

HOW TO KEEP THIS BOOK CORRECTED

As initially published, this book contains material based upon information available in the National Imagery and Mapping Agency through the date given in the Preface. The publication of a new edition will be announced in the Notice to Mariners. Instructions for ordering the latest edition can be found in the Catalog of Hydrographic Products (CATP2V01U), Ordering Procedures.

Between editions, corrections to the information in this publication are published in the Notice to Mariners. These corrections should be applied directly to the affected page(s). The Record of Corrections Published in Notice to Mariners, located below, provides a method for recording the Notice to Mariners that this publication has been corrected to, and should be annotated with the initials of the individual making the correction. The Summary of Corrections, Volume 5, contains a cumulative list of corrections to the World Port Index from the date of publication, and should be consulted as required.

Record of Corrections Published in Notice to Mariners

Year 2000		Year 2001		Year 2002				
41	1	14	27	40	1	14	27	40
42	2	15	28	41	2	15	28	41
43	3	16	29	42	3	16	29	42
44	4	17	30	43	4	17	30	43
45	5	18	31	44	5	18	31	44
46	6	19	32	45	6	19	32	45
47	7	20	33	46	7	20	33	46
48	8	21	34	47	8	21	34	47
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50	10	23	36	49	10	23	36	49
51	11	24	37	50	11	24	37	50
52	12	25	38	51	12	25	38	51
53	13	26	39	52	13	26	39	52

INFORMATION AND UPDATE REQUEST

All mariners and other users of this book are urged and requested to forward new and corrective information when facilities for any port are noted to be different or in addition to those listed herein. Only through the cooperation of the users and their reports can this be accomplished for the benefit of all. Information submitted should not be coded but expressed in plain language, so that it can also be used to correct charts and other publications. This Agency will properly code the information for inclusion in new editions. All updating material should be forwarded to:

MARINE NAVIGATION DEPARTMENT
STD 44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003

PREFACE

The Seventeenth Edition of Pub 150, World Port Index, cancels the previous edition of Pub 150. This publication gives the location, characteristics, known facilities, and available services of a great many ports and shipping facilities and oil terminals throughout the world. The selection of these places is based on criteria established by this Agency. They are not random choices. The applicable chart and Sailing Directions is given for each place listed. The edition contains information available to the National Imagery and Mapping Agency up to 7 October 2000, including Notice to Mariners No. 41 of 2000.

In order to present such a large amount of diversified data in a single volume of convenient size, a simple code is used to indicate certain types of information. The code symbols are explained at the top of each page of text.

The Sailing Directions, in some instances, may be consulted to obtain additional detailed information. The specific Sailing Directions can be found in Catalog of Maps, Charts and Related Products, CATP2V01U.

EXPLANATION OF DATA COLUMNS

In the data listing for each port, the letter “Y” indicates Yes and “N” indicates No; where there is a blank, no information is available.

By tabulation and codification, specific information for each port is confined to a single line. The data is listed under the column headings described below:

INDEX NUMBER.— Each port and place listed in the text of this publication is numbered consecutively. Only the approved index number and name will appear in this list. Ports and places can be located by referring to the alphabetical index to find the index number. In cases where there is an alternate and/or more familiar name, that name will have the same index number. The page number will not be listed.

PORTS.— Ports are grouped according to country and locality, and are listed in geographic sequence as shown on the chartlets in the fore part of the volume, following, in general, the coastal trend. The listing of ports in off-lying islands normally interrupts the coastal listing at some convenient place abreast of the island. River ports are listed toward the head of navigation, alternating from bank to bank, except where local considerations make other arrangements more practicable.

In general, ports are listed under the names approved by the U.S. Board on Geographic Names. Alternate or more familiar names, however, are also included in the index, under the same index number.

LATITUDE AND LONGITUDE.— The position of each port, expressed in degrees and minutes, is generally obtained from the best-scale chart available.

SAILING DIRECTIONS.— The publication number of the National Imagery and Mapping Agency Sailing Directions, describing the port or area in which the port is located, is normally given. For ports in other areas, however, other publications are shown under the following abbreviations:

USCP.— United States Coast Pilot, published by the National Ocean Service, NOAA, Department of Commerce, for United States continental and territorial ports.

SCOR.— Small Craft Guide, Ottawa River, published by the Canadian Hydrographic Service.

C301 (CEN301).— St. Lawrence River - from Montreal to Kingston, published by the Canadian Hydrographic Service.

C302 (CEN302).— Lake Ontario - published by the Canadian Hydrographic Service.

C303 (CEN303).— Welland Canal and Lake Erie, published by the Canadian Hydrographic Service.

C304 (CEN304).— Lake St. Clair, Detroit River and the St. Clair River, published by the Canadian Hydrographic Service.

GLV2.— Great Lakes Sailing Directions, Volume 2, covers the Lake Huron, Georgian Bay, North Channel and Lake Superior.

PAC.— Pilot of Arctic Canada, Volumes I, II and III, published by the Canadian Hydrographic Service, covers coasts and adjacent sea areas of the Canadian eastern and western arctic, northward of Hudson Bay.

BA.— Black Sea Pilot, published by the Hydrographic Department of the British Admiralty for ports in the Black Sea.

CHARTS.— The number of the best-scale chart issued by the National Imagery and Mapping Agency is listed with no prefix. In some cases, foreign charts are listed when this Agency does not provide coverage. These charts can be obtained from the Hydrographic departments or services of the countries concerned or their authorized agents.

HARBOR SIZE.— The classification of harbor size is based on several applicable factors, including area, facilities, and wharf space. It is not based on area alone or on any other single factor.

EXPLANATION OF DATA COLUMNS

TYPE HARBOR.— The term “harbor” is used for the principal water area of the port. Harbors are classified as being coastal natural, coastal breakwater, open roadstead, etc. Typical harbor types are illustrated in the forepart of this volume.

SHELTER AFFORDED.— The shelter afforded from wind, sea, and swell, refers to the area where normal port operations are conducted, usually the wharf area. Shelter afforded the anchorage area is given for ports where cargo is handled by lighters.

ENTRANCE RESTRICTIONS.— Natural factors restricting the entrance of vessels, such as ice, heavy swell, etc., are listed.

OVERHEAD LIMITATIONS.— This entry is shown only to indicate that bridge and overhead power cables exist. It is advisable to refer to the chart for particulars.

DEPTHS.— Depth information generalized into 5 foot units, equivalents in meters, is given for the main channel, the main anchorage, and the principal cargo pier and/or oil terminal. Depths refer to chart datum.

Depths are given in increments of 5 feet in order to lessen the number of changes when a small change in depth occurs.

A depth of 31 feet would use letter “K”, a depth of 36 feet would use “J”, etc. The letter “K” means a least depth of 31 feet or greater, but not as great as 36 feet.

CHANNEL (controlling).— The controlling depth of the principal or deepest channel at chart datum is given. The channel selected should lead up to the anchorage if within the harbor or to the wharf/pier. If the channel depth decreases from the anchorage to the wharf/pier and cargo can be worked at the anchorage, then the depth leading to the anchorage is taken.

ANCHORAGE.— The depth in the anchorage is the least depth in the best or principal anchorage. The depth listed reflects a general depth in the anchorage rather than an isolated shoal spot. A shoal which does not necessarily obstruct the anchorage is not considered for the least depth if the rest of the anchorage is safe and practicable.

CARGO PIER/OIL TERMINAL/WHARF.— The greatest depth at chart datum alongside the respective wharf/pier is given. If there is more than one wharf/pier, then the one which has greatest usable depth is shown.

TIDE.— The mean range in feet is normally given, but the mean rise is substituted if range data is not available. It is felt that the distinction between range and rise can be disregarded without affecting the general utility of this publication.

MAXIMUM SIZE VESSEL.— “L” indicates that a ship of over 500 feet may be accommodated and “M” indicates ships less than 500 feet.

GOOD HOLDING GROUND.— This is indicated only where actual anchorage conditions have been reported.

TURNING AREA.— An indication that a turning basin or other water area for turning vessels is available in the port.

FIRST PORT OF ENTRY.— A port where a vessel may enter and clear foreign goods and personnel through Customs and Immigration. For vessels arriving from overseas a quarantine clearance is required by the First Port of Entry.

U.S. REPRESENTATIVE.— Indicates whether the United States maintains civilian/military representation in that port.

EXPLANATION OF DATA COLUMNS

ETA (Estimated Time of Arrival) MESSAGE.— Indicates whether an ETA message is required for that port.

