

GENERAL:

The port of **Barahona** is mainly used for bulk cargoes and Sugar exports in bulk. Cargo is generally handled at the sugar and gypsum facilities. The other two are typically utilized as lay berths for vessels that are being serviced or waiting for orders. Small tankers are also unloading gasoil at the sugar dock.

For the latest information please contact [CODONAVE](#).

Port name:	BARAHONA
Location:	Lat: 18°20'49"N/Long:70°50'10"W
Port type:	Coastal Natura
Port size:	Small
Shelter:	Good
Max Size Vessel:	Over 500' Length
UN/LOCODE:	DOBRX
Chart Datum Vertical:	Chart Datum LLW Horizontal: WGS84
Local time:	GTM UTC -4
Charts:	<ul style="list-style-type: none"> • B.A. Chart: 471 • Standard Nautical Chart: 25842 • Digital Nautical Chart: A1611070, COA16K, GEN16, H1611070
Operator:	APORDOM (Autoridad Portuaria Dominicana)
Port authority:	APORDOM (Autoridad Portuaria Dominicana)
Terminals:	-
Related anchorage:	-
Prevailing winds:	Direction ENE–ESE
Avg temp range:	28-30 °C
Certifications:	-
Tidal range & Flow:	<ul style="list-style-type: none"> • Mean spring range: 0.50 m.
Berthing capacity:	550 m. (1,850 ft.)
Max depth:	10.6 m. (35 ft.)*
Docking depth:	10.6 m. (35 ft.)*
Beacons:	8 boys (3 green, 3 reds, 1 Wave buoy & 1 Marker buoy)
Entry channel:	110 m. (360.8 ft.)
Entrance channel depth:	11.9 m. (36 ft.)*
Turning basin:	200 m. (656 ft.)
(PFSO) Port Facility Security Officer:	Juan José Tactuk
Office:	+1 (809) 539-5285
Cel.:	+1 (809) 224-7669
Email:	tactuk.opip@gmail.com
Other Services:	<ul style="list-style-type: none"> • Ship chandlers

*Only for use as reference, for updated information please contact [CODONAVE](#).

MAXIMUM SIZE VESSELS HANDLED: LOA 600 ft./BEAM 100 ft.

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

TOWAGE: When necessary, tugs must be mobilized from Santo Domingo from prices and further details.

ANCHORAGE PROCEDURES GENERAL: Deepwater anchorage available just outside port entrance. Pilot will indicate the best location on request.

PILOTAGE: The pilot and harbormaster can be contacted by VHF Channel 16 The pilot boards are approx. 1.5 miles outside the port.

WATER DENSITY: Saltwater.

WORKING HOURS: Normal working hours for stevedores is 0800-1200 and 1300-1700 Mondays through Fridays, and 0800-1200 on Saturdays. Overtime may be worked according to availability and other factors.

LOCAL HOLIDAYS: There are twelve nationwide holidays: Jan 1 (New Year's Day) Fixed, Jan 6 (Religious), Jan 21 (Religious) Fixed, Jan 26 (Duarte's Day), Feb 27 (Independence Day) Fixed, Apr. 15 (Holly Friday) Fixed, May 1 (Labor Day), Jun 16 (Religious) Fixed), Aug 16 (Restauracion Day) Fixed, Sept 24 (Religious) Fixed, Nov 06 (Constitution Day) Fixed, Dec 25 (Christmas Day) Fixed.

BUNKERING AND FUELING: Fuel and Diesel oil are available by tank truck. Trucks carry up to 37.8 m³ (10,000 US gallons). Arrangements to be made in advance through Agency.

FRESHWATER: Available through a pipeline alongside, but due to low pressure a portable pump is required. potable water must be delivered by tank truck. Arrangements are to be made in advance through the Agency.

STORES AND PROVISIONS: Available in town.

WASTE: Available.

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

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

CONSULAR OFFICES: All consular affairs for this port are handled at Santo Domingo.

AIRPORTS: *Las Americas International Airport (SDQ)*, served by major international airlines, is about 150 km (3 ½ hr.) away and has frequent connections to Europe, North, and South American countries and may be conveniently used for repatriation or joining of crew.

BERTH FACILITIES:

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

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

Berth No.3: This berth, situated laterally between berths 2 and 4 is 97 m. (320 ft.) long and is about 15 m. above the water level at high tide.

Berth No.4: This berth is 160 m. (525 ft.) long and is about 15 m above the water level at high tide This berth Some adjustments were made where 5 mooring dolphins were built on the mooring line.

- **Storage available:** The Salt and Gypsum Mines Co maintains a gypsum export terminal at this pier and they usually have about 20 000 tons of rock gypsum on-site awaiting shipment.
- **Equipment available:** ship's gear is required, and the minimum outreach is 17.5 m.

Berth No.5: This berth is 146 m. (479 ft.) long and about 15 m. above the water line at high tide However, this berth frequently accommodates vessels of up to 600 ft. LOA, because vessels are turned in the basin and docked with the bridge beyond the pier The berth is used by the sugar mill for exports of sugar and blackstrap molasses and for import of coal to the Power plant nearby.

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

