

SECTOR 9

NORTHWEST COAST OF AFRICA—CAP SPARTEL TO CAP JUBY

Plan.—This sector describes the NW coast of Africa from Cap Spartel to Cap Juby, and includes the ports of Casablanca, Safi, Port d'Anza, and Agadir. The descriptive sequence is from the NE to SW.

General Remarks

9.1 The coast from Cap Spartel to Cap Juby, about 600 miles SW, is generally barren and consists of a low and dangerous coastline backed by low sand hills.

In the vicinity of Cap Beidouza, 260 miles SW of Cap Spartel, the coast, being at the W end of the Atlas Mountains, is slightly higher and cliffs are seen in a few places.

The whole coast is exposed to onshore winds and sea and there are very few good anchorages along this stretch. Several high mountains stand in the interior and their summits make good landmarks in clear weather.

Caution.—Tunny fishing nets may be found extending up to 2 miles from the coast. Generally, by day, yellow or white flags, bearing the letter "M" or "A", mark the middle and the seaward extremity of the net. At night, two green lights, placed vertically, are shown at the middle of the net and a red light over a green light marks the seaward end. Vessels should give these nets a berth of at least 3 miles. The tunny fishing season generally lasts from May to November.

Oil exploration and production rigs may be encountered off the coasts within this sector.

Concentrations of fishing vessels may be encountered off the coasts within this sector.

Fog may be encountered off this coast. It is rather frequent in summer above the cold water which borders the shore. Visibility may also be reduced by fine particles of sand and dust, which are sometimes carried a considerable distance seaward by offshore winds.

The security of vessels off this coast and at some ports is a serious problem. Reports have been received (1986-1990) of firings upon cargo and fishing vessels off this coast. In addition, a grounded bulk vessel was fired upon from the shore. All vessels should exercise extreme caution.

Reports have been received (1990) that Moroccan warships, while engaged in anti-smuggling operations, have been known

to fire on innocent vessels which were navigating within the territorial waters claimed by Morocco.

Cap Spartel to Kenitra

9.2 Cap Spartel (Cap Espartel) (35°47'N., 5°56'W.) is formed by a headland which terminates in a large, black, and conical rock. It is the NW extremity of Africa and the SW limit of the Strait of Gibraltar. When viewed from the NE or SW, the cape resembles a detached islet.

The high land backing the cape rises to Jebel Quebir, 315m high. In good weather, this hill can be seen from a considerable distance and from the NW, it may be easily recognized by two long, vertical patches of gray-colored rock located near the summit which is surmounted by a tower.

South of the cape, the land slopes steeply to an extensive plain. El Yebila, 130m high, stands in the middle of this plain, 3 miles S of the cape. This hill is prominent and its summit is surmounted by a triangulation tower.

A main light (Cap Spartel) is shown from a tower, 24m high, standing on the cape. A radiobeacon is situated close SW of the light.

A group of black pinnacle rocks, above-water and steep-to, lies on the N end of a reef which extends up to 0.2 mile NW of the light. A drying rock lies about 0.2 mile offshore, 0.6 mile SW of the light. Several shoals, with depths of 10 to 12m, lie close W of the cape and the sea breaks continually over them.

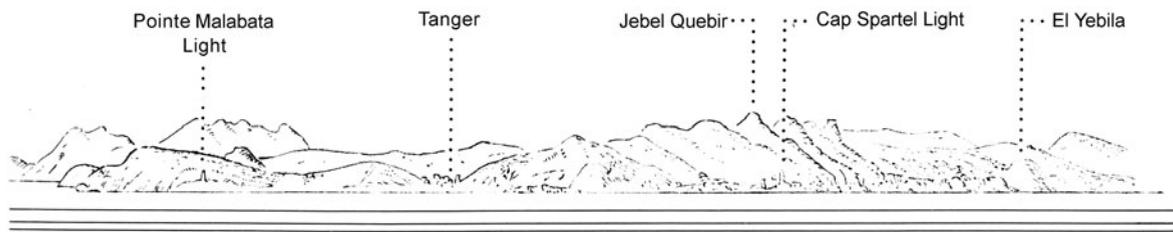
A stranded wreck is reported to lie close SW of the cape.

Note.—An IMO-adopted Traffic Separation Scheme lies in the approaches to the Strait of Gibraltar, 12 miles NW of the cape, and may be seen on the chart.

A Vessel Traffic Service (VTS) has been established within the waters to the E of the cape. See Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Caution.—Vessels should not approach within 0.8 mile of the cape. It is also necessary to guard against the tidal races which are sometimes produced by the strong currents in the vicinity of the cape.

At night, when it cannot be seen, the low land lying to the S of the cape may sometimes be mistaken for the entrance to the Strait of Gibraltar; however, this error may be avoided by attention to the soundings.



Cap Spartel bearing 135°, distant 13 miles

9.3 Anse Spartel (35°46'N., 5°56'W.), a shallow and sandy bay, is entered 0.8 mile S of Cap Spartel. Small vessels may obtain anchorage, in depths of 10 to 12m, about 0.3 mile off the shore of this bay. It is sheltered from E winds, but heavy squalls blow off the land and a continual swell renders landing difficult.

The coast from Anse Spartel to Asilah, lying 20 miles SSW, is formed by a sandy beach which is broken by a few rocky projections and backed by a line of low hills. A range of very conspicuous mountains stands about 13 miles inland.

Monte Sidi Hebib, 923m high, stands 14 miles E of Asilah. It is conspicuous and the highest peak of the range. Monte Hauxben Kreaa, 640m high, stands 15 miles SE of Cap Spartel and is prominent. Both of these mountains are good landmarks when in the approaches to Asilah.

An aeronautical light is shown from a control tower, 12m high, standing at an airport, 3.8 miles SSE of Cap Spartel.

From a point along the coast located 6 miles SSW of Cap Spartel, a rocky shoal, with depths of 5 to 20m, parallels the shore and extends up to about 1 mile seaward. During bad weather, this shoal causes the sea to break far from the shore.

Asilah (35°28'N., 6°02'W.), a small fishing port, is formed by an old town and a modern town. The old town is surrounded by a wall surmounted by four towers, the N tower being 27m high. The modern town, situated NE of the old town, has a prominent church with two towers, and is fronted by a beach. The military barracks standing on the high ground, SE of the old town, and Palacio del Raisuni, a massive building with numerous windows standing on the seaward side of the old town, are also good landmarks.

A ruined breakwater, which is built on a drying reef, fronts the town and protects the harbor. It extends WNW from the N end of the old town and then curves NE. A lighted range indicates the entrance fairway, which has a depth of 2m. Local knowledge is recommended. El Anman, with a depth of less than 1.8m, consists of several rocks and lies about 0.7 mile N of the harbor entrance. Anchorage can be taken, in a depth of 11m, about 0.5 mile NW of the old town. In general, the bottom is rocky with poor holding ground, especially with W winds and swell.

Caution.—Submarine cables extend W from the vicinity of the Oued el Helou (Rio el Helu), a stream which flows into the sea 0.7 mile NE of the town.

9.4 Larache (35°12'N., 6°09'W.) is situated 15 miles SSW of Asilah. The coast between presents nearly the same appearance as that to the N of Asilah. The coastal hills rise about 3 miles S of Asilah to heights of over 200m.

Ras el Nuida, located 5 miles SSW of Asilah, appears from the N as a high steep cliff, 40m high, facing the sea.

Haffat el Beida, better known as El Cenizo, stands 3.5 miles SSW of Ras el Nuida. It consists of a large and conspicuous white triangular rock, 100m high, with a lookout tower situated on the summit.

Bajo el Cenizo (El Cenizo Bank), with a least depth of 26m, lies about 4 miles W of Haffat el Beida and breaks in heavy weather.

From Haffat el Beida, a sandy beach extends SSW for 6.5 miles to Punta Negra, which consists of dark-colored cliffs with a prominent white mark near their foot.

The coast between Punta Negra and the mouth of the Oued Lucus, 1.5 miles SSW, consists of a sandy beach backed by dunes. A prominent pine tree plantation stands on the N side of the river mouth.

Punta Nador (35°12'N., 6°10'W.), fringed by reefs, is located 2.5 miles SW of Punta Negra. A main light is shown from a prominent tower, 35m high, standing on the point and a signal station stands close N of it.

9.5 Larache (El Aaraich) (35°12'N., 6°09'W.) (World Port Index No. 45765), a small port, lies at the mouth of the Oued Lucus (Uad Lucus) (Rio Lucus). The town stands on the S side of the river mouth and extends W nearly as far as Punta Nador.

Tides—Currents.—Tides rise 2.9m at springs and 2.1m at neaps.

Depths—Limitations.—A breakwater extends W from the N side of the river mouth; a training wall fronts an area of reclaimed land on the S side. Quays, situated SE of this training wall, have 380m of total berthing space with a depth of 4m alongside. Coasters up to 45m in length and 3m draft can be handled alongside. Larger vessels, with drafts up to 4m, can work cargo from lighters at an anchorage berth inside the bar.