PILOTAGE.— The necessity or advisability of taking a pilot is given. In some cases, pilotage may be compulsory, although pilots are not actually stationed at the port in question and must be obtained elsewhere.

TUGS.— Indicates whether tugs are available for docking or anchorage assistance.

QUARANTINE.— Indicates if regular quarantine procedures are required or if further details must be found in other publications.

COMMUNICATIONS.— Indicates what types of communications are available in the port and/or nearby area.

LOAD/OFF-LOAD.— Refers to the area where normal port operations are conducted.

MEDICAL FACILITIES.— An indication that there is some form of medical facilities in the port that will accommodate seamen.

GARBAGE DISPOSAL.— Indicates whether garbage can be disposed of at the pier or by lighters at the anchorage or mooring.

DEGAUSSING.— Indicates whether degaussing facilities are available.

DIRTY BALLAST.— Pertains to a port that has sufficient facilities for receiving oily and/or chemically contaminated dirty ballast.

CRANES-LIFTS.— Indicates whether there are cranes available and what type, and indicates its lifting power in tons.

SERVICES.— Indicates whether normal port services are available.

SUPPLIES.— The availability of provisions, water, and fuel oil is listed. Fuel oil and diesel oil are listed separately, but in cases of original source information failing to distinguish between the two, both kinds are presumed to be available and are so listed.

REPAIRS.— Repairs that can be made to oceangoing vessels are classified as follows:

A— Major.— Extensive overhauling and rebuilding in well equipped shipyards.

B— Moderate.— Extensive overhauling and rebuilding that does not require drydocking. Suitable drydocking facilities are usually lacking or inadequate.

C— Limited.— Small repair work in independent machine shops or foundries.

D— Emergency only.

N— None.

DRYDOCK— MARINE RAILWAY.— The general size and type of the largest underwater repair facility in the port is listed.

Drydock	Marine Railways
Up to 656 feet – S – Up to 200 meters	Up to 200 tons – S
657 feet to 984 feet – M – 201 to 300 meters	201 to 1000 tons – M
985 feet and over – L – 301 meters and over	over 1000 tons – L

CODES USED IN THE WORLD PORT INDEX

Code	Country	Code	Country
AA	Aruba	CM	Cameroon
AC	Antigua and Barbuda	CN	Comoros
AF	Afghanistan	CO	Colombia
AG	Algeria	CQ	Northern Mariana Islands
AJ	Azerbaijan	CR	Coral Sea Islands
AL	Albania	CS	Costa Rica
AM	Armenia	CT	Central African Republic
AN	Andorra	CU	Cuba
AO	Angola	CV	Cape Verde
AQ	American Samoa	CW	Cook Islands
AR	Argentina	CY	Cyprus
AS	Australia	DA	Denmark
AT	Ashmore and Cartier Islands	DJ	Djibouti
AU	Austria	DO	Dominica
AV	Anguilla	DQ	Jarvis Island
AY	Antarctica	DR	Dominican Republic
BA	Bahrain	EC	Ecuador
BB	Barbados	EG	Egypt
BC	Botswana	EI	Ireland
BD	Bermuda	EK	Equatorial Guinea
BE	Belgium	EN	Estonia
BF	Bahamas, The	ER	Eritrea
BG	Bangladesh	ES	El Salvador
BH	Belize	ET	Ethiopia
BK	Bosnia and Herzegovina	EU	Europa Island
BL	Bolivia	EZ	Czech Republic
BM	Burma	FG	French Guiana
BN	Benin	FI	Finland
BO	Belarus	FJ	Fiji
BP	Solomon Island	FK	Falkland Islands (Islas Malvinas)
BQ	Navassa Island	FM	Micronesia, Federated States of
BR	Brazil	FO	Faroe Islands
BS	Bassas da India	FP	French Polynesia
BT	Bhutan	FQ	Baker Island
BU	Bulgaria	FR	France
BV	Bouvet Island	FS	French Southern and Antarctic Lands
BX	Brunei	GA	Gambia, The
BY	Burundi	GB	Gabon
CA	Canada	GG	Georgia
CB	Cambodia	GH	Ghana
CD	Chad	GI	Gibraltar
CE	Sri Lanka	GJ	Grenada
CF	Congo (Brazzaville)	GK	Guernsey
CG	Congo (Kinshasa)	GL	Greenland
CH	China	GM	Germany
CI	Chile	GO	Glorioso Islands
CJ	Cayman Islands	GP	Guadeloupe
CK	Cocos (Keeling) Islands		

