



## Libya, Darnah – assessment of hazards and changes against British Admiralty charts

Assessment date 20<sup>th</sup> September 2023

All assessment against raster chart BA3401 Panel A (Darnah), Edition Number 3, edition date 26 Oct 2017

Produced by UKHO Remote Sensing Section

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GeoEye-1 satellite imagery, 0.5m resolution pansharpener and orthorectified, dated 13<sup>th</sup> September 2023 made available by MAXAR Open Data Program via <https://www.maxar.com/open-data>

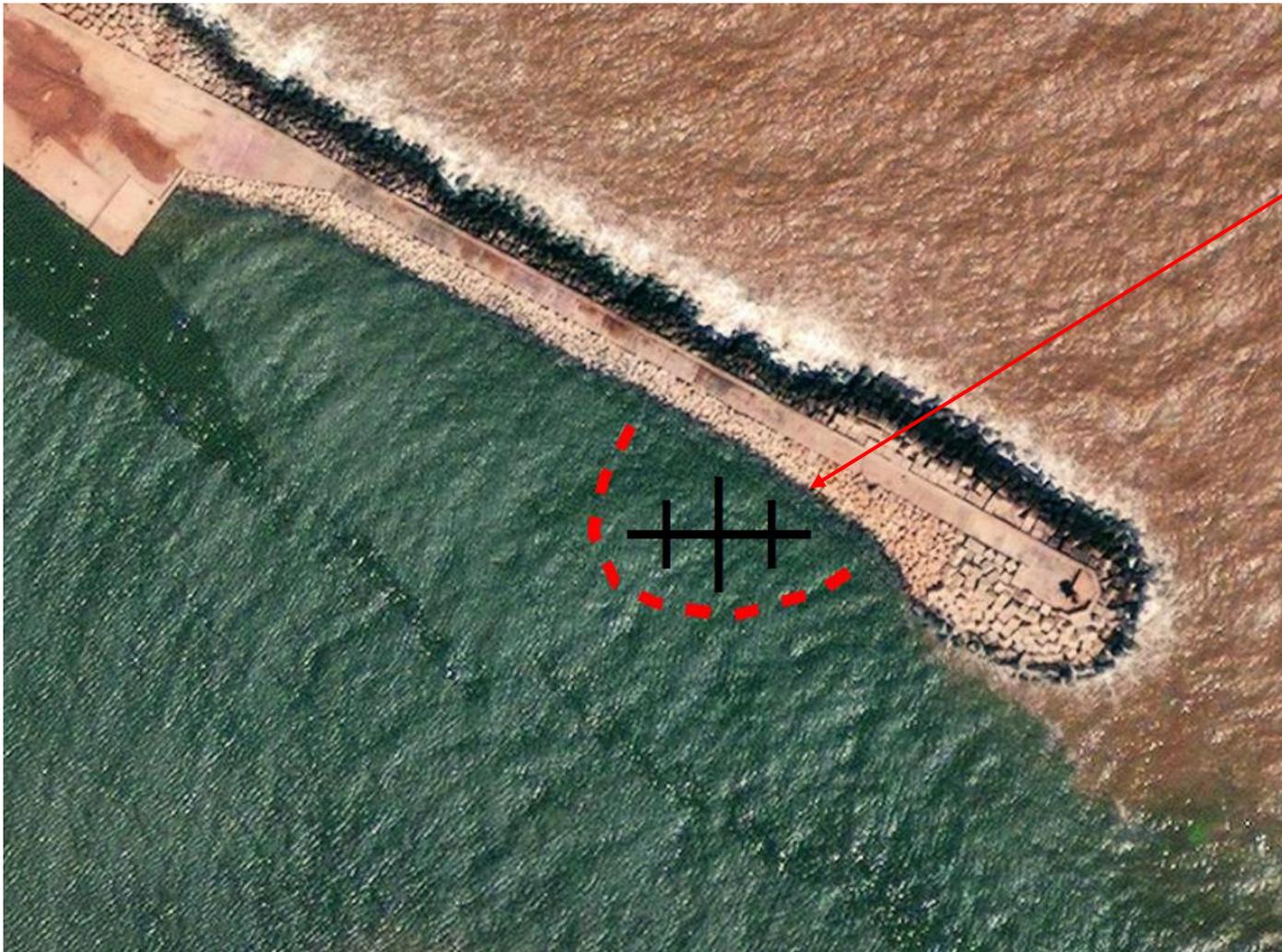
All positions refer WGS84 datum.