Aspect.—The best landmarks include Jebel Sarsar, 609m high, which stands 25 miles SE of the port and is conical with a gradual slope on its S side; the modern buildings of the town, with a mosque standing at the N end; and Jemis de Sahel, a former military post, which stands amidst a clump of tall trees on the highest of the coastal hills, N of the town.

Lighted ranges lead over the entrance bar and to the anchorage within the river mouth; they may best be seen on the chart.

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board about 2 miles seaward of the entrance.

Anchorage.—Small coasters can obtain good anchorage within the harbor. Outside, the best anchorage is in a depth of 14m, sand, about 0.7 mile NNE of Punta Nador. In good weather, small vessels can anchor closer inshore with good holding ground. Good anchorage may also be obtained, in a depth of 22m, sand, about 1.2 miles offshore, with Jebel Sarsar in range with the entrance, bearing about 140°.

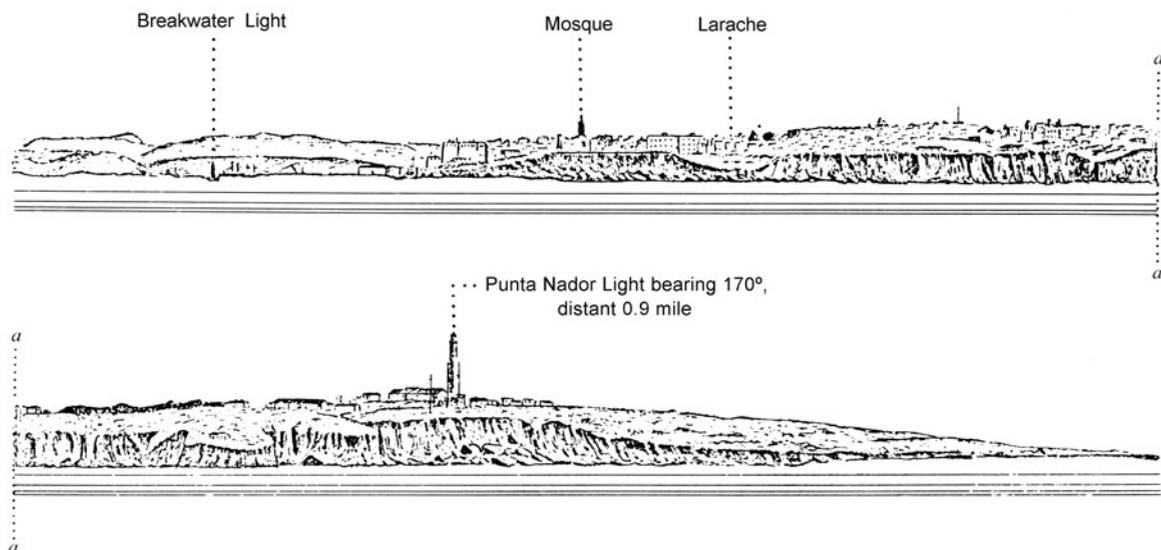
Caution.—The bar lying S of the breakwater is subject to great changes and the lighted entrance range is moved accordingly. The entrance has a constant swell on it except during the summer. Generally, the entrance is unsafe from October through May.

It is reported that several patches, with depths of 17m, lie on the line of the breakwater. They are surrounded by depths of 25m and break in heavy weather.

9.6 Moulay bou Selham (34°53'N., 6°18'W.), an outlet for an inland lagoon, lies 20 miles SSW of Larache. The coast between rises to heights of 90m. The N part consists of reddish cliffs and the S part consists of sandhills, partly covered with scrub.

An aeronautical light is shown from a tower standing 10.3 miles SE of Punta Nador.

Moulay bou Selham can be recognized by several white tombs which stand on its N side, and one tomb which stands on its S side. The lagoon is hidden from view by a sand dune, 70m high.



View of Larache in two parts

Anchorage can be taken in good weather, in depths of 15 to 18m, sand, off the outlet; however, seaward of depths of 20m, a rocky bottom exists.

The coast from Moulay bou Selham to the mouth of the Oued Sebou, 41 miles SSW, is sandy, broken in places by rocks, and backed by sand hills. An isolated and conspicuous black rock, 59m high, lies on the shore, 14 miles SSW of Moulay bou Selham.

It is reported (1990) that a light is shown from a tower standing in the vicinity of this isolated rock.

A windpump stands 2 miles inland, about 10 miles S of the black rock and is also conspicuous.

Caution.—Ammunition dumping areas, the limits of which are shown on the chart, lie offshore about 35 miles and 60 miles NW of the entrance to the Oued Sebou.

Kenitra (Port-Lyautey) (34°16'N., 6°40'W.)

World Port Index No. 45770

9.7 The port of Kenitra lies on the S bank of the Oued Sebou, about 9 miles above the mouth. The town of Mehdiya (Mehdiya) stands on the S side of the river entrance.

Tides—Currents.—Tides rise 3.6m at springs and 2.9m at neaps.

The flood current sets N and the ebb sets S at the entrance bar. The flood current in the river off Mehdiya, during normal conditions, commences 2 hours after LW and the ebb current commences 1 hour 30 minutes after HW. A rise of 2m in the upper river causes an outgoing current of 3 to 4 knots at Mehdiya; this current overcomes the flood at neaps and causes a prolonged period of SW at springs.

Rollers, prevalent during the winter, may raise the level of the river by as much as 0.9m above the spring tide level. The flood current then predominates and the ebb current varies in proportion to the violence of the rollers.

The river is subject to floods from October to May; during this period, it usually submerges the surrounding areas with muddy waters. During the remainder of the year, it is at a low level and is subject to tidal influences for 50 miles above the mouth. High water at Kenitra occurs, on the average, about 45 minutes after HW at Mehdiya.

Depths—Limitations.—The river is entered between two breakwaters. A quay, with 870m of total berthing space, fronts the town of Kenitra and has a depth of 5.5m alongside. In addition, a T-head petroleum pier situated 0.7 mile upstream has a depth of 4.5m alongside.

The channel across the bar is variable; permissible drafts are equal to the height of the tide increased by a constant of 1.6m. Vessels can generally reach Kenitra with drafts up to 5.5m at HWS and up to 4.1m at HWN. The maximum permissible length for entry is 115m; at night, this is reduced to 75m for tankers and to 95m for other vessels.

A quay, used by fishing vessels and tugs, fronts the NE part of Mehdiya and a naval quay, about 400m long, is situated 0.5 mile NE of it and has a depth of 8.5m alongside.

Aspect.—Mehdiya, situated on the lower slope of a hill, is a good landmark and can be easily identified by its old fortifications. Also prominent are the lighthouse and signal station standing on the ridge to the S of the town, a large white house standing close N of the lighthouse, and a group of buildings at Mehdiya Plage situated S of the river entrance.

A main light (Mehdiya) is shown from a tower with a dwelling, 9m high, standing on a hill, 1.2 miles ESE of the breakwater entrance. This tower also forms the rear structure of the lighted entrance range which leads into the mouth of the river.

An aeronautical light (Kenitra) is occasionally shown from a tower standing on a hill, 4 miles NE of the river entrance.

The river channel to Kenitra is indicated by lighted ranges and marked by lights and lighted buoys.

Pilotage.—Pilotage is compulsory and available day or night during periods of HW. The pilot boards in the vicinity of the river mouth and may be contacted on VHF channel 9 or 16.

Signals.—The following signals are displayed at the signal station at the main light tower:

1. International Code flag S—conditions on the bar are passable. This signal may also be displayed by the pilot boat.
2. A red flag shown over a green flag—the bar is impassable.

Anchorage.—Vessels which, due to their draft, cannot cross the bar should anchor seaward of the entrance. Anchorage, with good holding ground of mud, may be found W of the main light. Vessels should moor in a depth of 30m during winter and in a depth of 15m during summer. This is sometimes an insecure roadstead due to heavy seas caused by winds from the SW through W to N. Within the river, only temporary anchorage can be taken due to the strong tidal currents and bad holding ground.

Caution.—Several unlighted mooring buoys are situated along the sides of the river channel.

Mehdia (Kenitra) to Casablanca

9.8 The coast between the mouth of the Oued Sebou and Rabat, 16 miles SSW, is bordered by sandy beaches. It is backed by conical hills in the N part and by cliffs in the S part. Two prominent radio masts, marked by red obstruction lights, are situated 7 miles S of Mehdiya. Three prominent pillars stand near the coast, 4 miles NW, 3.5 miles W, and 5 miles SW of these radio masts.

Rabat (34°02'N., 6°50'W.) is situated on the S side of the entrance to the Oued Bou Regreghas and has prominent fortifications standing on its seaward and river sides. The town of Sale is situated on the N side of the river entrance and is surrounded by a wall with prominent towers standing at regular intervals. A prominent battery also stands at the SW end of the town of Rabat.

The white walls and minarets of both towns are conspicuous. The most conspicuous object is Hassan Tower, 55m high, which stands on a cliff, 21m high, at the NE end of Rabat.

A main light (Rabat) is shown from a tower, 24m high, standing on Fort de la Calette, 0.5 mile WSW of the river mouth.