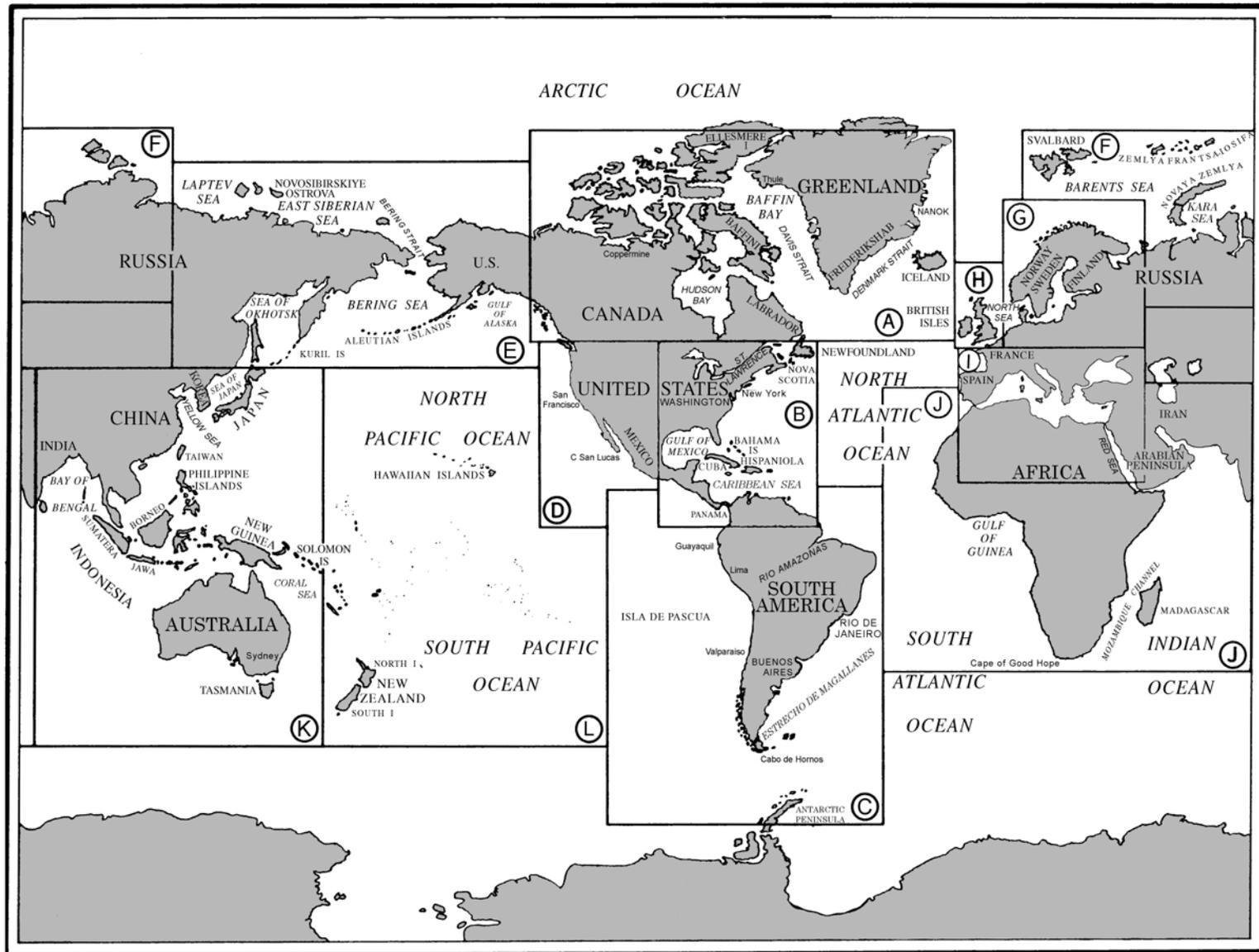
CODES USED IN THE WORLD PORT INDEX

Code	Country	Code	Country
GQ	Guam	LT	Lesotho
GR	Greece	LU	Luxembourg
GT	Guatemala	LY	Libya
GV	Guinea	MA	Madagascar
GY	Guyana	MB	Martinique
GZ	Gaza Strip	MC	Macau
HA	Haiti	MD	Moldova
HK	Hong Kong	MF	Mayotte
HM	Heard Island and McDonald Islands	MG	Mongolia
HO	Honduras	MH	Montserrat
HQ	Howland Island	MI	Malawi
HR	Croatia	MK	Macedonia, The Former Yugoslav Republic of
HU	Hungary	ML	Mali
IC	Iceland	MN	Monaco
ID	Indonesia	MO	Morocco
IM	Man, Isle of	MP	Mauritius
IN	India	MQ	Midway Islands
IO	British Indian Ocean Territory	MR	Mauritania
IP	Clipperton Island	MT	Malta
IR	Iran	MU	Oman
IS	Israel	MV	Maldives
IT	Italy	MW	Montenégro *
IV	Côte d'Ivoire	MX	Mexico
IZ	Iraq	MY	Malaysia
JA	Japan	MZ	Mozambique
JE	Jersey	NC	New Caledonia
JM	Jamaica	NE	Niue
JN	Jan Mayen	NF	Norfolk Island
JO	Jordan	NG	Niger
JQ	Johnston Atoll	NH	Vanuatu
JU	Juan De Nova Island	NI	Nigeria
KE	Kenya	NL	Netherlands
KG	Kyrgyzstan	NO	Norway
KN	Korea, North	NP	Nepal
KQ	Kingman Reef	NR	Nauru
KR	Kiribati	NS	Suriname
KS	Korea, South	NT	Netherlands Antilles
KT	Christmas Island	NU	Nicaragua
KU	Kuwait	NZ	New Zealand
KZ	Kazakhstan	PA	Paraguay
LA	Laos	PC	Pitcairn Islands
LE	Lebanon	PE	Peru
LG	Latvia	PF	Paracel Islands
LH	Lithuania	PG	Spratly Islands
LI	Liberia	PK	Pakistan
LO	Slovakia	PL	Poland
LQ	Palmyra Atoll	PM	Panama
LS	Liechtenstein		

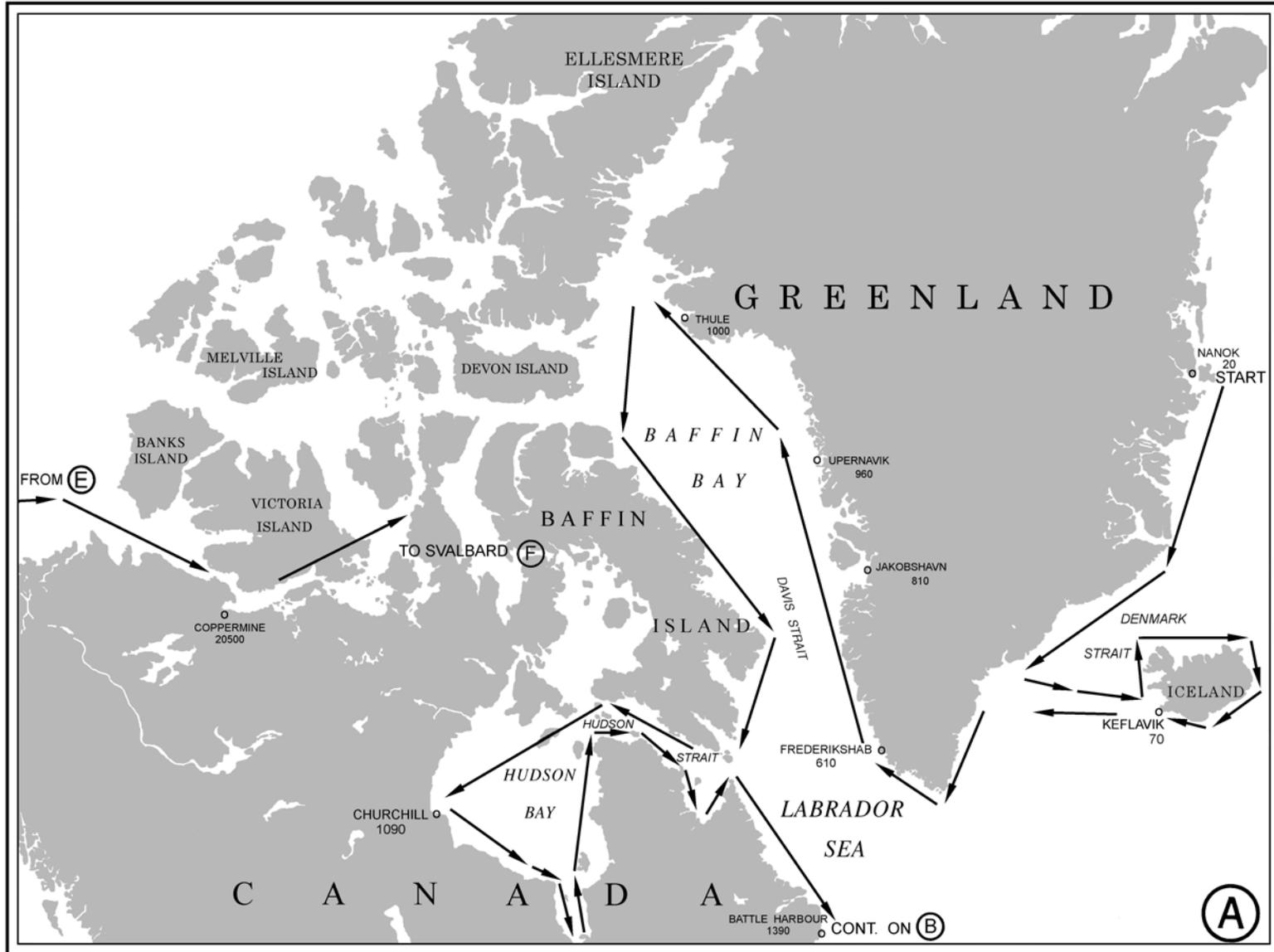
CODES USED IN THE WORLD PORT INDEX

Code	Country	Code	Country
PO	Portugal	TH	Thailand
PP	Papua New Guinea	TI	Tajikistan
PS	Palau	TK	Turks and Caicos Islands
PU	Guinea-Bissau	TL	Tokelau
QA	Qatar	TN	Tonga
RE	Reunion	TO	Togo
RM	Marshall Islands	TP	Sao Tome and Principe
RO	Romania	TS	Tunisia
RP	Philippines	TU	Turkey
RQ	Puerto Rico	TV	Tuvalu
RS	Russia	TW	Taiwan
RW	Rwanda	TX	Turkmenistan
SA	Saudi Arabia	TZ	Tanzania
SB	Saint Pierre and Miquelon	UG	Uganda
SC	Saint Kitts and Nevis	UK	United Kingdom
SE	Seychelles	UP	Ukraine
SF	South Africa	US	United States
SG	Senegal	UV	Burkina Faso
SH	Saint Helena	UY	Uruguay
SI	Slovenia	UZ	Uzbekistan
SL	Sierra Leone	VC	Saint Vincent and the Grenadines
SM	San Marino	VE	Venezuela
SN	Singapore	VI	British Virgin Islands
SO	Somalia	VM	Vietnam
SP	Spain	VQ	Virgin Islands
SR	Serbia *	VT	Holy See
ST	St. Lucia	WA	Namibia
SU	Sudan	WE	West Bank
SV	Svalbard	WF	Wallis and Futuna
SW	Sweden	WI	Western Sahara
SX	South Georgia and the South Sandwich Islands	WQ	Wake Island
SY	Syria	WS	Samoa
SZ	Switzerland	WZ	Swaziland
TC	United Arab Emirates	YM	Yemen
TD	Trinidad and Tobago	ZA	Zambia
TE	Tromelin Island	ZI	Zimbabwe

* "Serbia and Montenegro have asserted the joint independent state, but this entity has not been formally recognized by the United States."



Index to chartlets showing geographic sequence of ports described.