### Summary

Comparatively minor damage around the port. There is little infrastructure. There are no fixed cranes or ship unloaders, only warehouses of which all remain. Port offices remain. Port and starboard lights on both breakwaters are present. Wharves at berths No.1, No.2, No.3 & North Quay are clear of surface debris. Road access to the port and above berths appears open from an assessment of later imagery dated 15<sup>th</sup> September. Turbidity obscured any visibility through the water column, therefore submerged hazards *may* be present in the port but aren't reported here.



Northerly starboard breakwater



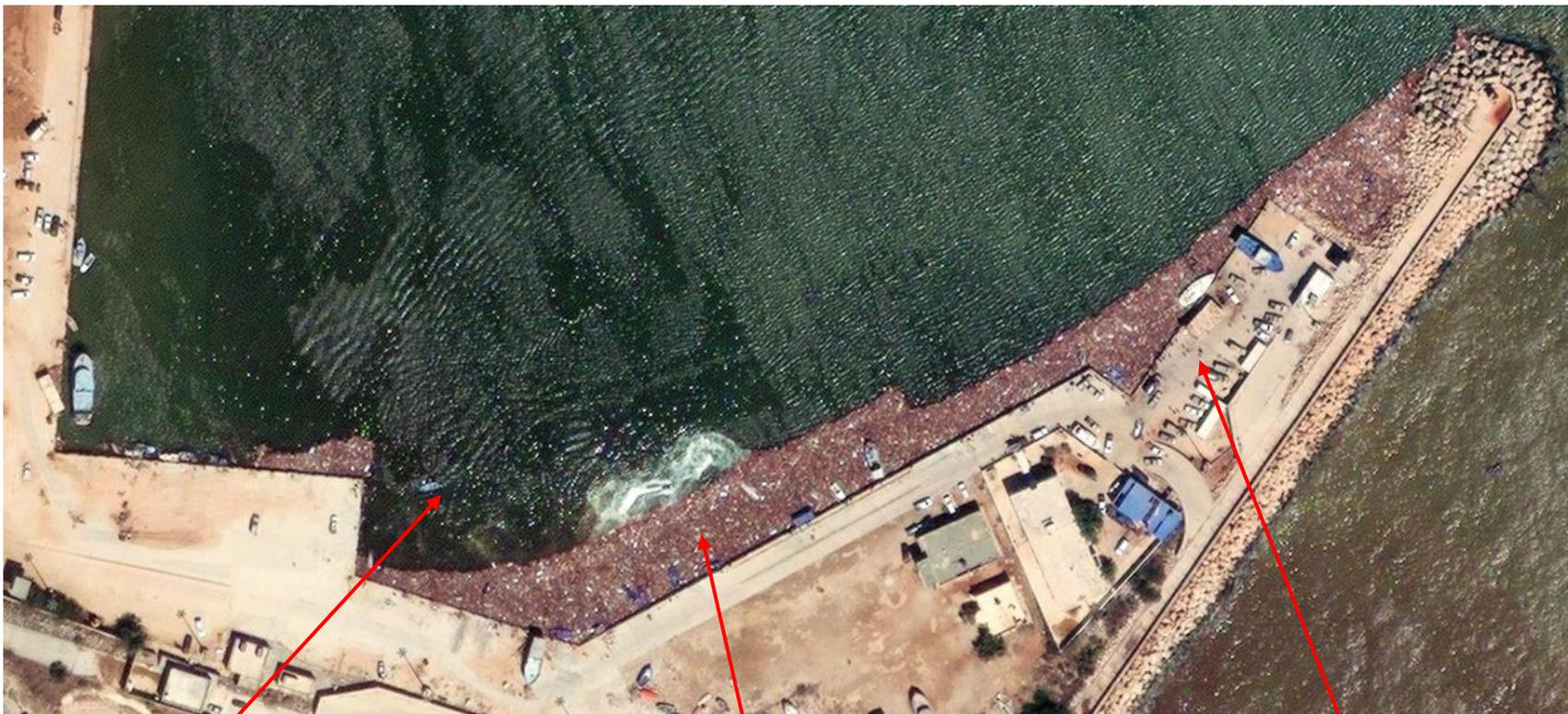
Historic uncharted  
submerged wreck in  
marked position  
LOA approx. 25m  
32 45.768N 22 39.473E

13 Sept 2023. Image courtesy MAXAR Technologies Open Data Program



Southerly port breakwater

No longer accommodates the grain berth, as charted.



