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Marseille, on 06/01/2023

## **Information concerning the precautions to be taken for any call at the port of Nouakchott, Mauritania**

Dear Sirs,

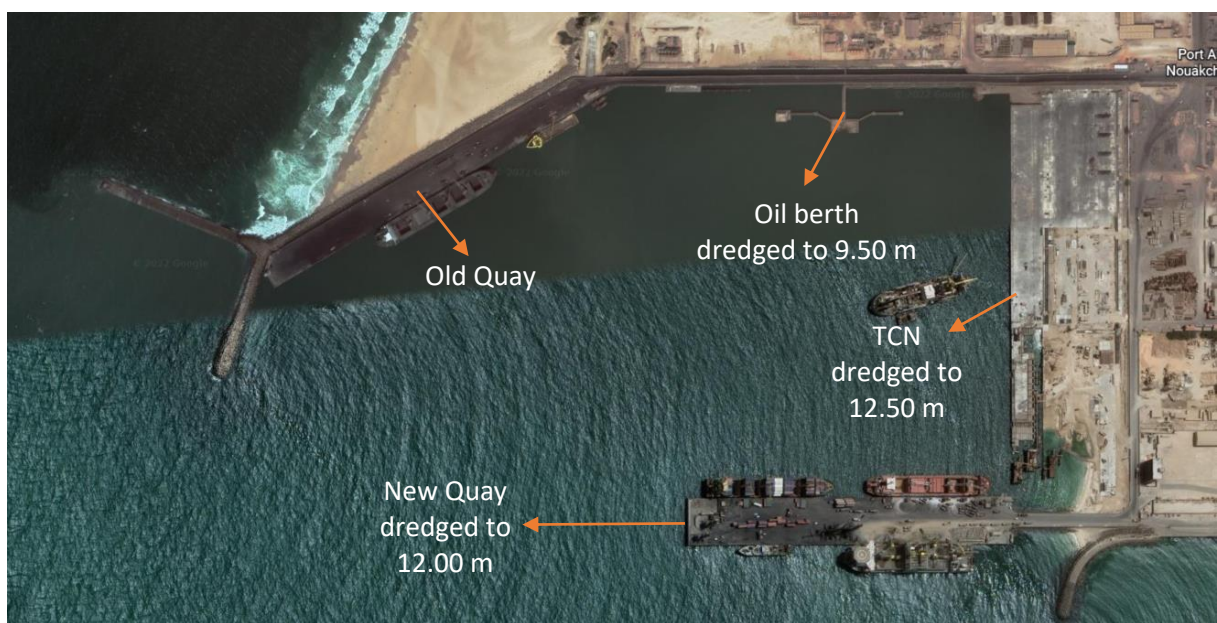
Due to the numerous and regular problems occurring in the port of Nouakchott, it seemed important to us to underline the following points.

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### **1) SWELL PHENOMENON IN THE PORT OF NOUAKCHOTT**

First of all, it is important to note that there can be a strong swell that affects the vessels in the port because it is an unprotected wharf. The berths are therefore exposed and subject to the currents, the worst period being February / March (but it can start in December), with vessels moving around the dock and sometimes having to leave the berth.

The worst swell is observed mainly for the old berth (see photo below) while the new berth is more protected but not completely (the south side of the berth is less protected from swell). The new container terminal (TCN), located to the east of the port, is not more protected than the other berths. Vessels sometimes have to be sent to anchorage to withstand the weather.

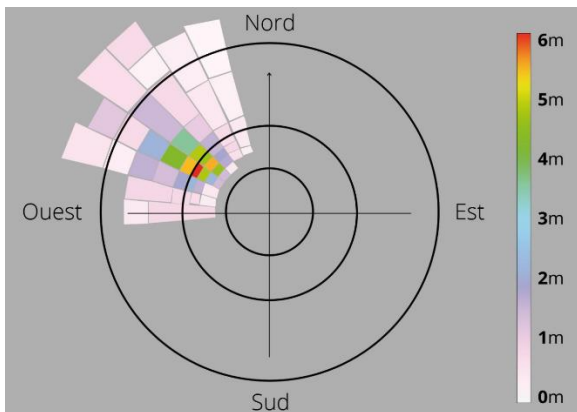


The vessel should preferably leave the port in very good weather, as tug assistance is very limited and tugs never take a line to help and remain on standby at some distance from the usual avoidance zone. In swell conditions, the accommodation ladder may also damage the concrete dock surface and the position of the ladder should be monitored regularly.

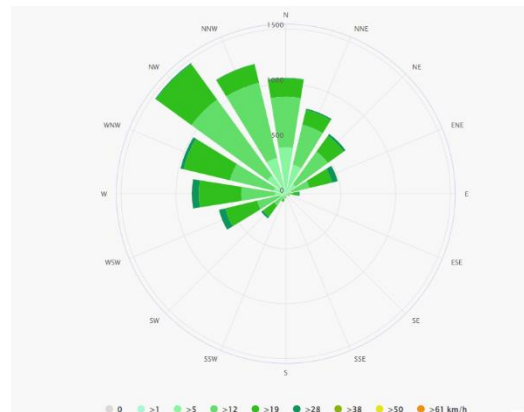
It is recommended that all vessels calling at Nouakchott check in advance the weather forecast for the duration of their call and especially the forecast for the height of the swell. It is recommended that vessels stay at anchor if the swell is high in the port.

As mooring lines can become loose due to heavy swell, it is also recommended that the crew on deck remains on alert and the mooring winches to be operational at all times during the stay in port.