An aeronautical light is shown occasionally from a control tower which stands 3.5 miles E of the river mouth.

Note.—The port of Rabat is almost completely abandoned and no commercial operations are performed. The harbor, frequented only by pleasure craft and fishing boats, is accessible to vessels with drafts of 2.1 to 3.7m, depending on the tide. The bar within the breakwaters is variable and boats, with local knowledge, usually enter between 2 hours before and 1 hour after HW. It is reported that local persons are available to aid boats wishing to enter.

Anchorage, in good weather, can be taken seaward of the breakwaters, in depths of 10 to 30m, sand, good holding ground. However, this roadstead is exposed to W winds and sea, and in bad weather, vessels must put to sea.

Caution.—A prohibited area exists off the coast between Rabat and Mohammedia. It is enclosed by a line joining the following positions:

- a. 33°55.3'N, 6°58.6'W.
- b. 34°04.2'N, 7°07.6'W.

- c. 33°58.2'N, 7°19.0'W.
- d. 33°45.1'N, 7°18.6'W.

9.9 The coast from Rabat to Cap de Fedala, 34 miles SW, is sandy and interspersed with rocky patches. Two ranges of barren hills commence at a position about 8 miles SW of Rabat and run nearly parallel to the coast. The range near the coast, 1 mile inland, has a height of 60m; the inner range, 5 to 6 miles inland, has heights of 60 to 120m. Both these ranges extend about for about 80 miles SW.

The minaret at Temara, 7 miles SW of Rabat, stands on the summit of a hill, 96m high, and is conspicuous. The prominent white steel works at Skhirat are also conspicuous. They stand 1.7 miles SE of Ilot de Skhirat, 15 miles SW of Rabat.

Caution.—It has been reported (1986) that the entrance to the harbor at Skhirat (33°52'N., 7°03'W.) lies within a prohibited area.

Sidi el Haj Bou Derbala (33°50'N., 7°09'W.), a low promontory, is located 5.7 miles SW of Skhirat. It is joined to the mainland by a sandy isthmus and stands out as a dark shape against the coastal cliffs.

A generating plant situated at Bouznika, 2.5 miles SSW of the promontory, is reported to be conspicuous from seaward. In addition, a minaret standing at Mansouria, 9 miles WSW of the promontory, is also reported to be conspicuous.

Caution.—An obstruction is reported to lie about 4.5 miles NW of Sidi el Haj Bou Derbala and marked by a buoy moored close NW.

It is reported (1980) that navigation and fishing are prohibited within an area which extends up to 10 miles from the coast between Rabat and Sidi el Haj Bou Derbala.

Cap de Fedala (Cap de Mohammedia) (33°43'N., 7°24'W.) is located 14 miles SW of Sidi el Haj Bou Derbala. This prominent point appears as an island from a distance and can be identified by a conspicuous group of white oil tanks which stand on it.

A main light (Cape de Fedala) is shown from a conspicuous tower, 27m high, standing on the cape.

A shoal, with a depth of 18m, lies about 2.7 miles W of the cape.

Mohammedia (33°43'N., 7°24'W.)

World Port Index No. 45790

9.10 Mohammedia (Port de Fedala), a petroleum and fishing port, lies in the SW part of Baie de Fedala which is entered between Cap de Fedala and the mouth of the Oued Nefikh, 2.5 miles ENE. The town stands close S of the port.

Tides—Currents.—Tides rise 3.5m at springs and 2.7m at neaps.

Currents, which set SW at about 2 knots, have been reported in the vicinity of the bay.

Depths—Limitations.—The bay and port are sheltered by an outer breakwater which extends 1 mile NE from Cap de Fedala.

The inner harbor is protected by two breakwaters which form an entrance, 82m wide.

Quay No. 2, at the W side of the harbor basin, is 170m long with a depth of 6.2m alongside. Quay No. 1, at the N side of the harbor basin, is 70m long with a depth of 7m alongside. Quay No. 6, at the NE side of the harbor basin, is 90m long with a depth of 6.1m alongside. Generally, vessels up to 120m in length and 6.7m draft can be accommodated. In addition, there are several small jetties situated at the S side of the harbor basin for the use of fishing vessels.

A spur jetty extends about 0.5 mile ENE from the inner root of the outer breakwater and has a tanker terminal for crude oil, LPG, and naphtha situated at its seaward end.

Berth A, on the W side of the jetty, is 260m long, with dolphins, and can handle tankers up to 100,000 dwt and 17m draft.

Berth B, on the E side of the jetty, is 290m long, with dolphins, and can handle tankers up to 150,000 dwt and 17m draft.

Note.—It is reported (1990) that the former offshore oil pipeline mooring buoy berths are no longer in use.

Aspect.—The following landmarks are conspicuous:

1. A hill, 185m high, standing inland, 8 miles S of the cape.
2. Minaret de la Kasbah, which is difficult to identify from the W, standing 1.2 miles SSE of the cape.
3. A white funnel-shaped tank standing 0.3 mile S of the minaret.
4. A silo standing 0.2 mile SSW of the minaret.

Lighted ranges, unlit ranges, and a directional light indicate the approaches to the port and the entrance. It was reported (1988) that the day marks of the approach range were not conspicuous.

It was reported (1994) that an outer lighted buoy has been moored about 2 miles N of the outer breakwater head.

Pilotage.—Pilotage is compulsory. Vessels should send an ETA at least 24 hours in advance. Pilots may be contacted on VHF channel 11 or 16 and board E of the harbor entrance, in position 33°43.7'N, 7°22.3'E; vessels bound for the oil terminal board the pilot in position 33°46.2'N, 7°23.0'W, in the vicinity of the Approach Lighted Buoy.

Generally, deep-draft vessels are berthed only during daylight.

Anchorage.—An inner anchorage berth lies, in a depth of 9m, about 0.5 mile ENE of the entrance to the harbor basin. This berth has good holding ground, but it is exposed to the heavy swell. Vessels should be prepared to put to sea if the swell becomes dangerously high and the port cannot be entered.

Caution.—Several obstructions, shoals, and wrecks lie up to 2.3 miles N and NE of the outer breakwater head and may best be seen on the chart.

A prohibited entry area, and an anchoring and fishing prohibited area, the limits of both of which are best seen on the chart, lie in the approaches to the port.

The entrance channel to the harbor basin has a bottom of hard rock. During a heavy swell, vessels, with a keel clearance of 1.2m, have reported touching the bottom.

A shoal, with a depth of 5.2m, lies about 0.5 mile E of the entrance to the harbor basin.

9.11 The **Oued Mellah** (33°42'N., 7°25'W.) flows into the seas, 1 mile SW of Cap de Fedala. The coast between this river and the roadstead of Casablanca, 11 miles SW, is low. It is mostly formed by a sandy beach and some rocky ledges backed by sand dunes.

A conspicuous flare and two conspicuous chimneys stand 2.3 miles SW of Cap de Fedala. A conspicuous rock lies close to the shore, 3.7 miles SW of the river mouth.

Pointe d'Oukkacha (Table d' Oukkacha) (33°37'N., 7°34'W.) is located 10 miles SW of Cap de Fedala. A light is shown from a tower, 19m high, standing on the point. A radiobeacon is situated at the light.

A T-head pier, in ruins, extends from the shore, 0.2 mile E of the point. Prominent water towers stand 0.5 mile E and 0.7 mile SE of the point. A conspicuous tomb stands, at a height of 115m, 3 miles SE of the point.

Pointe d'El Hank (33°37'N., 7°39'W.) is located 4.7 miles W of Pointe d' Oukkacha. It is the N extremity of a promontory and is fronted on the N side by a reef and several shoals.

A light is shown from a tower, 51m high, standing on the SW part of the promontory. A radiobeacon is situated at the light.

Two prominent pylons stand close E of the light.

The Moroccan government periodically prohibits all maritime activity, transiting, and anchoring in an area N and W of Pointe d' El Hank.

Casablanca (33°36'N., 7°37'W.)

World Port Index No. 45793

9.12 The harbor of Casablanca, the largest and most important port in Morocco, lies about midway between Pointe d'Oukkacha and Pointe d'El Hank.

Winds—Weathers.—It was reported (1998) that winter months are frequently characterized by dense fog with extremely low visibility.

Tides—Currents.—The tides rise 3.7m at springs and 2.9m at neaps.

The prevailing winds are from the SW to NW in winter and from the E to NE in summer. The currents caused by the winds are the most important, sometimes setting ENE and sometimes WSW.

Depths—Limitations.—The harbor is protected from the NW by Jetee Moulay Youssef (formerly Jetee Delure), a breakwater, which extends 1.5 miles NE from a point located 1.7 miles E of Pointe d'El Hank. It is also protected from the E by Jetee Nouvelle, a breakwater, which extends 0.5 mile NW from a point located 1.2 miles SW of Pointe d'Oukkacha. The harbor entrance lies between the head of Jetee Nouvelle and the head of Epi Nord, a short spur, which extends SSE from near the head of Jetee Moulay Youssef.