13 Sept 2023. Image courtesy MAXAR Technologies Open Data Program

Small craft moorings

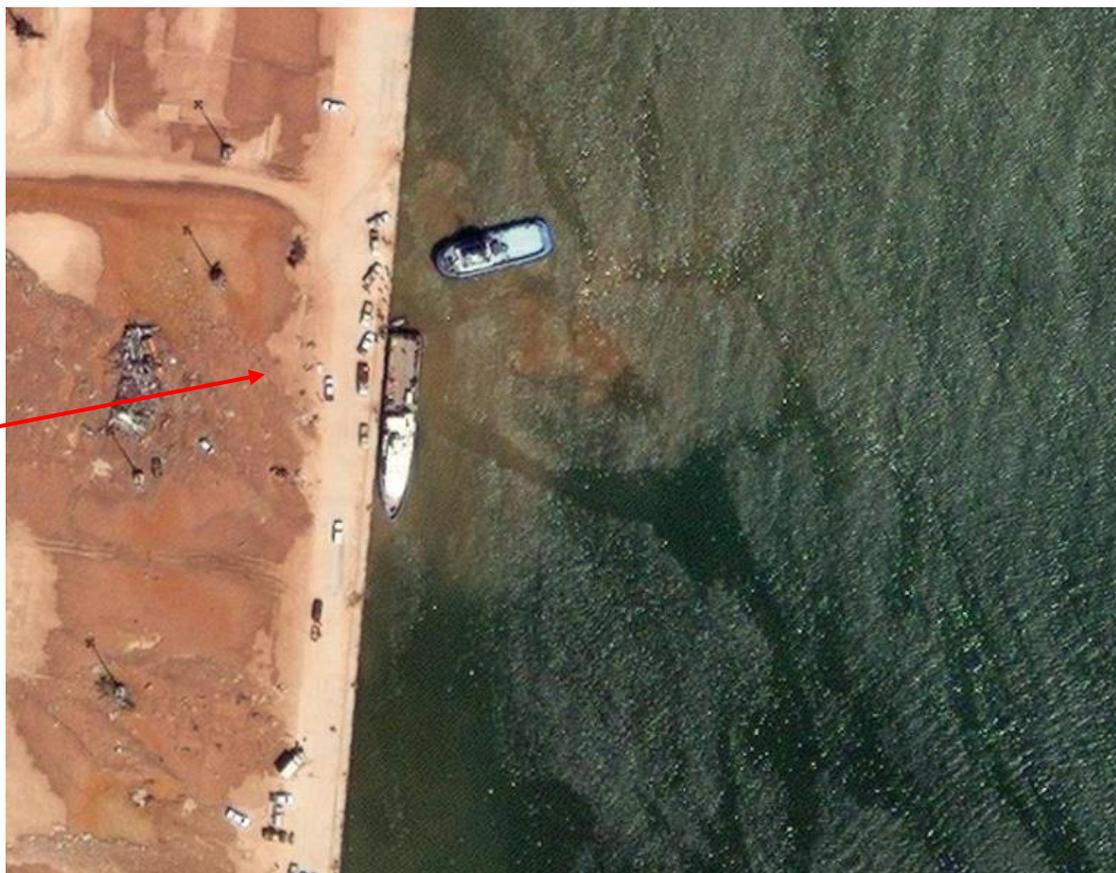
Much debris swept into the port and blown by persistent NW wind. Later imagery (15<sup>th</sup> Sept) shows debris lifted ashore to quayside. Likely some remains on seabed causing obstruction.

Boat yard



**Container Terminal & General Cargo, Berths No.2 & No.3**

Much sediment, mud and debris near the quayside with discolouration of water suggesting material has been swept into the water alongside the wharf that is berths 2 & 3. On 15<sup>th</sup> September, a naval vessel of 50m along with other vessels of 43m & 33m LOA were seen alongside. Suspended sediment is persistent in other images that do not show vessel movements.