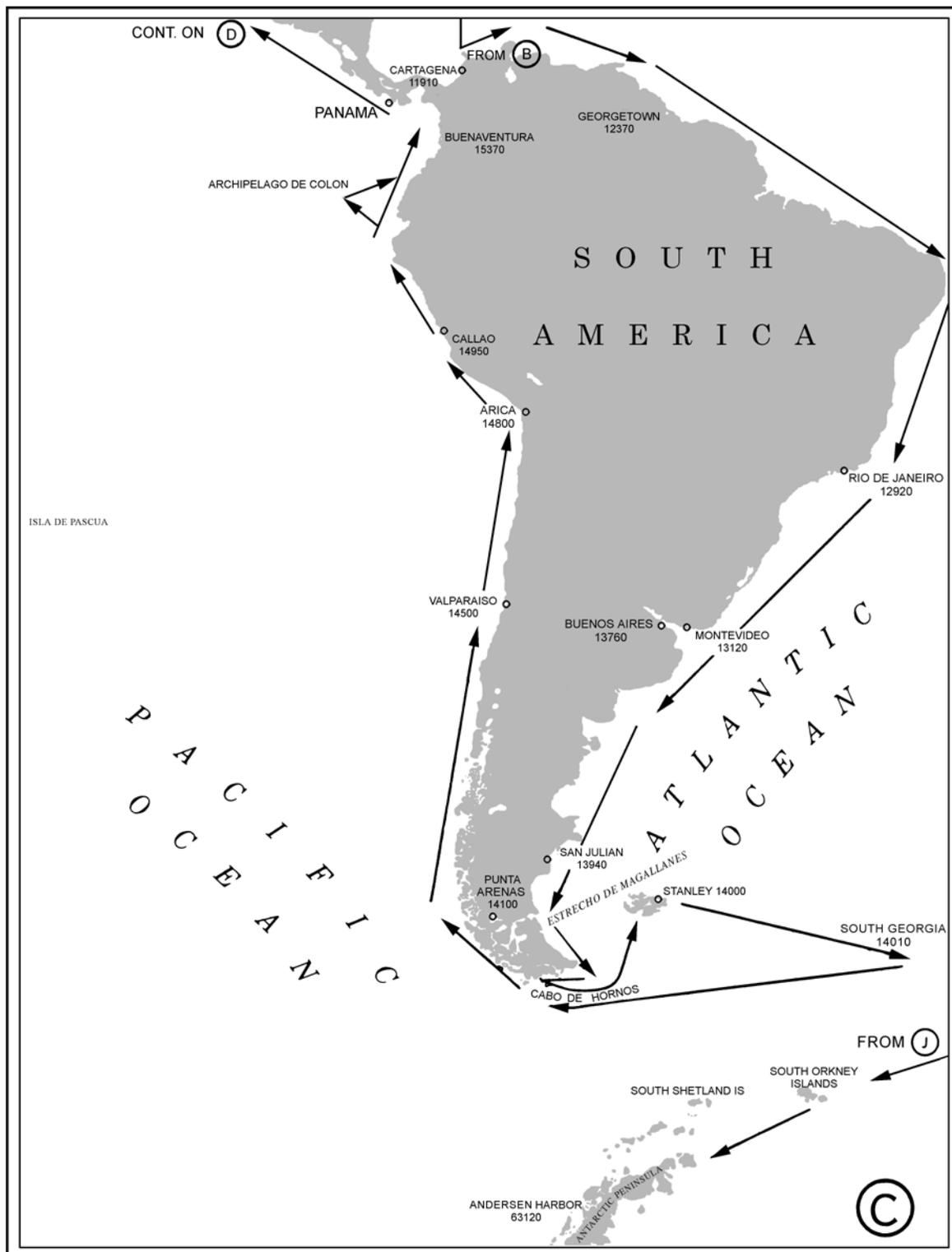
Arrows show the geographic sequence, and numbers abreast selected ports indicate the numerical sequence of ports listed.

GEOGRAPHIC SEQUENCE OF PORTS



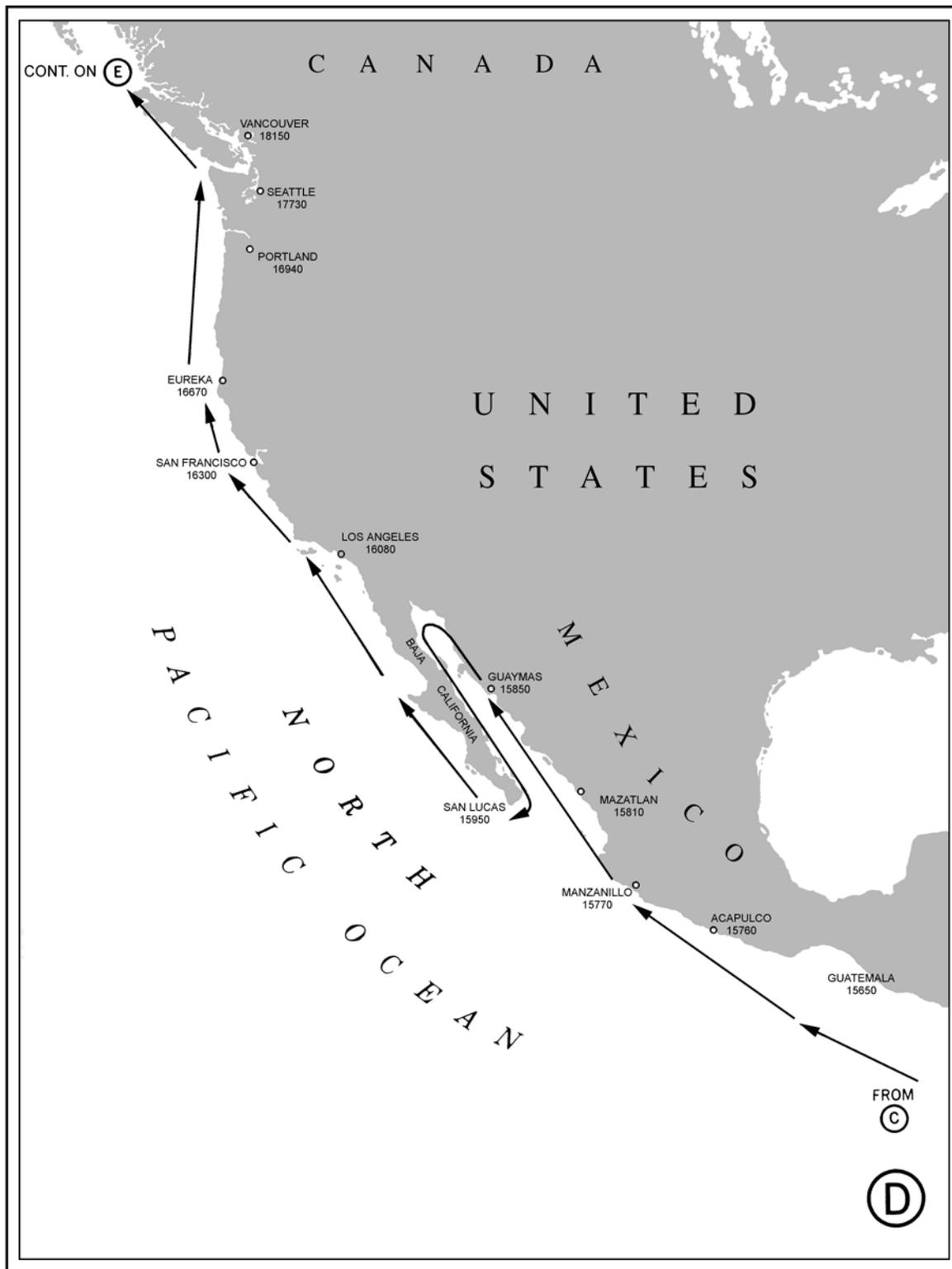
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WORLD PORT INDEX

