



**NOTICE TO MARINER
LAGOS PILOTAGE DISTRICT
NIGERIAN PORTS AUTHORITY WESTERN PORTS, LAGOS**

NOTICE 06 OF 2019

SAFETY TO NAVIGATION

**DEPTH STATUS ALONG THE LAGOS PILOTAGE DISTRICT CHANNEL /
MINIMUM PERMISSIBLE UNDER KEEL CLEARANCE (UKC)**

<i>Part of the Channel</i>		<i>Depth</i>		<i>Width of Channel</i>
1. Fairway Buoy to Breakwater	→	15.5m	—	435.0m
2. Breakwater to Atlas Cove	→	14.5m	—	460.0m
3. Atlas Cove to Commodore Pool	→	13.5m	—	510.0m
4. Meridian Point Turning Circle	→	13.5m	—	720.0m Diameter
5. Meridian Point Turning Circle	→	13.0m	—	778.0m Diameter
6. Meridian Point Turning Circle	→	12.5m	—	814.0m Diameter
7. Apapa Turning Circle	→	13.5m	—	355.0m Diameter
8. Apapa Turning Circle	→	13.0m	—	360.0m Diameter
9. Apapa Turning Circle	→	12.5m	—	370.0m Diameter
10. Tincan Turning Area	→	13.5m	—	360.0m Diameter
11. Tincan Turning Area	→	13.0m	—	375.0m Diameter
12. Tincan Turning Area	→	12.5m	—	390.0m Diameter
13. AP Moeller 15 to 18	→	13.5m	—	240.0m
14. AP Moeller 18 to Apapa 20	→	13.5m	—	230.0m
15. Apapa 20 to Folawiyi Jetty	→	13.5m	—	280.0m
16. Tin-can 1 to 5	→	13.5m	—	190.0m
17. Tin-can 5 to 8	→	13.5m	—	195.0m
18. Tin-can 8 to 10	→	13.5m	—	180.0m
19. Tin-can 10 to Grimaldi	→	13.0m	—	375.0m
20. Apapa 6 to Apapa 14	→	13.5m	—	320.0m
21. Apapa 1 to Apapa 6	→	13.5m	—	320.0m
22. Apapa 1 to PWA	→	13.5m	—	230.0m
23. PWA to Ijora (Eko Bridge)	→	10.0m	—	350.0m

Turning Area

- (1) Meridian Point Turning Circle
Center of Area: 06° 26 05.63' N
003° 23 56.05' E
- (2) Apapa Turning Circle
Center of Area: 06° 25 51.49' N
003° 21 58.31' E
- (3) Tin Can Turning Area
Center of Area: 06° 25 53.12' N
003° 19 59.53' E

- **Masters / Pilots have the option to use any of the Turning Circles for the purpose of backing down, if necessary.**

Apapa Ports

<i>S/N</i>	<i>AREA OF HARBOURS</i>	<i>DEPT(M)</i>
1	Apapa Bulk Terminal (Berth 1)	13.5
	(Berth 2)	13.5
	(Berth 3)	13.5
	(Berth 4)	9.8
	(Berth 5)	10.1
2	ENL Consortium Terminal (Berth 6)	10.8
	(Berth 7)	10.4
	(Berth 7A)	11.4
	(Berth 8)	10.2
	(Berth 9)	10.2
	(Berth 10)	9.7
	(Berth 10A)	10.0
	(Berth 11)	9.8
	(Berth 12)	10.2
	(Berth 13)	9.8
(Berth 14)	9.6	
3	AP Moeller Terminal (Berth 15)	13.5
	(Berth 16)	13.0
	(Berth 17)	13.5
	(Berth 18)	12.5
4	GDNL Terminal (Berth 19)	12.5
	(Berth 20)	13.1
5	SFM	9.5
6	Eko Support	11.4
Tincan Ports		
7	JosepDam Terminal (Berth 1)	13.0
	(Berth 1A)	13.0
	(Berth 2)	12.5
8	Tincan Island Cont. Terminal (Berth 3)	13.1
	(Berth 4)	13.1
	(Berth 5)	13.1
9	Port & Cargo Handler Serv. Terminal (Berth 6)	13.3
	(Berth 7)	13.5
	(Berth 8)	13.3
10	Five Star Logistics Terminal (Berth 9)	13.1
	(Berth 10)	13.0
11	P.T.M.L. (Berth 11)	12.5
	(Berth 12)	12.0
12	MRS (Dantata Jetty)	12.8
Apapa Petroleum Jetties		
13	(ASPM Limited) Oando - LMJ	13.5
14	PWA	8.3
	NOJ	8.5
	BOP	9.0
15	New Atlas Cove Jetty Atlas (N)	14.0