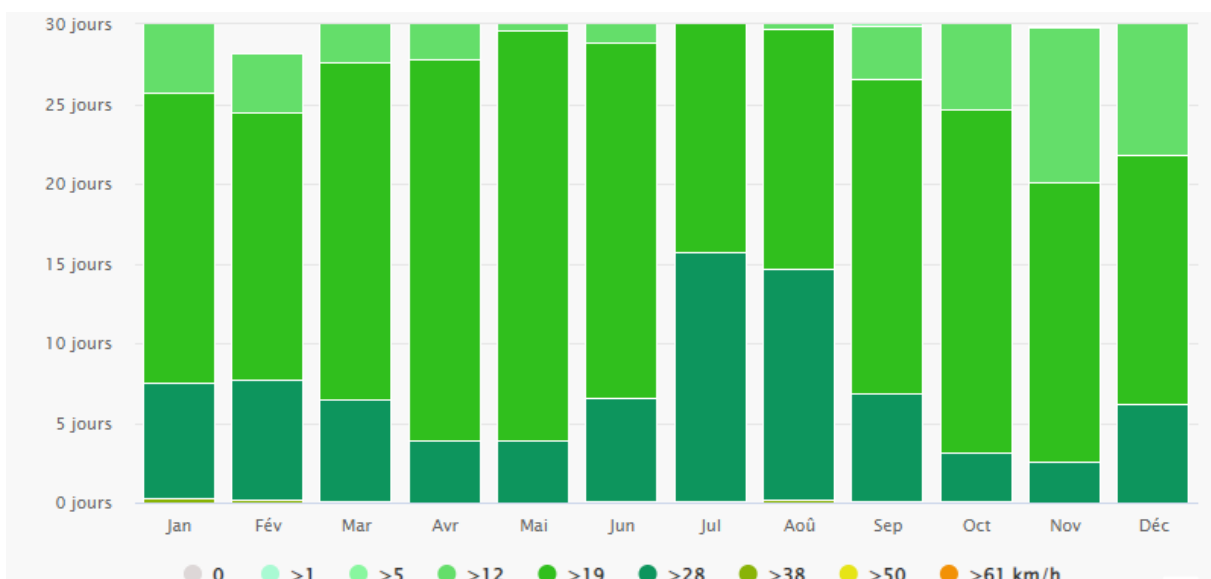
You will find attached a graph of the average swell height as well as the prevailing winds by orientation (wind rose).



*Average Swell height*



*Prevailing Winds*



*Average annual wind speed*

## **2) RISK OF GROUNDING IN CASE LOW TIDE, INFORMATION ABOUT THE DEPTHS IN THE PORT**

Please also note the information below, which may be useful for the Owners.

Considering a tidal coefficient of 120, which means a tidal range of 1.9 m between low and high water, it is therefore recommended that the Master take an under-keel clearance between the announced depths of the berth (where he is supposed to berth) and the low water level of the port's tidal directory (even if the heights usually announced by the chart or the port authority are those of the high water).

We have experienced a recent case on berth #3 where a vessel ran aground at low tide even though its fore and aft draught was acceptable for the berth in question.

According to the port's website (<http://www.port-nouakchott.com/fr>):

- The Old quay 585 m long, 47 m wide, connected to the shore by a 750 m long footbridge (10.5 m wide).
- The New quay 700 m long (450 m north side + 250 m south side), 69 m wide (with a 200 m access to the quay), dredged to 12.00 meters to accommodate container ships and oil tankers of 40,000 dwt.
- The Temporary oil dock 170 m long, dredged to 9.50 meters for oil and gas tankers of 5,000 to 10,000 dwt

## **3) JOINT STATEMENT OF THE QUAY STATE BEFORE BERTHING**

Then, please note that upon vessel's arrival at Nouakchott (and at each and every berthing / sailing operation), the quay is inspected by a port representative together with the vessel agent.

Inspection findings are reported on a statement made by the port representative which will be the very basis for the port authorities to claim for potential damage to berth.

A surveyor can be appointed to attend such inspection on Owners' behalf to ensure the general state of the berth prior and after berthing operations so to avoid the port authorities to claim for potential damage caused by another vessel in the past.

The claims presented by the port authorities are most of the time less than USD 5,000 (as only minor cracks are noted) or around USD 15,000 if some fenders are found damaged. Please keep in mind that the berths in Nouakchott are generally in poor conditions as repairs are not always carried out.

It is correct to remind the Owners that they will have to settle any possible damage caused by their vessel (as reported by the port authorities), prior to vessel's departure. It can be settled either directly by the Master with cash remittance to the agent against receipt. It is recommended to have a P&I correspondent to attend such transaction to ensure good understanding as the documents are usually issued in Arabic or French language.

In practice, we, as P&I correspondent will ask for Owners' swift confirmation of transfer of the funds on our bank account in France to commit ourselves to the local authorities and arrange remittance of the funds locally. This usually enables the vessel to sail without delay.

#### **4) BULK CARGO, THE QUESTION OF THE DRAFT SURVEY**

In view of the elements raised above, and taking into account the swell conditions observed locally, the measurement of the quantities of cargo loaded or unloaded by means of a draft survey may pose a problem, as the readings may be uncertain.

As a result, receivers and their surveyors generally refuse to witness or acknowledge any draft survey. Measurements of the quantities unloaded are then made by weighing the trucks on which the cargo has been placed at the weighbridge, or by counting the bags after bagging at quay.

In all cases, we recommend, in addition to the draft survey (which may be questionable) a monitoring of the operations.

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We remain at your entire disposal for any further information and remind you that the details of our local office are as follows:

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Sincerely,



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