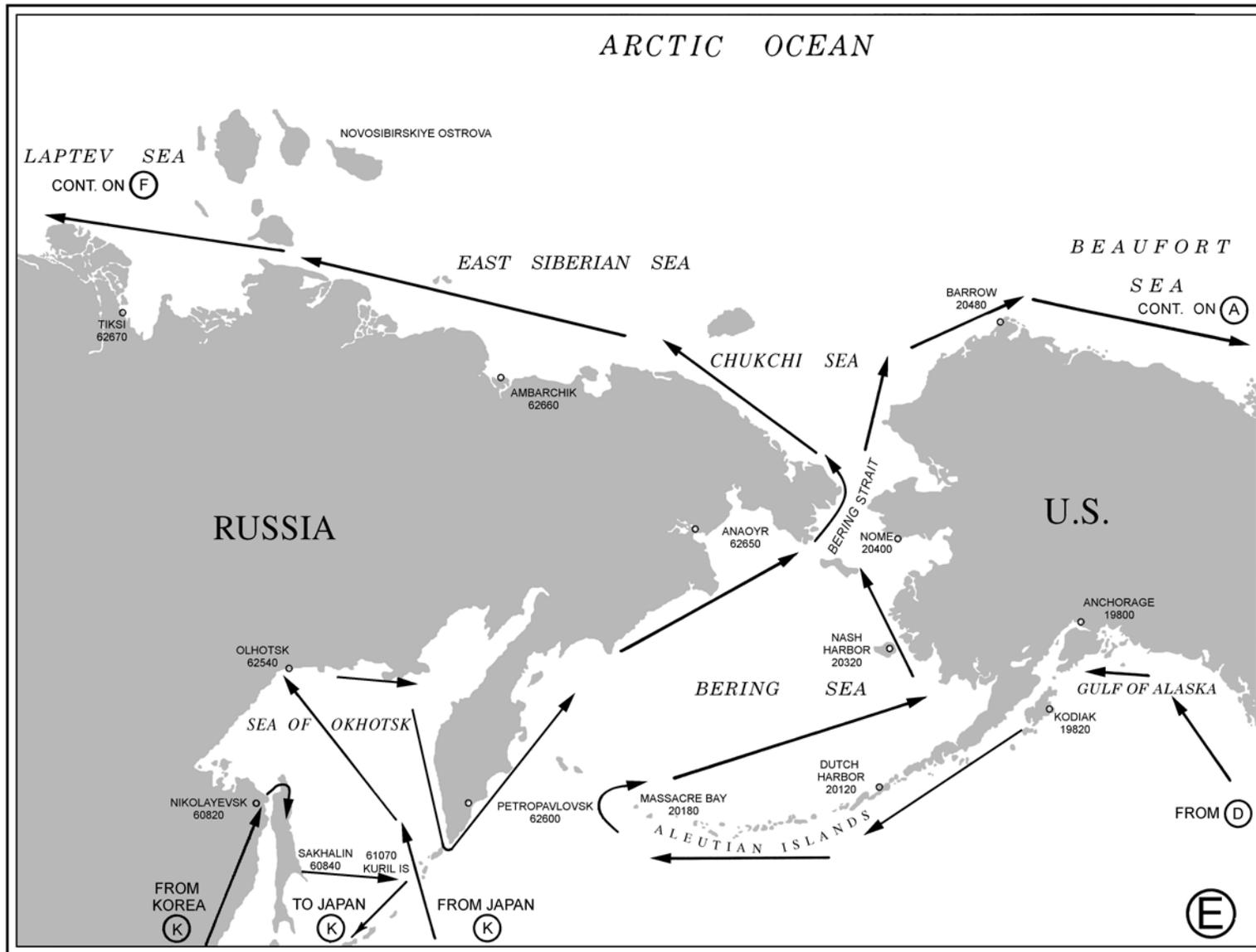


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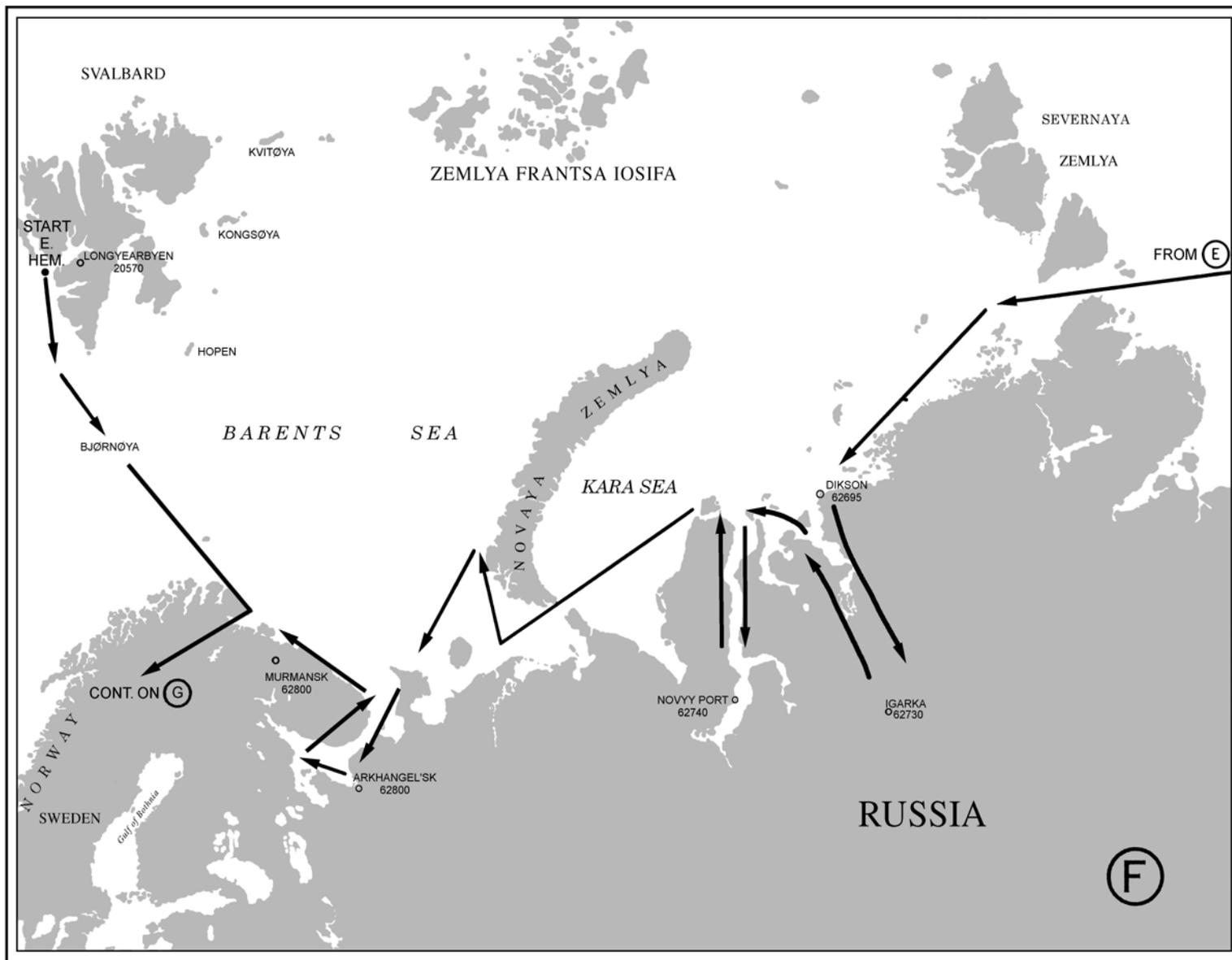
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