Position at arrowhead:  
32 45.758N 22 39.167E

13 Sept 2023. Image courtesy MAXAR Technologies Open Data Program

**North Quay & Berth No.1**

North quay berth and No.1 berth do not have visible evidence of obstructions. An offshore supply type vessel of 67m LOA has been noted alongside North Quay on 15<sup>th</sup> September along with many other smaller vessels.

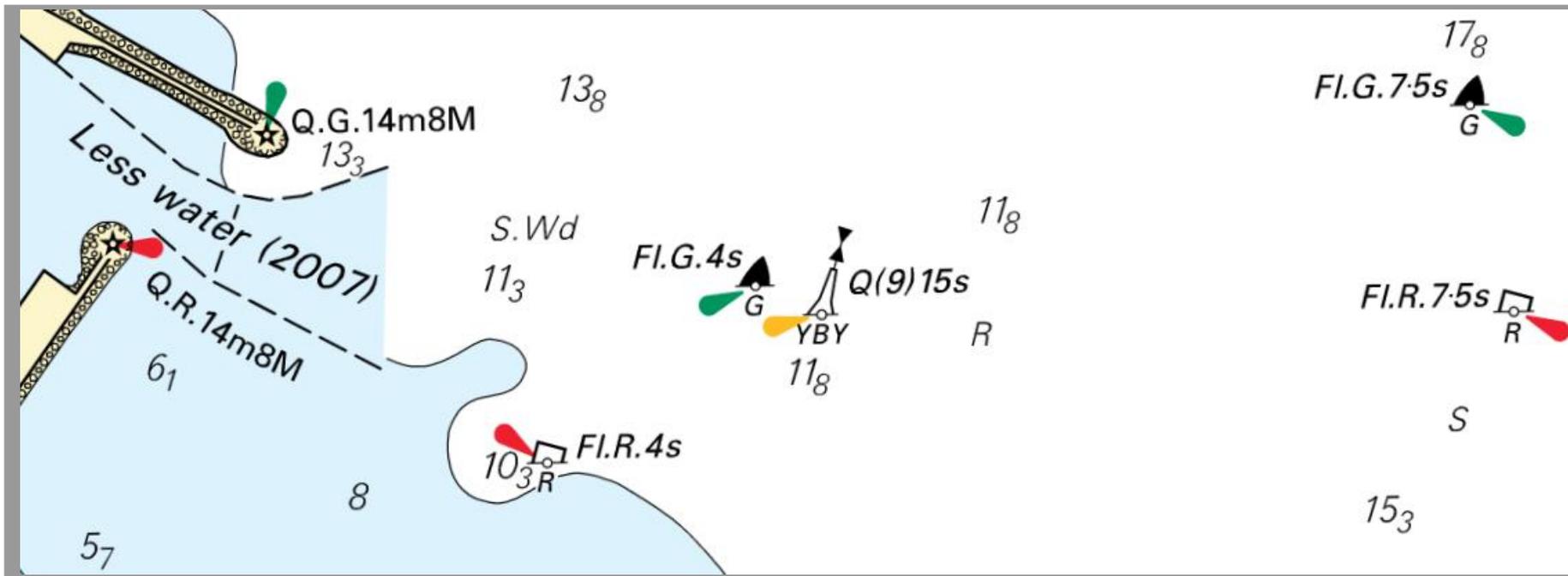


13 Sept 2023. Image courtesy MAXAR Technologies Open Data Program



Aids to Navigation

Of the charted aids, only the lights on the breakwaters (port and starboard) are seen. None of the charted buoys are seen in imagery either before the event (1<sup>st</sup> July 2023) or after the event.





### Mouth of Wadi Darnah

There is significant coastline change around the mouth of Wadi Darnah. The new coast alignment is shown in black overlaid the chart. Much material has been deposited on the seabed to seaward, leading to an expected shoaling of the charted soundings. Where evidence for this exists, shoaling has been delineated by the red dashed line.

\*NOTE\* Due to the rough sea conditions and turbid water where the seabed is not visible, dangers and shoal water may exist to seaward of the red dashed line. This is for information only and extreme caution must be exercised. NOT TO BE USED FOR NAVIGATION.

