



MARITIME ADMINISTRATION DEPARTMENT

Ports & Harbours Division
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To: Owners, Operators, Agencies, Managers and Masters
Vessels Operating in Port Georgetown, Guyana

Subject: **Restrictions on Anchorage Berths in Georgetown Harbour**

Date: December 22, 2020

The Maritime Administration Department (MARAD) advises that temporary restrictions are imposed against the use of the designated anchorage berths in the Harbour of Georgetown. This is necessary to prevent damage to the two submarine power cables that cross the Demerara River in this area.

This Notice supports information provided in Notice to Mariners 81 of 2020 (GUYANA).

Please be guided as follows:

- Due to limited anchorage space within the Harbour, berthing Plans/prospects MUST be approved before Pilotage is confirmed, prior to entry into Port.
- Only vessels with confirmed booking as per DHB daily bridge schedule are allowed to proceed directly to anchorage within the harbours for short stay not exceeding two hours prior to retraction time.
- All vessels booked to depart to sea, must do so immediately after coming off their berth alongside.
- Vessels are only allowed to move directly from alongside one berth to directly alongside another berth between cargo operations or any other purpose;
- In the event of unavailability of a secondary berth, vessels will be placed at a safe anchorage, conditioned upon the draft of the vessel in relation to the depth of water in the southern limits, and the availability of adequate space.
- Vessels of maximum 140 meters in length, would be allowed to anchor beyond southern limits. Priority would be given to those vessels transiting the Demerara Harbour Bridge.
- Starboard side alongside is strongly recommended for vessels with restricted maneuverability; that is to say, (no bow thruster and has fixed propeller) in order to minimize the use of anchors during undocking.
- Should a vessel (140m or more in length with ability to manoeuvre has to be docked port side alongside, then on departure the undocking process should be aided by the use of a tug to avoid the use of the anchor, when turning vessel within the harbours.

Communication can be made to the Georgetown Lighthouse on VHF Ch.16.



Harbour Master (ag)
For Director General
Maritime Affairs