATA. DOPOP (19° 10.241' N; 69° 41.494' W)

General specifications

202° Infiltration

Beaconing: 5 buoys: 2 green, 2 red, 1 landfall

Circle of maneuvers: 400 meters (1312.8 feet)

Density of water: Salt water.

Depth of the dock: 10.5 meters (34.4 feet)

Depth range: From 5 to 9.1 meters (16.4 to 29.8 feet)

Docks: 2

Entrance channel depth: 12 meters (39.4 feet)

Equipment available: Forklifts of various capacities are available for the handling of general cargoes. For the handling of bulk cargoes, there are hoppers, grab buckets and pay loaders, and the ship's gear must be used always.

Length of Piers: New Pier: 291.3 meters (955 feet); Old Pier: 152.8 meters (501 feet)



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Lighthouse: Yellow steel tower, Period 6 s: Flashing 2 s, Concealment 4 s; Elevation: 137 feet; Range: 18 nautical miles

New Finger Pier: It is the only pier in the port in service. Pier built in the 1970's, and which is 300m (984ft) long and 44m (144 ft) wide. The pier is approximately 3m (10ft.) above water level.

Pilotage: It is compulsory and available 24 hrs. Pilot and Harbour Master can be contacted by radio on VHF Channel 16. The pilot boarding place is about 4 cables NNE of Punta Fortaleza, close to sea buoy.

Port operations: Loading and discharging fuel, containers, general cargo, tourist ships.

Restrictions: Only to tanker vessels; restricted to maneuverings at day light.

Tidal range and flow: Mean spring range 0,50 m; Mean neap range 0.40 m. Current velocity at berth usually less than 0,3 knots according flood or ebb.

Tugs: The use is compulsory for vessels of more than 500 CRT. At least one tugboat 3500 BHP and one tugboat 2150 BHP are usually available.

Winds: During winter months, the wind blows strongly from NE, from early morning until late afternoon, when it changes to a gentle land breeze. Strong winds also blow from N.

Swell from N to NE, height 1,2 to 5,5 m. was reported (1969) to be frequent from October to May.

The port of Puerto Plata is the main commercial port on the North Coast of the Dominican Republic, and is the only one in this area receiving grain in bulk, general break bulk cargo, cargo containers and liquid fuel for two power plants—CEPP and CSF. Despite these port functions, the "Old Pier", placed at Harbour Eastern Part, is now out of commercial service due to lack of needed repairs. Puerto Plata has been in recent past, a favorite place for Cruise Ships.