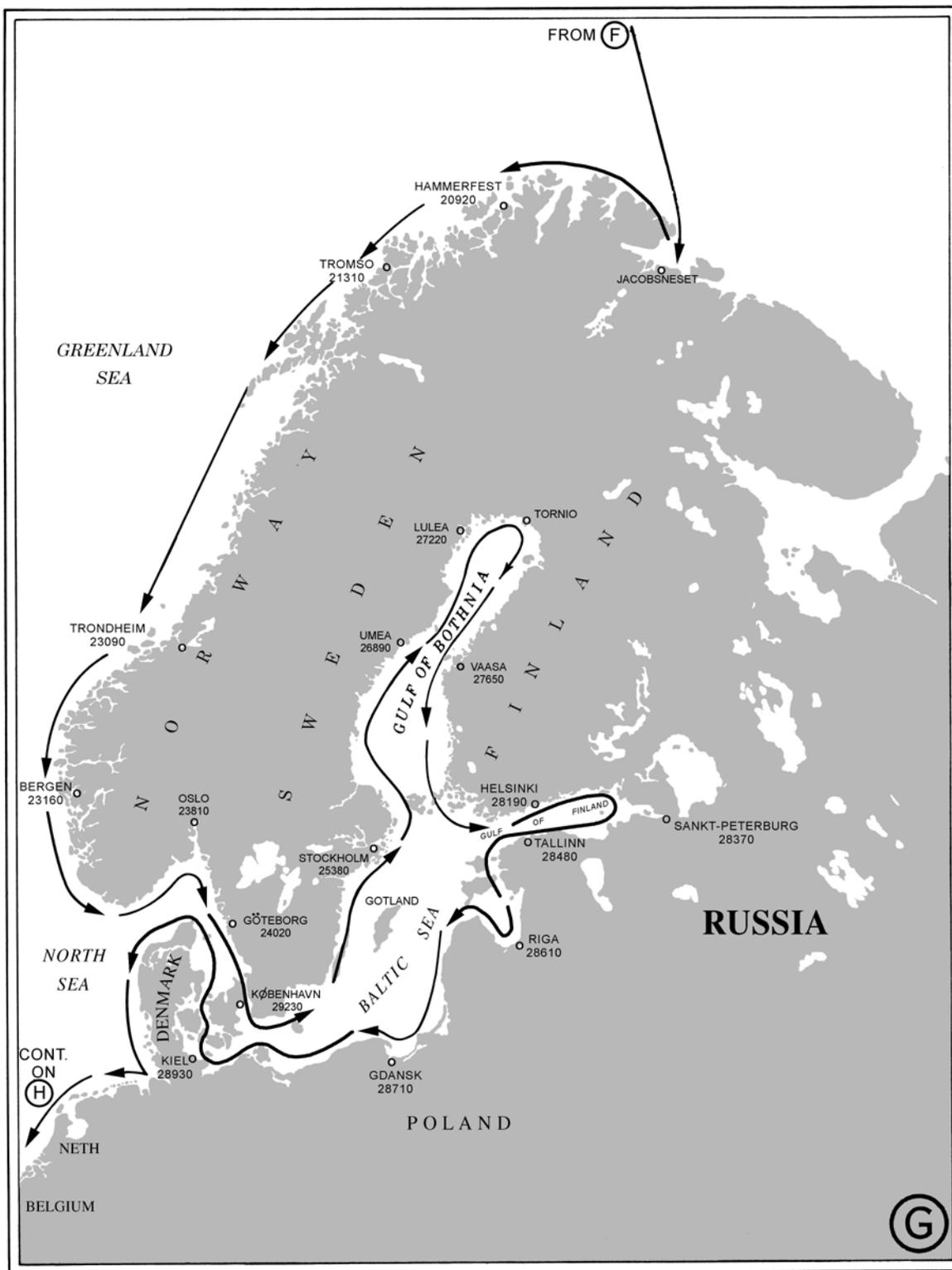
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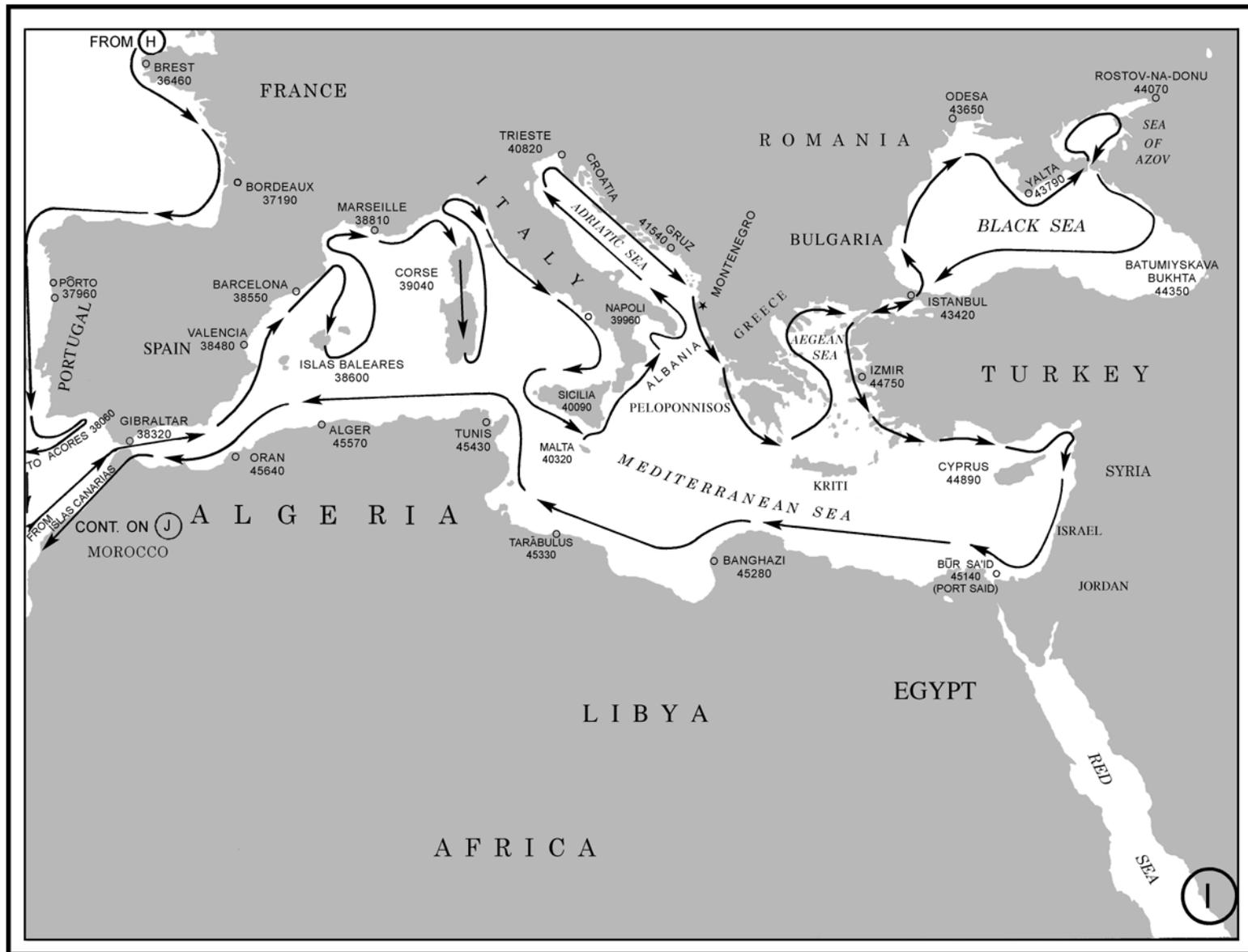