- Water Density at Brackish state.
- Depths are at chart Datum.
- Masters / Pilots to check tidal table for height of tides when transiting the channel. Note abnormal wind and pressure conditions can result in deviations from predicted heights of tides.
- All Arrival's / Departure's should be on fresh water draft.
- **MINIMUM STATIC UNDER KEEL CLEARANCE at least (0.5m).**
- All vessel must maintain a **MINIMUM OF AT LEAST 0.3m WHILST ALONGSIDE** any berth.
- Favourable berthing / un-berthing time for deep draft vessels in relation to available depth of water -(2) hours before high water, and one (1) hour after high water.
- It is the **RESPONSIBILITY** of the Master to ensure safe under keel clearance, whilst vessel is transiting the channel; sea to berth / berth to sea.
- When determining safe under keel clearance (UKC) mariners are required to use precautions by assessing individual capability of the vessel the effects of squat and interaction that may result in increase in the draft of the vessel and any special circumstances that may exist, including seasonal weather changes, abnormal wind and pressure conditions.
- Vessels conducting dredging operations are exempted from under keel clearance restrictions.
- All private jetties owners should avail the Harbour Master with current depth details.

Date Published: 23rd October, 2019.

Marine Notice **03 of 2019** remains cancelled.

Owners, Agents and charterers should ensure that the contents of the Lagos Pilotage District Notices to Mariner are made known to their Masters and persons in-charge of their vessels and marine operations whilst within the jurisdiction of this Pilotage District.

End of Notice.

Capt. U. Eboime

Harbour Master, LPD

The following Lagos Pilotage District Notices to Mariner remain in force 001 of 2006, 003 of 2006, 007 of 2006, 008 of 2006, 001- 007 of 2007, 001 of 2008, 002 of 2008, 003 of 2008, 001 of 2009, 002 of 2009, 003 of 2009, 001 of 2010, 002 of 2010, 003 of 2010, 002 of 2011, 003 of 2011, 004 of 2011, 005 of 2011, 007 of 2011, 008 of 2011, 009 of 2011, 010 of 2011, 011 of 2011, 012 of 2011, 013 of 2011, 014 of 2011, 015 of 2011, 001 of 2012, 002 of 2012, 003 of 2012, 004 of 2012, 005 of 2012, 006 of 2012, 007 of 2012, 008 of 2012, 009 of 2012, 010 of 2012, 011 of 2012, 012 of 2012, 014 of 2012, 015 of 2012, 016 of 2012, 001 of 2013, 002 of 2013, 004 of 2013, 006 of 2013, 007 of 2013, 008 of 2013, 009 of 2013, 010 of 2013, 011 of 2013 & 012 of 2013, 015 of 2013, 016 of 2013, 017 of 2013, 001 of 2014, 002 of 2014, 003 of 2014, 004 of 2014, 005 of 2014, 006 of 2014, 007 of 2014, 008 of 2014, 010 of 2014, 011 of 2014, 012 of 2014, 013 of 2014, 001 of 2015, 002 of 2015, 003 of 2015, 004 of 2015, 005 of 2015, 006 of 2015, 008 of 2015, 009 of 2015, 010 of 2015, 002 of 2016, 004 of 2016, 005 of 2016, 007 of 2016, 001 of 2017, 003 of 2017, 004 of 2017, 005 of 2017, 008 of 2017, 009 of 2017, 010 of 2017, 011 of 2017, 014 of 2017, 015 of 2017, 016 of 2017, 017 of 2017, 01 of 2018, 02 of 2018, 03 of 2018, 04 of 2018, 05 of 2018, 06 of 2018, 07 of 2018, 08 of 2018, 010 of 2018, 011 of 2018, 01 of 2019, 02 of 2019, 04 of 2019, 05 of 2019, 06 of 2019 All other Notices remain cancelled