

Port Handbook

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

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

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

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

Density of water: Salt water.

Maximum size of vessel: LOA 600 ft; BEAM 100 ft and for pier # 5 and 653 ft; BEAM 100 ft.

Tugs: When necessary, tugs must be mobilized from Santo Domingo. For prices and further details, please contact [Marítima Dominicana](#).

Medical attention: Emergency and minor medical care is available locally but more serious cases should be treated in Santo Domingo.

Consular offices: All consular affairs for this port are handled at Santo Domingo.

Repairs: Shore facilities for minor repairs only. Further repair shops available at Santo Domingo.

Airport/Repatriation: Las Américas International Airport is approx. 150 Kilometers from Barahona or 3 1/2 hours by automobile. Please refer to the port of Santo Domingo for further information.

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.

Storage facilities: None available.

Equipment available: None.

Bunkers: By tank truck from Santo Domingo. For prices and further details, please contact [Marítima Dominicana](#).

Fresh water: The local fire department has a tank truck which can be hired in case of an emergency requirement.

Working hours: Normal working hours for stevedores is 0800-1200 and 1300-1700 Mondays through Fridays, and 0800-1200 on Saturdays. Some overtime may be worked according to the availability of sugar and other factors. Please contact [Marítima Dominicana](#) for further details.

Berth No.2: This berth, consisting of the southern side of a 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 layberth, 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 1.5 meters above the water level at high tide. This berth Some adjustments were made where 5 mooring dolphins were built on the mooring line and allows docking of vessels up to 199m.

Storage available: 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.

Equipment available: ship's gear is required, and minimum outreach is 17.5meters.

Working hours: At this installation the Shippers usually work 24 hours around the clock on weekends and Holidays (New Years, Christmas, Easter, excepted) at their own expense.

Berth No.5 This berth is 146 meters (479ft) long and about 1.5 meters above the water line at high tide. However, this berth frequently accommodates vessels of up to 600 ft. LOA, because vessels are turned in the basin and docked with the bridge beyond the pier. The berth is used by the sugar mill for exports of sugar and blackstrap molasses and for import of coal to the Power plant nearby.

Storage facilities: The sugar mill has large warehouses for storing sugar in bulk and in bags and also tanks for molasses.

Equipment available: Rail flatbed trucks are used to bring the sugar in bags alongside the vessel. Ship's gear is used to load the bags with slings into the vessel. These are then "bled" into the ship's holds and the empty bags returned ashore. The usual loading rate is about 15-20 tons per

gang per hour. Pipeline and accessories available for loading blackstrap molasses in bulk.

Fresh water: There is a pipeline available alongside, but due to low pressure, a portable pump is required. Otherwise, potable water must be delivered by tank truck.

Berth No.6, This berth is about 90 meters (300ft) long and its apron is about 25 meters (93ft) wide. It is about 2 meters above the waterline at LW.