Casablanca—Berth Information			
Berth	Length	Depth	Remarks
Jetty Moulay Youssef			
A-E	—	2.4-10.0m	Naval facilities
F	300m	10.0m	Ore

Casablanca—Berth Information			
Berth	Length	Depth	Remarks
P3	120m	10.0m	Petroleum. Can accommodate tankers up to 40,000 dwt, with a maximum length of 280m and a maximum draft of 10m.
Jetty des Phosphates			
60-63	540m	9-12m	Coal and ore
64-66	510m	9-12m	Phosphates
T7	125m	9-12m	Phosphates
R4-R5	200m	7.5m	Scrap
Mole des Agrumes			
40-44	565m	8.5m	Fruits and vegetables
T5-T6	220m	9.1m	Fruits
50-55	700m	9.1m	Fruits
Mole du Commerce			
20-24	575m	9.1m	General cargo
T3-T4	220m	10.2m	General cargo
30-34	600m	9.1m	General cargo
35-36	400m	9.1m	General cargo
R2-R3	200m	7.5m	General cargo
Mole Tarik			
T2	120m	7.5m	
10-13	400m	8.2m	Container cargo
A1-A2	280m	8.2m	Ro-ro
Container Terminal	380m	12.0m	Container cargo

A fishing harbor, a yacht basin, and a naval dockyard are situated close W of Mole Tarik, at the head of the harbor.

Generally, vessels up to 270m in length and 9.8m draft can be accommodated in the harbor.

Aspect.—The most conspicuous landmarks in the vicinity of the city include a group of radio masts standing 0.3 mile SSW of Point d'Oukkacha; several short chimneys standing on the roof of the electric building, 0.3 mile SW of the radio masts; and a group of chimneys standing 0.7 mile SSW of the radio masts.

The Hassan II Mosque, the second-largest mosque in the world, is very prominent and stands close W of the SW end of the harbor.

Prominent landmarks include two pylons standing 1 mile ESE of Pointe d'El Hank and several grain silos standing on Mole du Commerce.

Roches Noires Light is shown from a tower, 18m high, standing close to the shore, 0.3 mile E of the root of Jetee Nouvell.

A lighted range, which should not be used as a lead into the harbor, assists in the approach from the NE to the pilot boarding position, and may best be seen on the chart. Due to the height of the buildings comprising this range, it is conspicuous in daylight, although it has been reported (1997) that the front range structure is difficult to discern, even at a distance of less than 0.5 mile.

The outer approach Lighted Buoy CA1 is moored about 3 miles NNW of Pointe d'Oukkacha. Lighted Buoy CA3 is moored about 1.2 miles NW of Pointe d'Oukkacha.

Pilotage.—Pilotage is compulsory for all merchant vessels over 100 grt. Commercial vessels should send an ETA and request for pilotage message at least 24 hours in advance. Military vessels should send an ETA and a request for pilotage message at least 1 hour before arrival. The pilots should be contacted on VHF channel 12 at least 1 hour before arrival. Pilots board near Lighted Buoy CA3.

Regulations.—Vessels should send a message to the Vessel Traffic Service 24 hours in advance and confirm the ETA 12 hours and 4 hours prior to arrival. The initial message should state:

1. Vessel name and nationality.
2. Length overall, dimensions, and gross tonnage.
3. Maximum draft on arrival.
4. ETA.
5. Type and tonnage of dangerous cargo to be unloaded/ in transit.
6. Present damage to the vessel or cargo.

Signals.—A signal station stands at the head of a short spur, 0.8 mile NE of the root of Jetee Moulay Youssef, and will display the following swell signals:

Casablanca—Swell Signals		
Day	Night	Meaning
Black ball over a black cone, point up	Three green lights, vertically disposed	A moderate swell (3 to 4m) is predicted within 24 hours
Black ball over two black cones, points down	Red light between two green lights, vertically disposed	A dangerous swell (over 4m) is predicted within 24 hours

A red flag by day indicates the pilot cannot come out but vessels may enter at their own risk.

Anchorage.—The roadstead outside the harbor is partially sheltered by Pointe d'El Hank from winds between the S and W, but swells from the W and NW are felt. This anchorage is dangerous during heavy W or NW swells which may set in suddenly, especially during the bad season, from October to April. The holding ground is poor as the bottom mostly consists of sand and rock.



Hassan II Mosque

Designated anchorage areas, the limits of which are shown on the chart, lie centered 5 miles NE and 5 miles NNW of the outer breakwater head.

Caution.—The roadstead is directly affected by NW or W swells which form, especially in winter, in the N part of the Atlantic. These swells, which occur even when the local weather is good, also cause a particularly violent surge within the harbor basins. Hawsers are therefore subject to considerable strain and vessels should take all necessary precautions. Vessels are also advised to use nylon ropes or shock absorbers.

Anchoring prohibited areas, the limits of which are shown on the chart, lie in the approach to the harbor.

Several wrecks, some dangerous, lie in the approaches to the port and may best be seen on the chart.

Due to the existence of debris, vessels should stay at least 0.5 mile from the head of the outer breakwater and never pass between the head of the outer breakwater and the charted position of Lighted Buoy CA5.

It is reported that development of new quays is being carried out in the area between Jetee Nouvelle and Jetee Transversale, at the SE side of the harbor.

The Moroccan government periodically prohibits all maritime activity, transiting, and anchoring in an area N and W of Casablanca. This area, which is shown on the chart, extends 3.5 miles N from the root of Jetee Moulay Youssef to position 33°40'N, 7°37'W; then 7.5 miles WSW to position 33°36'.5N, 7°45'.0W; then 3 miles S to the shore in position 33°33'.5N, 7°45'.0W.

Casablanca to Jorf Lasfar

9.13 The coast from Pointe d'El Hank to Pointe d'Azemmour, 36 miles WSW, is backed by a line of hills, 100 to 200m

high, which stands parallel to the shore. Cockscomb Rock lies close offshore, 3 miles SW of Pointe d'El Hank. It is surmounted by a small tomb and marked by a beacon.

An aeronautical light is shown from a tower standing in the vicinity of an airfield, 3.2 miles SSW of Point d'El Hank.

Caution.—Due to the existence of submarine cables, an anchoring prohibited area, the limits of which are shown on the chart, lies close W of Point d'El Hank and extends up to 7 miles seaward.

9.14 Pointe de Dar Bou Azza (33°32'N., 7°49'W.), a prominent headland, is located 7 miles WSW of Cockscomb Rock. A conspicuous white building, surmounted by a belfry, stands on a hill, 1 mile SW of the extremity of the point.

Numerous shoals front the shore between Pointe de Dar Bou Azza and Pointe d'Azemmour, 26 miles SW; vessels should keep at least 1.5 miles from the coast.

Pointe d'Azemmour (33°22'N., 8°18'W.) can be identified by a wooded sand hill, shaped like a small truncated pyramid, standing on its extremity. This hill appears dark and detached above the neighboring dunes. A light is shown from a tower, 13m high, standing 1.5 miles S of the point.

Epi d'Azemmour, a spit, extends about 2 miles NW of Pointe d'Azemmour. It has a depth of 3.7m at the seaward extremity and breaks heavily with onshore winds. A patch, with a depth of 6.2m, lies about 3 miles W of the point. In bad weather, the sea breaks in a depth of 13m off the point; it should be given a berth of at least 5 miles.

The Oued Oum er Rbia, the longest river in Morocco, flows into the sea, 3 miles SW of Pointe d'Azemmour. The town of Azemmour is situated on the W bank of this river, 36m above sea level.

Cap de Mazagan (33°16'N., 8°31'W.) is located 12 miles SW of Pointe d'Azemmour. It is low, rocky, and fringed by a

reef, with foul ground, which extends up to 2.5 miles ENE from it. Epi de Mazagan, a shoal, lies at the extremity of this foul ground and has a depth of 6.1m. A patch, with a depth of 9.2m, lies about 2 miles N of the cape.

A main light (Sidi Bou Afi) is shown from a tower, 50m high, standing 0.9 mile SSW of the cape.

9.15 El Jadida (Mazagan) (33°16'N., 8°30'W.) (World Port Index No. 45795), a small harbor, is situated on the SE side of Cap de Mazagan.

Depths—Limitations.—The harbor, formed by two breakwaters, has a main quay, 75m long. It can accommodate vessels up to 2,700 dwt and 87m in length, with drafts up to 5.2m at springs and 4.3m at neaps.

Commercial operations are carried out in the roadstead by means of lighters for vessels unable to enter the harbor. It was reported (1989) that lighters were not available.

Aspect.—Sidi Moussa, a rectangular whitewashed tomb surmounted by a cupola, stands 1.8 miles SE of Sidi Bou Afi Light and is conspicuous. A conspicuous beacon stands 1 mile SSW of this tomb.

A prominent mosque tower, surmounted by a minaret and flagstaff, stands 0.6 mile NE of Sidi Bou Afi Light.

A light (Sidi Mesbah) is shown from a tower, with a dwelling, 15m high, standing 2.5 miles ENE of Sidi Moussa tomb and a conspicuous building stands 0.4 mile NW of it.

The old and E part of the town, near the harbor, is surrounded by a wall, 11m high. Several large buildings stand in the new part of the town situated W of the old part.