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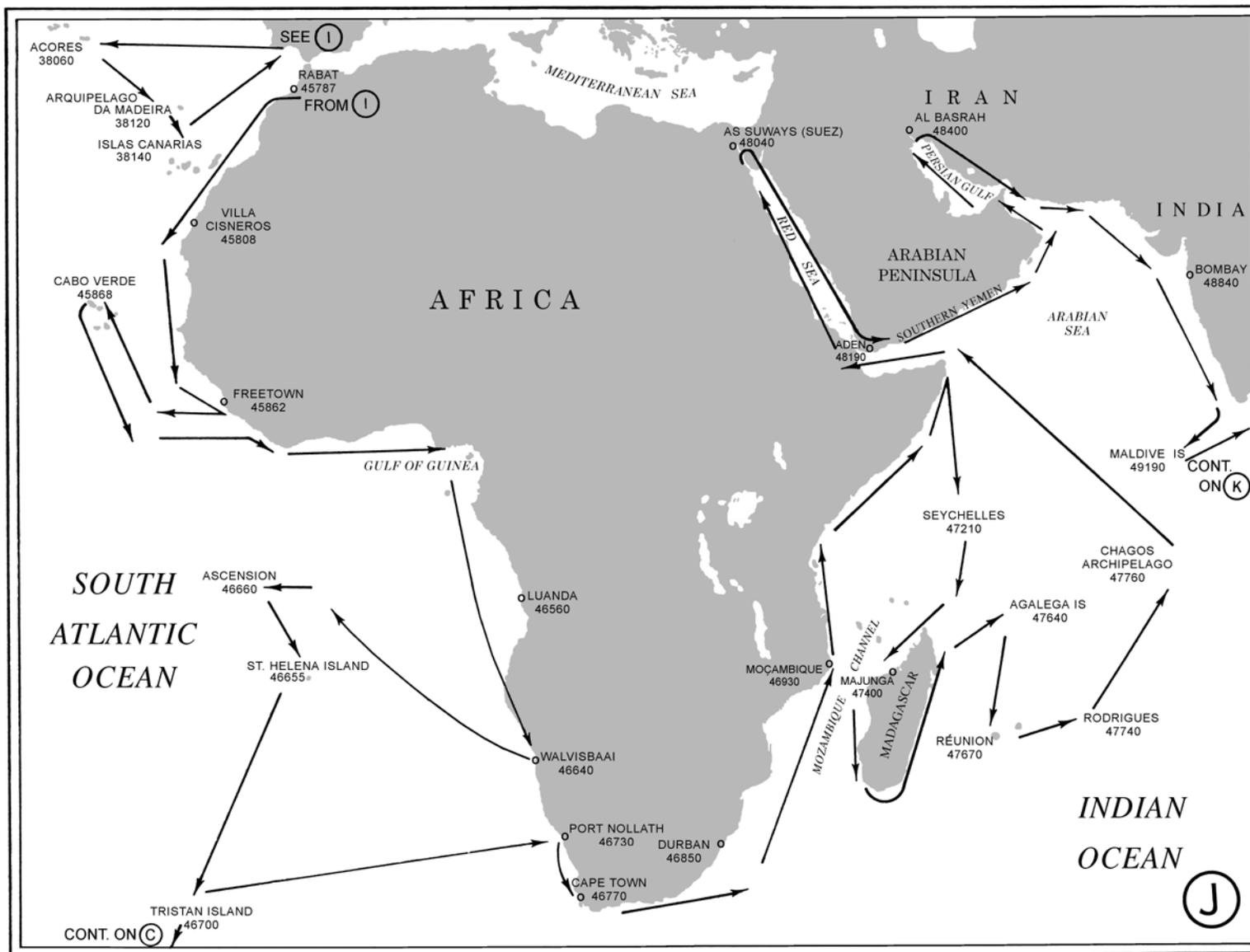
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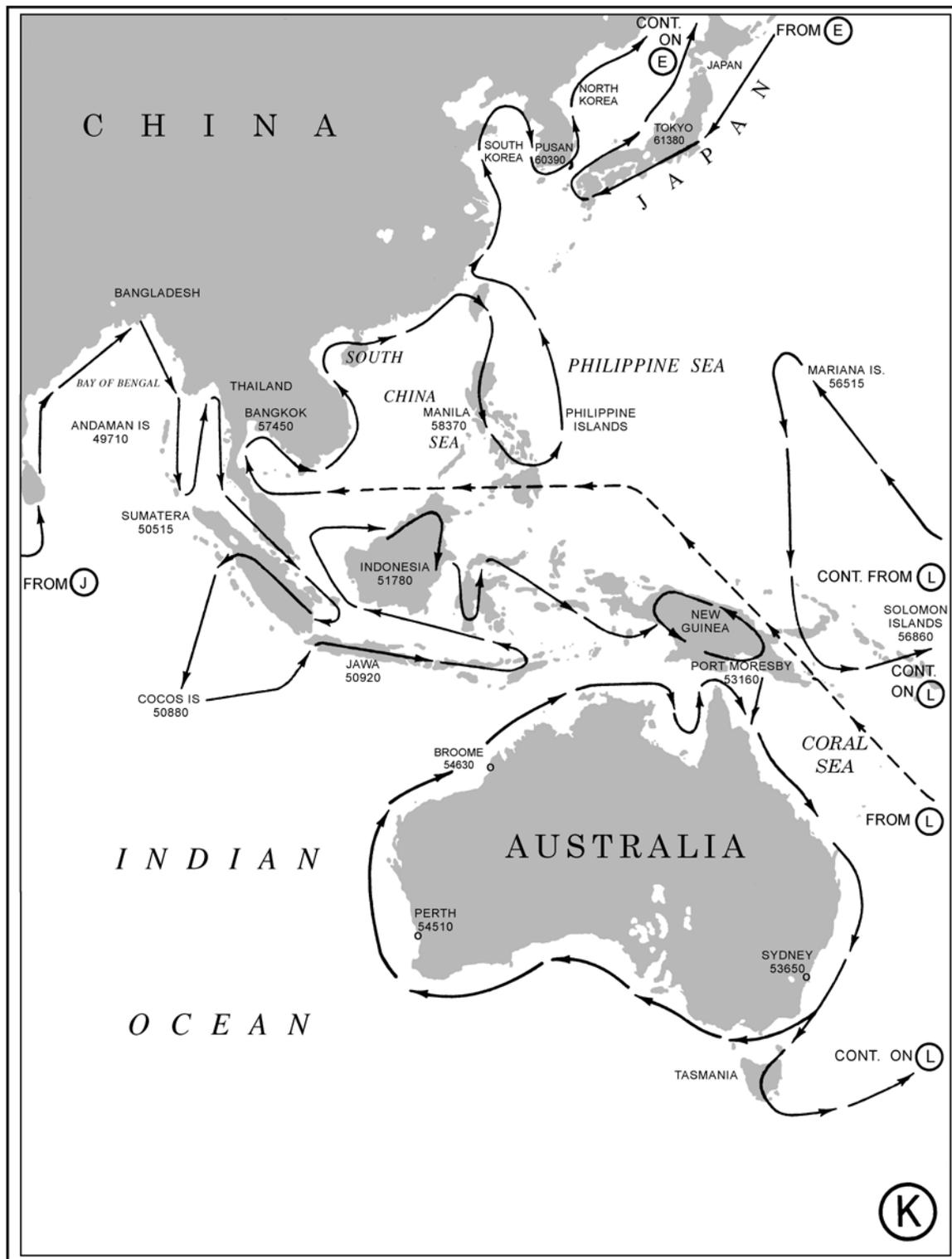


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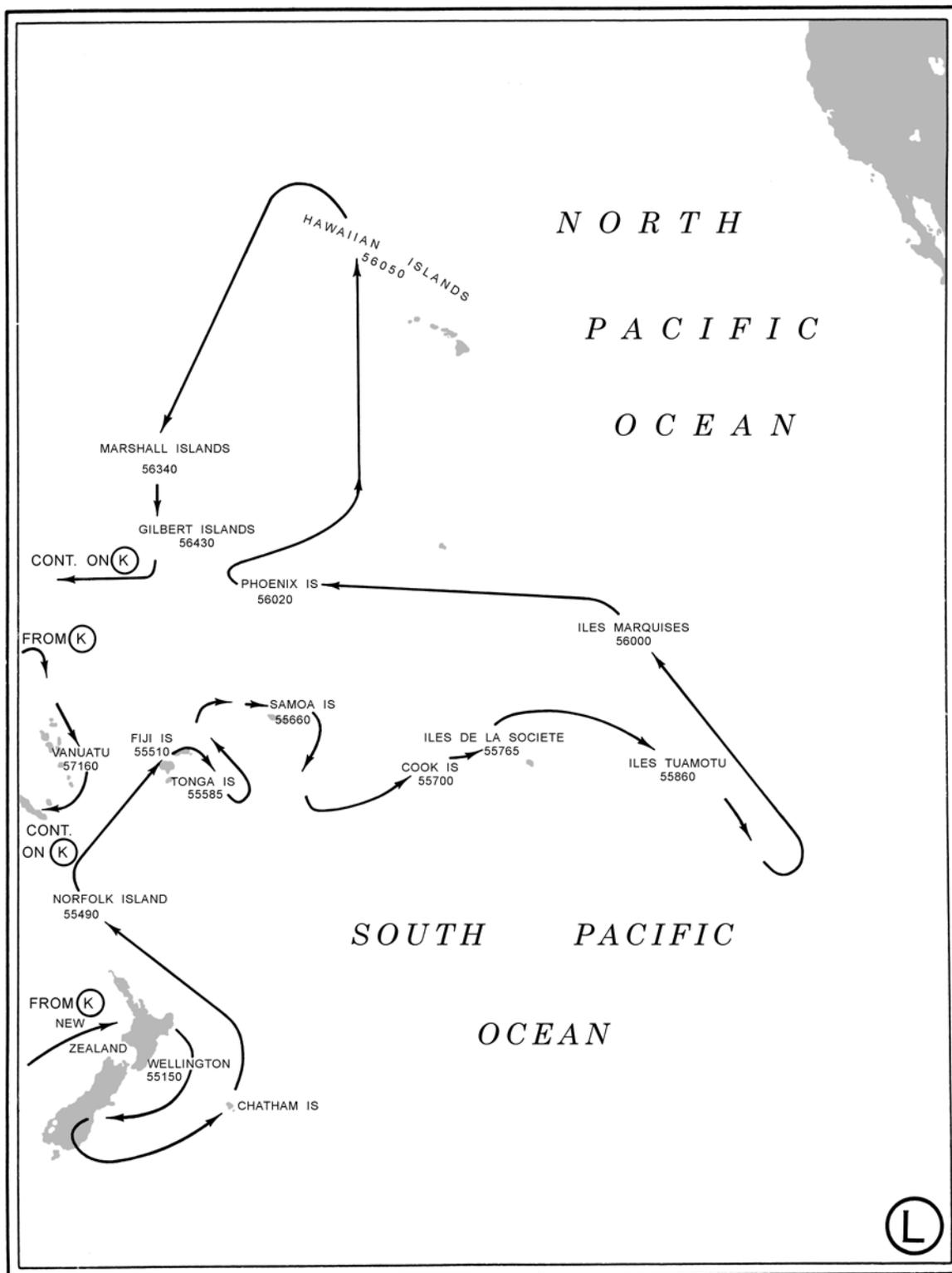
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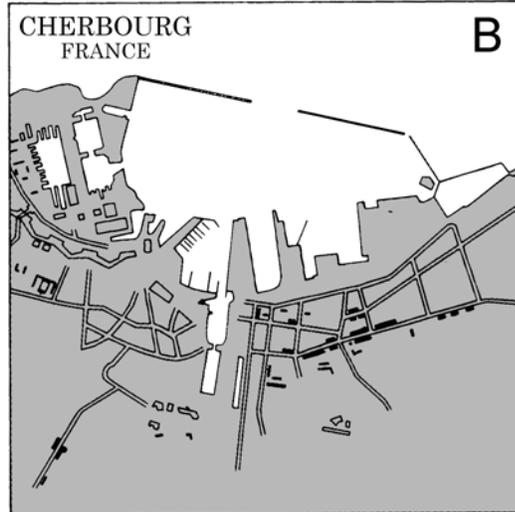
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WORLD PORT INDEX