Pilotage.—There are no local pilots, but a pilot from Safi can be requested with 24 hours prior notice. The pilot boards 2 miles from the harbor entrance.

Anchorage.—Anchorage, with marginal holding ground of rock covered with sand, can be taken, in depths of 11 to 13m, about 0.7 mile ENE of the N breakwater head.

Caution.—It is advisable, especially in winter, to be ready to get underway immediately, as the scend from the heavy swell may cause deep-draft vessels to touch bottom.

9.16 The coast between Cap de Mazagan and El Jorf Lasfar (Cap Blanc du Nord), 8.5 miles SW, is backed by a barren range of hills, up to 60m high, which slope gradually to the shore and terminate in a dark and rocky cliff. It should not be approached within 2 miles as detached rocks lie offshore.

A conspicuous tomb stands on the shore of Crique de Sidi Bou Zid, 3.8 miles SW of Cap de Mazagan. The ruins of the ancient city of Tit, within which stands the village of Moulay Abdullah, are situated 2 miles SW of the tomb. A conspicuous minaret, 39m high, stands in the village and prominent white tombs stand on each side of it.

El Jorf Lasfar (Cap Blanc du Nord) (33°10'N., 8°37'W.) is comparatively low but is bordered S by a white cliff, 72m high. A light is shown from a tower, 17m high, standing on the cape.

Heavy breakers extend up to 0.7 mile off this cape in strong W winds, and it should be rounded at a distance of at least 1.5 miles. During the summer months, temporary anchorage can be taken, in depths of 9 to 20m, within the bight lying on the S of the cape.

Jorf Lasfar (33°08'N., 8°38'W.)

World Port Index No. 45796

9.17 Jorf Lasfar, a small port, serves an industrial complex and was developed for the export of phosphates and minerals. The harbor is situated 2 miles S of El Jorf Lasfar (Cap Blanc du Nord).

Tides—Currents.—It is reported that the tidal range at springs is 2.4m.

Depths—Limitations.—The harbor is protected by two breakwaters. The outer breakwater extends for a total length of 3,100m WNW, WSW, and then SW, from a point on the coast, 1.7 miles SSE of El Jorf Lasfar Light. The lee breakwater extends 1,250m NW from a point on the coast, 1 mile SSW of the root of the outer breakwater. The harbor entrance has a depth of 16m.

Berth information is given in the accompanying table:

Jorf Lasfar—Berth Information			
Berth	Length	Depths	Remarks
No.1	300m	15.6m	Phosphates
No.2	180m	12.0m	
No.3	180m	12.0m	
No.4	180m	12.0m	Sulfur
No.5	180m	11.5m	Sulfur
No.6	45m	11.5m	Acids
No.7	45m	11.5m	Acids
No.8	60m	15.6m	Tankers
No.9	60m	12.7m	Tankers
No.QC10	200m	5.2-9.0m	
No.QC11	100m	3.5-5.0m	
No.13	120m	5.2m	Ro-ro
No.14	120	10.3m	

It is reported that vessels up to 120,000 dwt and 13.5m draft can be accommodated in the harbor.

Aspect.—It is reported that a tower, 64m high, stands in the port area 2.2 miles SSE of El Jorf Lasfar.

Lights are shown from the heads of the breakwaters but have been reported, on occasion, to be extinguished.

A light, mounted on a pylon erected on a cliff over the port, facilitates entry.

Pilotage.—Pilotage is compulsory for all vessels greater than 100 gt. Pilots will board 0.5 mile W of the breakwater; in bad weather the pilot boards inside the breakwater. Berthing and unberthing can be done 24 hours. Vessels must provide a good lee for the pilot boat which may be hampered by heavy swells. Vessels should send an ETA via Casablanca CRS. The pilots may be contacted on VHF channel 12 or 16.

Anchorage.—Vessels may anchor within 1 to 2 miles of the outer breakwater head, but should keep well clear of the approach to the entrance.

Caution.—Heavy swells outside the harbor may cause a surge alongside the berths.

Maneuvering to pass through the harbor entrance is reported to be difficult at times as 90° to 120° turns are required from the approach to the port.

Jorf Lasfar to Safi

9.18 The coast from El Jorf Lasfar to Beddouza (Cap Cantin), 50 miles SW, is generally rocky and backed by sand dunes, up to 15m high. A line of cliffs runs parallel to the shore at a distance of about 0.7 mile behind the dunes. This line approaches near to the shore at the ruins of Oualidia.

A dark and prominent cliff projects from the coast 4 miles S of El Jorf Lasfar and appears as an island when seen from some directions.

The ruins of Oualidia are situated 33 miles SW of El Jorf Lasfar; two passages, which connect a lagoon to the sea, lead close to them. The N passage is blocked by a sandbank. The S passage is obstructed by rocks, almost awash, leaving a narrow channel with a depth of 1.5m.

The mosque of Sidi Bou Seksou is situated 7 miles NE of Beddouza. This structure is conspicuous from seaward as it stands on a slight rise of the terrain and is isolated.

Cap Beddouza (Cap Cantin) (32°33'N., 9°17'W.) rises precipitously to a height of 60m. A light is shown from a turret on a fort, 16m high, standing on the cape. The fort is flanked by four prominent towers.

A rocky spit, with a depth of 4.6m over its outer end, extends about 1 mile W of the cape. The sea breaks over this spit and the cape should be given a berth of at least 3 miles.

The coast to the S of the cape consists of white cliffs bordered by a narrow beach of sand. Above these cliffs, hills of varying heights stand and gradually increase in height towards Pointe de la Tour, 13 miles S.

Caution.—During the sardine fishing season, from the beginning of May to the end of December, numerous sardine boats operate in the area which extends, in depths not exceeding 110m, from 20 miles N of Beddouza to Essaouira.

9.19 Cap Safi (32°22'N., 9°17'W.), located 10 miles S of Cap Beddouza, can be recognized by the irregular rocks at its base. Sidi ben Krakra, a large white tomb with a cupola, is situated on the N side of the cape and is very conspicuous from the S. A transformer station stands close S of the tomb and is more conspicuous from the N.

Pointe de la Tour (32°20'N., 9°17'W.), located 2 miles S of Cap Safi, consists of high cliffs. A light is shown from a tower, 11m high, standing midway up the cliffs, at an elevation of 88m, close E of the point.

Borj Nador, a disused light tower, is situated on a summit, 155m high, 0.6 mile NNE of the point. This square tower is very conspicuous and several radio masts, marked by obstruction lights, stand close ENE of it.

Safi (32°19'N., 9°15'W.)

World Port Index No. 45797

9.20 The port of Safi lies at the head of Rade de Safi, a large bight, which is entered between Pointe de la Tour and Sidi Rhouzia (Point Rhouzia), 5 miles S. The harbor was originally constructed for the shipping of phosphates, but now it is also a commercial and fishing port and a petroleum terminal. The harbor consists of three basins which are sheltered from the W by a breakwater.

Winds—Weather.—Between April and October, winds from the NNE to N generally blow, by day, into the roadstead and the harbor. They usually commence at about 1100 and decline at night. Occasionally, these winds may reach force 7. In winter, the winds are generally more moderate, blowing from the SW to NW. The harbor experiences, on the average, two to three storms from the W.

The swell occurs only from the end of September to early May. The harbor is well-sheltered from the NW swell, but a W swell may cause a scend in the basins.

Fog occurs frequently along the coast, but is generally not experienced at the roadstead or in the harbor.

Tides—Currents.—Tides rise 3.4m at springs and 2.8m at neaps.

Depths—Limitations.—Grand Jetee, the outer breakwater, extends 1 mile NW from a point on the shore, 2.5 miles SE of Pointe de la Tour. Jetee Transversale Nord extends W from a point on the shore, 0.7 mile N of the root of the outer breakwater. The entrance lying between its head and the outer breakwater is 190m wide. Jetee Transversale extends W into the harbor, 0.2 mile S of Jetee Transversale Nord; Mole Oblique extends WNW into the harbor 0.2 mile S of it. A basin for fishing vessels is situated at the head of the harbor, close S of Mole Oblique.

It has been reported (1993) that vessels up to 190m in length and 11m draft can be handled, depending upon the tide.

Aspect.—Cliffs continue along the N shore of the bight as far as Sidi Bou Zid. This very conspicuous white tomb stands on the edge of the cliffs, 1.5 miles ESE of Pointe de la Tour. A sandy beach extends SE from the tomb and fronts the cliffs as far as the city, which can be recognized from seaward by its prominent white walls and buildings.

A conspicuous minaret and a conspicuous house, standing at an elevation of 52m, are situated 0.6 mile and 0.9 mile, respectively, SE of Sidi Bou Zid. A conspicuous silo stands near the root of Mole Oblique and a conspicuous chimney, marked by obstruction lights, stands at a hospital, 1 mile SSE of it.

A directional sector light, which indicates the approach to the harbor, is situated on the N side of Jetee Transversale Nord. A lighted range indicates the harbor entrance channel and may best be seen on the chart.

Pilotage.—Pilotage is compulsory for vessels over 100 grt and is available during daylight hours only. Vessels should send their ETA 7 days in advance and confirm the ETA 48 hours and 24 hours prior to arrival. The pilots board about 0.5 mile off the breakwater; in bad weather the pilots board inside the breakwater. The pilot may be contacted on VHF channel 12 or 16.

Anchorage.—The best anchorage berth in the roadstead is in depths of 24 to 27m, about 0.8 mile SW of the head of the outer breakwater. The roadstead has good holding ground, but with strong W winds and heavy swells, the anchorage is untenable.

Caution.—In strong W winds, the swell causes a scend in the harbor and extra mooring lines may be required. However, it is exceptional for a vessel to have to put to sea.

Safi to Essaouira

9.21 Sidi Rhouzia (Point Rhouzia) (32°15'N., 9°16'W.), the S entrance point of Rade de Safi, is marked by a pillar surmounted by an iron mast. A prominent factory, with a pylon and a chimney, is situated near the coast, 2 miles SSE of the point.

A conspicuous beacon stands, at an elevation of 74m, 2.8 miles SSE of the point and Jorf el Yhoudi (Jorf el Houidi), a prominent red cliff, 90m high, stands 1.5 miles SSW of it.

Jorf el Ghaba (Jorf Rhoraba), a similar red cliff, 60m high, stands 8.5 miles SSW of the beacon. Several prominent houses are reported to stand along the coast between these two cliffs.

The river mouth of the Oued Tensift lies 3.4 miles SSW of Jorf el Ghabas. When viewed from the NNW, it appears as a clean break in the coastal slopes. This river, although quite large, has a bar which dries in the summer.

The ruins of a Portuguese fort are situated 1 mile N of the river mouth. Several prominent buildings stand between the fort and the river; the shore in this vicinity is fronted by a small fishing harbor.

Sidi Yssahak, a conspicuous white tomb, is situated 10 miles SW of the Oued Tensift, and a conspicuous house stands 1.5 miles E of it. Several other tombs are situated along the coast between Sidi Yssahak and Cap Hadid, 16.5 miles SW. Drying rocks lie up to 0.5 mile offshore along this part of the coast.

Caution.—It was reported (1990) that several wavemeters and measuring instruments were moored, up to 3 miles from the coast, in the vicinity of Sidi Yssahak.

9.22 Cap Hadid (31°42'N., 9°41'W.) is low and fronted by a reef which only covers at spring tides; this reef extends up to

0.8 mile W of the point and has a rock, which dries 0.9m, at its outer end. Vessels should give this cape a berth of at least 3 miles.

Jebel Hadid, a high mountain range, stands inland between the Oued Tensift and Cap Hadid and is visible for a great distance. It extends for 20 miles in a NE-SW direction and resembles a large island from a distance.

Sidi Yakub, a very conspicuous tomb, is situated on the SW summit of Jebel Hadid, which is 658m high and stands 7.5 miles E of Cap Hadid.

The coast between Cap Hadid and Essaouira, 12 miles SSW, consists mostly of a sandy beach backed by sand hills which are surmounted by dark bushes. Sidi Moulay Bou Zergtoun, a conspicuous white tomb, stands 3 miles S of Cap Hadid.

Caution.—A bank, with a least depth of 11m, lies about 35 miles WNW of Cap Hadid.

9.23 Essaouira (Mogador) (30°31'N., 9°47'W.) (World Port Index No. 45800) is a small open roadstead port and cargo operations are performed by the use of lighters. The anchorage roadstead lies close S of the city which stands on a low and rocky peninsula. A small harbor, formed by two breakwaters, is situated on the N side of the roadstead. It is used by lighters and boats, and is sheltered by the reefs which front the SW part of the city.

Winds—Weather.—From April to August, strong N winds blow for about 20 days per year. A period of relative calm then follows until the end of November. Storms from the S to SW occur from December to mid-March.

The swell, generally moderate and 1.5 to 2m high, is from the NW for about 300 days per year and from the SW for the remainder of the year. The strong swell, 3 to 5m high, is generally from the SW and occurs from January to March. From April to August, the strong N winds create a choppy sea and the swell remains weak until the end of December.

Tides—Currents.—Tides rise 3.5m at springs and 2.7m at neaps.

Depths—Limitations.—The main entrance channel lies N of Ilot Firaoun. The channel, which lies S of Ile d'Essaouira, leads over a shoal ridge. It is only used by boats; in bad weather, the sea breaks in this passage.

Safi—Berth Information

Berth	Length	Depth	Remarks
Quai Tableau	120m	8.0m	Coastal vessels
Quai Mole Oblique (P1)	260m	8.5m	Grain
Quai de Commerce (P2-P5)	448m	8.0-9.0m	Ore and general cargo
Quai du Phosphates (P6)	240m	8.5m	Phosphates. Accommodates a vessel with a maximum length of 185m and a maximum draft of 10.37m
Quai du Rive (P7)	386m	10.0m	Sulfur. Accommodates a vessel with a maximum length of 186m and a maximum draft of 10.37m
Quai Nord (P9)	186m	9.0m	Phosphoric acid

Aspect.—Ile d'Essaouira, 28m high, lies on the W side of the roadstead, 1 mile SW of the city. This island is surrounded by reefs and large rocks, except on its E side. Ilot Firaoun, an islet 25m high, lies close NE of the island.

When approaching Essaouira, the first features, which are seen from seaward, are the distant craggy summits of the Atlas Mountains. These are capped with snow and contrast with the dark ridges of the intermediate hills. On nearer approach, a narrow range of sand hills, the upper parts of which are covered with vegetation, appears to rise out of the sea. At a distance of 10 miles, the minarets and buildings of the city may be identified.

Prominent landmarks include a large minaret standing in the city; Sidi Mogdoul tomb, situated 1 mile S of the city; a radio mast standing 1.5 miles SE of the city; a white circular tower standing on the crest of a dune, 1.2 miles S of the radio mast; and a tall minaret standing at Diabet, 1.7 miles S of the city.

Sidi Mogdoul Light is shown from a tower, 17m high, standing close SW of Sidi Mogdoul tomb. A range, formed by this light and the white circular tower, leads into the roadstead.

Pilotage.—There are no pilots. A local official, upon request, will assist vessels entering the roadstead, but accepts no responsibility. The harbor can be contacted on VHF channel 16.

Anchorage.—Large vessels can anchor outside the roadstead, in depths of 22 to 27m, about 1 mile W of the city; however, the swell is often uncomfortable and vessels should be ready to weigh anchor. The bottom to the N of the entrance generally consists of sand and that to the S generally consists of rock.

Anchorage can be taken in the roadstead, in a depth of 7.5m, about 0.4 mile S of the E breakwater head of the boat harbor, but a rocky patch, with a least depth of 4.8m, lies about 220m E of this berth.

The most sheltered anchorage lies E of Ile d'Essaouira and as close to its shore as the draft of the vessel permits. It is reported that a vessel, with a draft of 7.9m, has been handled here.

Caution.—It was reported (1990) that a stranded wreck, marked by a lighted buoy, lies about 2 miles WSW of Ile d'Essaouira.

The roadstead is very dangerous when rollers come in through the N channel. This may occur regardless of the direction of the wind, but is especially the case from December to March during SW winds.

Essaouira to Agadir

9.24 The coast from Essaouira to Cap Sim, 8 miles SSW, consists of sand hills, up to 20m high, which slope gradually to the beach. From about 1 mile N of Cap Sim, a uniform line of bushes, which resemble rocks, extends to the cape. Banc de Mogador and Banc de Sim, with depths of 2 to 6m, form a continuous rocky ridge which lies parallel to this part of the coast and extends up to 1.8 miles offshore.

Cap Sim (31°23'N., 9°50'W.), 99m high, is formed by a plateau which descends to the sea in sandy slopes. Rocky reefs extend up to 1 mile W of the cape and a shoal, with a depth of 9.8m, lies 2.5 miles W of it. Vessels are advised to stay at least 3 miles from the cape.

A main light is shown from a turret on a fort, 20m high, standing on the summit of the cape. The fort is situated in an enclosure and flanked by four conspicuous towers.

The Oued Tidsi flows into the sea, 4 miles SSE of the cape, through a conspicuous opening in the coastal cliffs. Sidi Harazem is situated 2 miles E of the cape and Sidi Kaouki, with a conspicuous white house, is situated 2 miles S of it.

Anchorage, sheltered from NW to N winds, is available within the bight lying S of the cape. A vessel can obtain anchorage, in a depth of 9m, good holding ground, about 0.7 mile SE of the cape, or in a depth of 15m, about 0.6 mile farther S.

The coast between the Oued Tidsi and Cap Tafelney, 14 miles S, consists of rocky cliffs which are the seaward spurs of the Atlas Mountains. These cliffs are cut by deep valleys and backed by high plateaus.

9.25 Cap Tafelney (31°06'N., 9°50'W.) is dominated by a summit, 213m high, which rises 0.7 mile E of it. From the N, this cape appears as a detached spur. A rocky shoal, with a least depth of 1m, lies about 0.5 mile SSE of the cape.

Due to the existence of reefs, vessels should not approach the coast in the vicinity of the cape in depths of less than 35m.