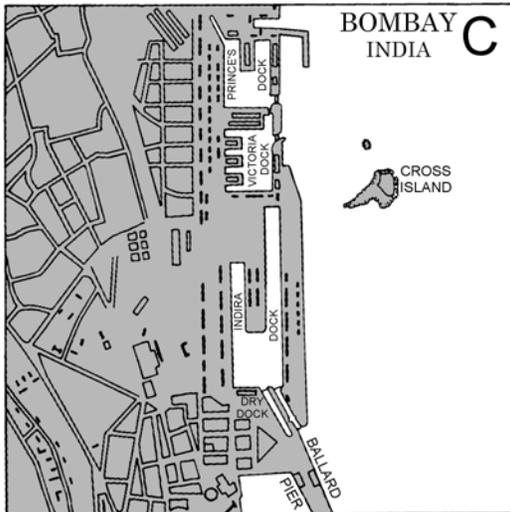
TYPE A—COASTAL (NATURAL)

A coastal harbor sheltered from the wind and sea by virtue of its location within a natural coastal indentation or in the protective lee of an island, cape, reef or other natural barrier.



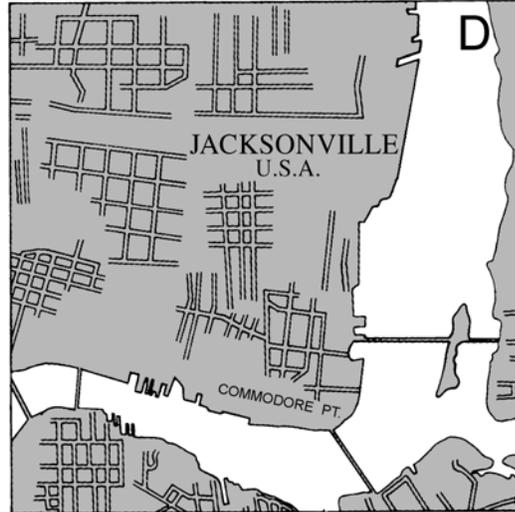
TYPE B—COASTAL (BREAKWATER)

A coastal harbor lying behind a man-made breakwater constructed to provide shelter, or supplement inadequate shelter already provided by natural sources.



TYPE C—COASTAL (TIDE GATES)

A coastal harbor, the waters of which are constrained by locks or other mechanical devices in order to provide sufficient water to float vessels at all stages of the tide.

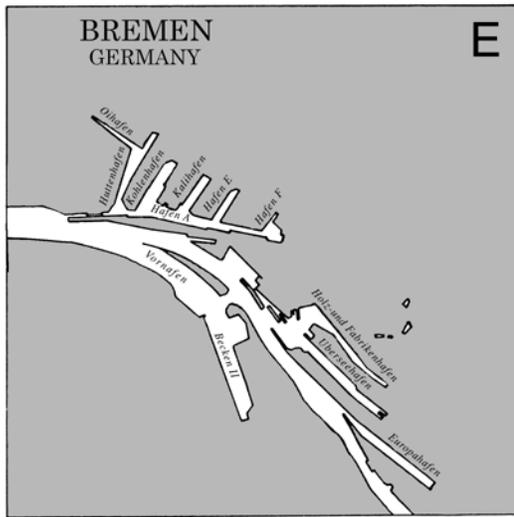


TYPE D—RIVER (NATURAL)

A harbor located on a river, the waters of which are not retained by any artificial means. The facilities may consist of quays or wharves parallel to the banks of the stream, or piers or jetties which extend into the stream.

EXAMPLES OF HARBOR TYPES

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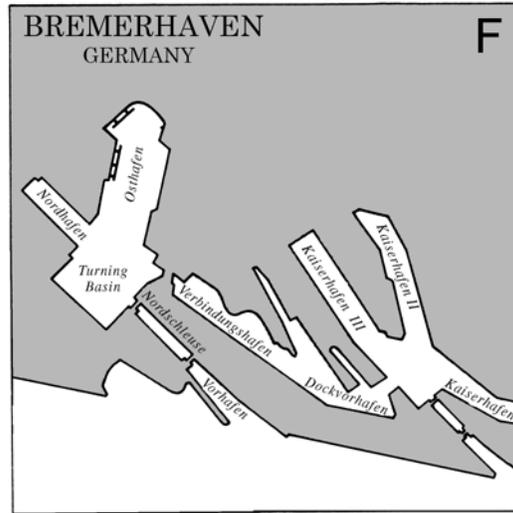


BREMEN
GERMANY

E

TYPE E-RIVER (BASINS)

A river harbor in which slips for vessels have been excavated in the banks, obliquely or at right angles to the axis of the stream.

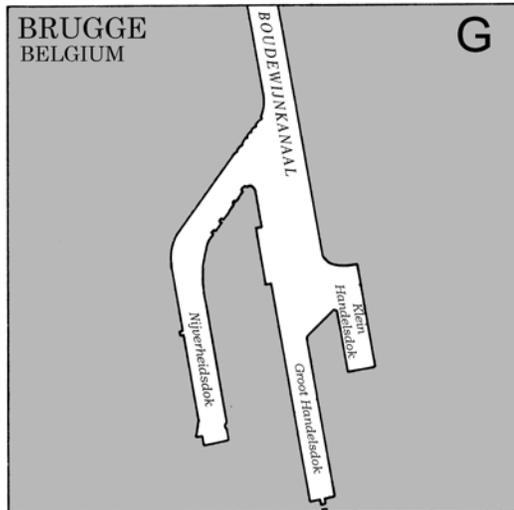


BREMERHAVEN
GERMANY

F

TYPE F-RIVER (TIDE GATES)

A river harbor, the waters of which are constrained by locks or other mechanical devices in order to provide sufficient water to float vessels at all stages of the tide.

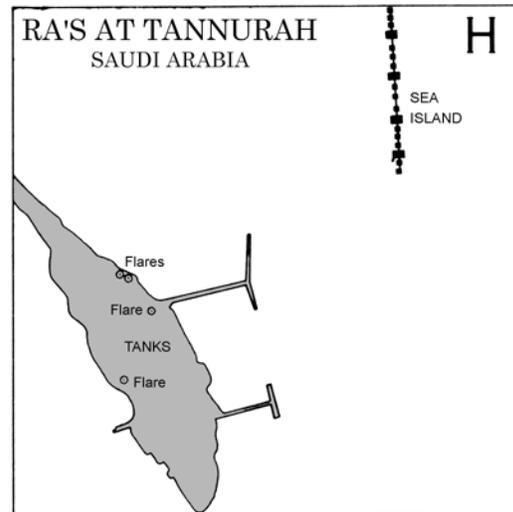


BRUGGE
BELGIUM

G

TYPE G-CANAL OR LAKE

A harbor located in the interior portion of a canal or lake that is connected with the sea by a navigable waterway.



RA'S AT TANNURAH
SAUDI ARABIA

H

TYPE H-OPEN ROADSTEAD

A port which has no natural or artificial barrier to provide shelter from the wind, sea and swell.

EXAMPLES OF HARBOR TYPES