A conspicuous tower stands on Jebel Amsittene, 905m high, which stands 10 miles ENE of the cape.

Anchorage, sheltered from E and NE winds, can be taken in the sandy bight which lies close S of Cap Tafelney. This bight is also sheltered from NNW winds, but is open to the swell. The winds generally spring up around noon in summer and heavy squalls are liable to come down from the hills in the vicinity of the cape. Vessels can anchor, in a depth of 11m, about 1 SE of the cape. The cape should be given a berth of about 1 mile when approaching this roadstead.

The coast between Cap Tafelney and Cap Rhir, 29 miles S, is mostly steep with mountains, up to 900m high, rising inland.

Several prominent villages and conspicuous tombs are situated along this stretch of coast, and isolated clumps of trees may also be seen from seaward.

Baie Imsouane (30°50'N., 9°49'W.), sheltered from N and NW winds, is entered close SE of Pointe d'Imsouane, 16 miles S of Cap Tafelney. The point is rather low and a large and conspicuous house stands on it. Shoal water extends up to 0.3 mile SSW of the point and it should be given a wide berth.

The bay offers excellent anchorage, in summer, in its N part. A good berth is in a depth of 10m, fine sand, about 0.4 mile from the head.

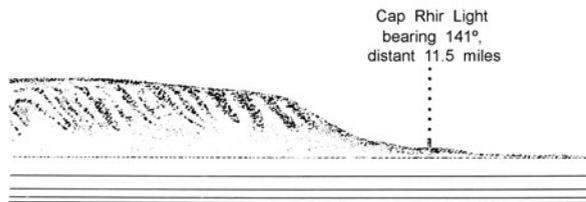
The mouth of the Oued Tamri (Asif Ait Ameer), 7.5 miles SSW of Pointe d'Imsouane, can be identified from seaward. The prominent tomb of Sidi Bou Zekri is situated on the N side of the river mouth.

9.26 Cap Rhir (30°38'N., 9°53'W.), located 18 miles SSW of Pointe d'Imsouane, is formed by a steep promontory which rises to a height of 361m, 1.2 miles NE.

A main light is shown from a conspicuous tower, 41m high, standing 0.4 mile NE of the cape.

Shifts of wind have been frequently observed by vessels upon rounding this cape.

Jebel Tazenakht, 1,350m high, stands 15 miles E of Cap Rhir and forms the W end of the Atlas Mountains. Jebel Oulma,



Cap Rhir from NW

1,184m high, stands 18.5 miles ESE of the cape and is conspicuous.

Pointe de Bou Irden is located 9 miles SE of Cap Rhir and a conspicuous house stands on it. The coast between this point and Agadir, 10 miles SE, is fringed by a rocky beach. Assif Tamrhakht, a river, flows through a fertile and prominent valley, 4 miles SE of Pointe de Bou Irden.

Anchorage can be taken about 0.3 mile offshore, 4 miles ESE of Cap Rhir. This anchorage lies in front of a prominent crevice in the cliff located between two gray patches. The sea is smooth here during strong NW winds, but squalls come down from the cliffs.

Good anchorage can also be taken off a sandy beach 7 miles SE of Cap Rhir. This anchorage appears to be the best in the area and affords good shelter in bad weather.

Caution.—During the fishing season, tunny nets extend up to 1.8 miles offshore in the vicinity of Pointe de Bou Irden. The coast in this area should be given a berth of 3 miles.

9.27 Agadir (30°25'N., 9°38'W.) (World Port Index No. 45803) is situated at the N end of a roadstead, 9.8 miles SE of Point de Bou Irden.

Winds—Weather.—During summer, calms and alternating land and sea breezes, from W or E, rapidly raise a temporary swell. In winter, the large Atlantic depressions raise a heavy swell, causing dangerous rollers ashore. From the end of March to the beginning of June, a strong NW wind springs up about noon and falls off only at sunset. Fog is generally frequent from the end of June to October.

Tides—Currents.—Tides rise 3.5m at springs and 2.8m at neaps.

Depths—Limitations.—Grand Bassin, the old harbor of Agadir, is protected from the W by Grande Jetee, a breakwater, which extends 0.5 mile S. It is protected from the S by Quai Sud, a mole, which extends SSW and WSW from the shore. The entrance formed between Grande Jetee and the head of Quai Sud is 200m wide.

The entrance channel has charted depths of 8.3 to 11.2m, but actual depths should be confirmed before entering.

The main basin of Grand Bassin has a total of 1,310m of berthing space, with dredged depths of 6 to 9m alongside. The fishing harbor, in the NW corner of Grand Bassin, has 740m of berthing space, with alongside depths of 3.5 to 4m.

All commercial shipping operations have been transferred to the new harbor of Port d'Anza and Agadir harbor is now only used by fishing vessels and naval craft.

The new port facilities at Port d'Anza have been constructed close NW of Grand Bassin. The facilities are protected by large breakwaters and approached through an access channel, all of

which are best seen on the chart. Berth information is given in the accompanying table.

Port d'Anza—Berth Information			
Berth	Length	Depth	Remarks
Grain berth	300m	15.0m	Southwest side of harbor
Container berth	270m	10.5m	Northwest side of harbor
General cargo	640m	10.5m	
Jetee Est	100m	8.5m	Southeast side of harbor. Oil and LPG.

Aspect.—The town of Agadir includes the Kasbah, which is situated N of the harbor. It was severely damaged by an earthquake in 1960 and then restored and sealed as a memorial to the victims; it is easily identifiable by three gigantic Arabic inscriptions on its SE side. The new part of the town is situated E of the harbor and includes some large tourist hotels. The industrial quarter lies farther SE.

A lighted buoy is moored about 0.5 miles S of the harbor entrance. This buoy is frequently moved and its position should not be relied on.

Port Aghazdis old light structure stands on the root of the outer breakwater of Port d'Anza and is very conspicuous. Other conspicuous landmarks include several radio masts standing on a hill 0.6 mile ENE of the old light and a group of silos about 0.4 mile N of the old light.

Pilotage.—Pilotage is compulsory. Pilots may be contacted on VHF channel 12 or 16 and board about 0.8 mile S of the head of Grande Jetee.

Caution.—Vessels should give the head of Grande Jetee a wide berth.

A prohibited anchorage area, the limits of which are shown on the chart, extends up to 5 miles S of the entrance to the harbor and up to 3.5 miles W of the coast.

It is reported that a marina is under construction close E of the root of Quai Sud.

Agadir to Sidi Ifni

9.28 Caution.—It is reported (1980) that navigation and fishing are prohibited within an area extending up to 13 miles from the coast between Agadir (30°24'N., 9°38'W.) and Punta Guera (20°49'N., 17°06'W.). Vessels must receive permission from the authorities to enter and navigate within this zone.

The **Oued Sous** (30°22'N., 9°37'W.) enters the sea 3 miles SSE of Agadir. The coast between is formed by a sandy beach backed by dunes. The mouth of this river is obstructed by a partly drying sandbank, which can only be crossed by vessels with drafts up to 1.5m.

A dangerous wreck lies about 1 mile NW of the river mouth. An aeronautical light is shown from the vicinity of an airfield which is situated 2.5 miles E of the river mouth.

Tifnit, a small and prominent fishing village, is situated 11 miles SSW of the mouth of the Oued Sous.

The Oued Massa, the mouth of which lies 21 miles S of Agadir, is obstructed by a drying sandbank. The entrance of this river creates a notch in the coastal dunes which is visible from seaward.

The conspicuous tomb of Sidi Ouassai, with a white cupola, is situated within a walled village which stands on a hill 1 mile SSW of the river mouth.

Banc de Sidi Ouassai lies parallel to the coast and extends up to 5 miles SW of Sidi Ouassai. It has a least depth of 6m and extends up to 1.2 miles offshore.

The Oued Assa and the Oued Adoudou share a common river mouth and flow into the sea, 18 miles SSW of the Oued Massa. The mouth of these rivers can be recognized by two small, reddish forts which stand near it.

Between the mouth of the Oued Assa and Cap d'Aglou, 10 miles SW, the appearance of the coast changes completely. Close within the sandy beach are a series of green hills, which, as they approach the sea, form cliffs of sandstone up to 30m high. Inland, a mountain range, up to 600m high, can be seen from seaward. Much of the neighboring countryside is wooded, cultivated, and well-inhabited. Numerous brick and clay houses, some of which are large and surrounded by farm buildings, stand in this area.

A deep valley extends to the beach, 6 miles S of the Oued Assa, and the mouth of the Oued Bou Nouar lies 0.5 mile S of it. Sidi Bou Nouar, a conspicuous mosque, stands near the mouth of this river.

Cap d'Aglou (29°42'N., 9°59'W.), low and dark, is no more than a slight projection of the coast. The Oued Salogmad enters the sea through a small conspicuous beach, 9 miles SSW of the cape. A very conspicuous conical rock lies in the river entrance and a conspicuous tomb stands on the S bank. The white houses in the village of Mirleft, situated 1.5 miles NE of the river mouth, are very prominent when the sun shines on them.

A prominent group of rocky islets, 10m high, lies about 0.3 mile offshore, 3.5 miles SSW of the Oued Salogmad. Four more rocky islets lie about 1.5 miles farther SSW.

The prominent tomb of Sidi Bu-er-reya stands 8 miles SSW of the Oued Salogmad. A T-shaped rock jetty, which dries at LW, extends 0.2 mile seaward from a small point, close W of the tomb.

9.29 Sidi Ifni (29°23'N., 10°11'W.), a small port, lies 13 miles SSW of the Oued Salogmad. The city stands on the top of cliffs, 90m high, at the S side of the Oued Ifni (Rio Sidi Ifni). A rocky beach, of pebbles and sand, lies at the mouth of this river, but its course cannot be seen at this point as it flows underground.

Winds—Weather.—Winds from the NW and SW quadrants blow most frequently and are the main cause of the strong swells.

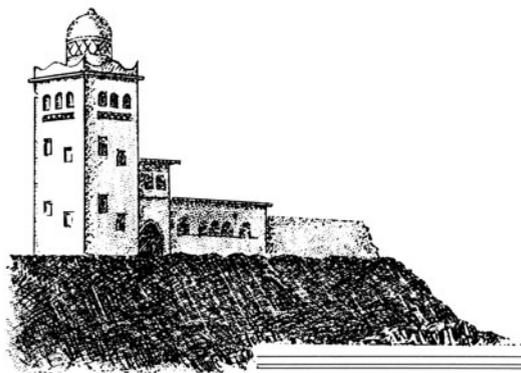
Morning mist and haze are usually experienced at all times of the year. Fog is also quite frequent.

Tides—Currents.—Tides rise 3.3m at springs and 2.6m at neaps.

Generally, the current in the approaches flows S with a velocity of about 0.5 knot. It passes outside of the inshore roadstead and occasionally reaches a velocity of 0.8 knot.

A lighted buoy is moored about 1 mile SW of the mooring platform.

A new jetty has been constructed close S of the ruined transporter. This jetty has a berth, 200m long, with a depth of 2.8m alongside. A lighted buoy is moored about 0.2 mile SSW of the head of the new jetty.



Sidi Ifni Light

Aspect.—A main light (Sidi Ifni) is shown from a tower on a dwelling, 13m high, standing close to the cliffs in the SW part of the city.

Conspicuous landmarks include a steep valley lying 2.5 miles NE of the main light; the tomb of Sidi Ifni, with a white cupola, standing close N of the river mouth; a large barracks standing on the top of the cliffs, close N of the tomb; and four radio masts standing in the vicinity of an airfield, 0.5 mile SSE of the main light.

Prominent landmarks include a church and an old lighthouse standing close NE of the main light and a hospital, with a water tower standing nearby, situated in the S part of the city, close S of the main light.

Anchorage.—Large vessels may anchor, in depths of 25 to 35m, poor holding ground of hard clay, about 2.5 miles NW of the main light.

Small vessels, in good weather, can anchor, in depths of 8 to 10m, about 0.5 mile NW of the main light.

Sidi Ifni to Cap Juby

9.30 Cabo Non (Cap Uarsig) (29°16'N., 10°18'W.), located 10 miles SW of Sidi Ifni, is very steep and marked close N by Sidi Uarsig, a conspicuous tomb surrounded by several buildings.

The Oued Noun enters the sea 9.5 miles SW of the cape. Its mouth lies within a small bay which is entered between two steep, rocky points. The N entrance point of this bay can be identified by a prominent white mark and a small, conical hill stands on the N bank of the river. A prominent square building, with a white tower and flagstaff, is reported to stand on the S side of the river mouth.

The entrance can be identified by the difference in geological formations on either side of the river. On the NE side, all the rocky promontories are of a red brick tint, with horizontal strata, and are hollowed out at their bases. On the SW side, there is a stretch of slate-gray colored cliff which is precipitous and about 3 miles long. This cliff has a smooth surface and a vertical strata.

A mountain range descends gradually to the sea, 4 miles S of the Oued Noun, and terminates in a conical peak. The coastal cliffs disappear here and are replaced by deep valleys separated by promontories. The mountains recede inland, 9 miles S of the Oued Noun, and leave a level plateau, 40m high and covered with vegetation, between them and the sea.

The Oued Bou Issafene flows into the sea 16 miles SW of the Oued Noun. The coast between is mostly cliffy and intersected by ravines.

Playa Blanca, a sandy beach, commences close S of the Oued Bou Issafene and extends for 15 miles to the Oued Aoreora. This beach can be recognized by an isolated and conical hill which rises close N of it, and by a table-topped mountain range which stands parallel to it, inland.

A prominent building, with several towers, is reported to stand on the S side of the mouth of the Oued Aoreora. A patch, with a depth of 8m, lies about 2.5 miles N of the mouth of this river.

The coast between the mouth of the Oued Aoreora and Cap Draa, 14 miles WSW, consists of high, sandstone cliffs with sandhills in the interior. Some rare cacti form the only visible vegetation along this stretch.

9.31 Cap Draa (Cap Dra) (28°44'N., 11°05'W.) is formed by a gray cliff, 52m high. As the land for some distance on each side of this cape is nearly the same height, it is difficult to identify until very close offshore. The cape, when seen from the N, appears as an abrupt slope. From the S, it appears as three distinct points.

A bank, with a depth of 31m, lies about 4.5 miles NNE of the cape; vessels are advised, at night, to stay in depths of at least 37m when rounding it.

For some distance to the N and S of Cap Draa, as well as to seaward, the water has a reddish-brown tinge, with a thick muddy appearance, so that the track of a vessel is visible for some time. This discoloration, which was at one time erroneously believed to indicate the presence of shoals, was thought to be caused by the fine light sand blowing off the desert; however, it has recently been reported that it is due to fish spawn or to colonies of plankton.

The Oued Draa flows into the sea, 4.5 miles SW of Cap Draa, between several tall sand dunes. The dunes standing on the N side of the mouth have a whitish appearance. The entrance, when well open, can be identified by two isolated conical peaks which stand close together on the S bank. The ruins of an old Spanish fort stand on the N of these peaks which is 91m high.

The sea breaks over the rocky bottom, outside the river mouth, in depths of 7 to 9m. The entrance is 55m wide, but is completely closed by a bar. A basin, with a depth of 1.2m, lies inside the bar.

Anchorage, with good holding ground, can be taken off the mouth of the Oued Draa, but this coast is dangerous, especially from November to March, and the current sets on to it.

9.32 Cabo Nachtigal (28°30'N., 11°21'W.) is located 20 miles SW of Cap Draa. The coast between consists mostly of a series of cliffs.

Cabo Nachtigal Light is shown from a tower, 7m high, standing on the cape. A prominent house and a store stand close N of the light.

Uina (Meano), a boat harbor, is situated 2 miles NNE of the cape and is formed by a reef which partly dries. This harbor is about 1 mile long and 200m wide, with depths up to 5.5m in some places. It can be entered by a channel which leads through the reef or between the S extremity of the reef and the mainland.

Tan-Tan (28°30'N., 11°21'W.), a small harbor, is situated close SW of Cabo Nachtigal. It is protected by a main breakwater, 1,700m long, and has an entrance, 100m wide. There are two berths, 350m and 252m long, with depths of 4 to 6m alongside. The harbor can be contacted by VHF and a local pilot is available.

Winds from the W to N frequently raise a heavy swell in the harbor. A shoal lies near the entrance and is marked by a lighted buoy.

The harbor is mostly used by trawlers and fishing vessels, but it is reported that coasters up to 8,000 tons can be accommodated.

Vessels can obtain anchorage, in depths of 12 to 13m, 1.3 miles WSW of the main breakwater head.

The **Oued Chebeika** (28°18'N., 11°32'W.) enters the sea 16 miles SW of Cabo Nachtigal. The river entrance lies between banks which are 50m high and about 1 mile apart.

Jebel Tesegdelt, a sandy plateau, stands 13 miles SSE of the river mouth. It rises to a height of 299m and is conspicuous.

The coast between the Oued Chebeika and Punta del Morro, 29 miles WSW, is bordered by cliffs, up to 40m high, and intersected by streams.

Puerto Cansado, located 10 miles WSW of Punta del Morro, is a small inlet. It is entered between a sandy beach, on the E side, and a narrow sandy islet, on the W side. The entrance is encumbered with sand banks through which a shallow stream flows. The coast between Punta del Morro and this inlet consists of a sandy beach surmounted by sand hills.

Large sandy tracts extend W for 10 miles from Puerto Cansado to Ajfenir Point. Then, dark-colored cliffs, up to 30m high, extend W for 23 miles to Cap Juby. There is no beach at the base of these cliffs and the sea breaks and gradually encroaches on them. Where the cliffs terminate, the country becomes broken up into sand hills which are partially covered with bushes. Inland, the country consists of flat desert with occasional scrub-covered undulations.

Several stranded wrecks lie along this stretch of coast and may best be seen on the chart.

Cap Juby (Cabo Yubi) (27°57'N., 12°55'W.) is described in paragraph 10.2.