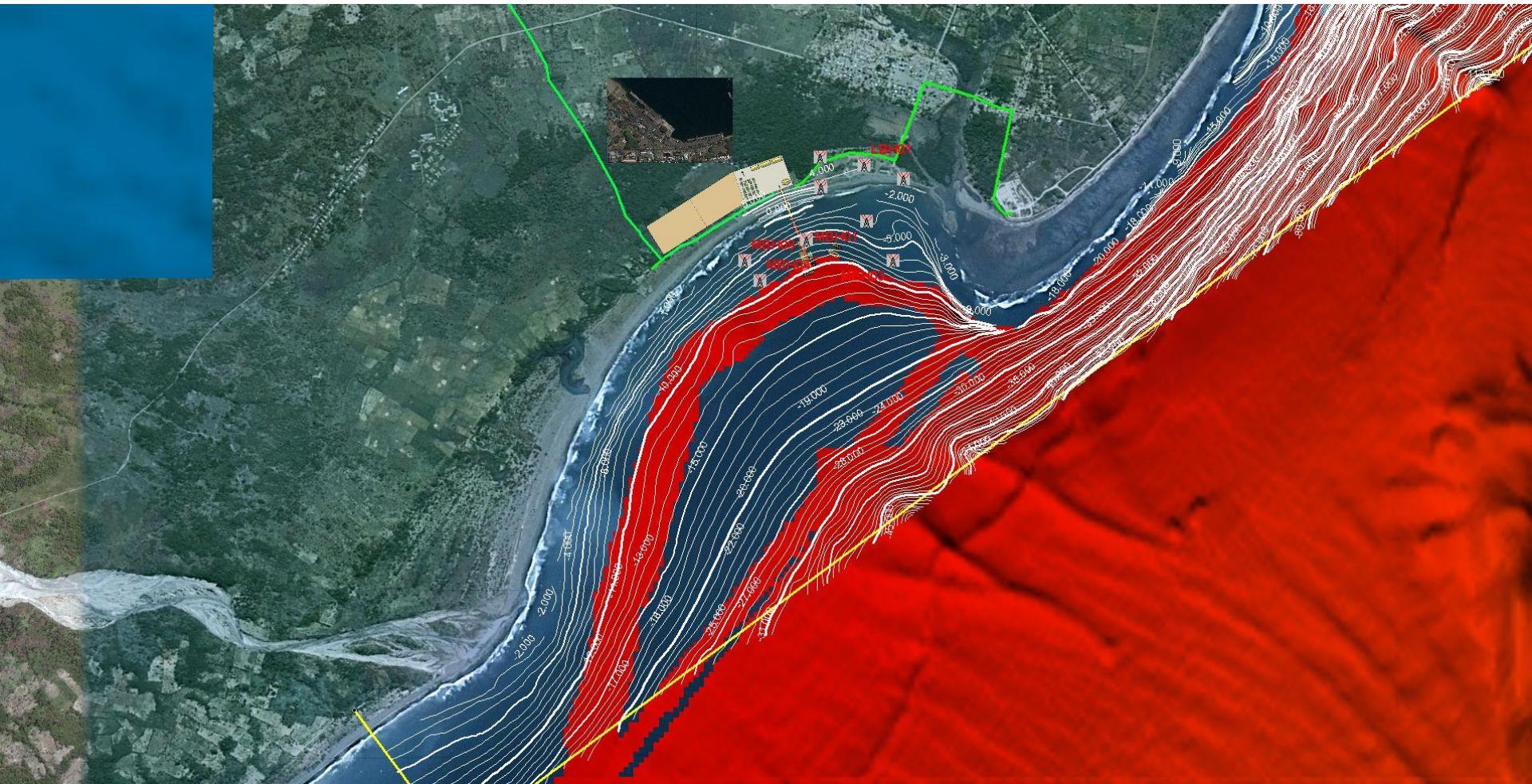


**SUAI BAY PORT**  
**Toke Maritimo S.A.**  
**July 2010, updated 2023**

Suai Bay is a relatively well sheltered bay, protected from the eastern-southeastern dry monsoon by an existing semi-submerged reef. The coastline provides protection from southwest to north wet season sea states. The open sector facing south is only 90 degrees wide. Whenever a cyclone develops over the Australian Kimberlys region during the wet season a south swell reaches Suai Bay with a wave amplitude never exceeding 2 meters and with a wavelength in the range of 50 to 100 m.

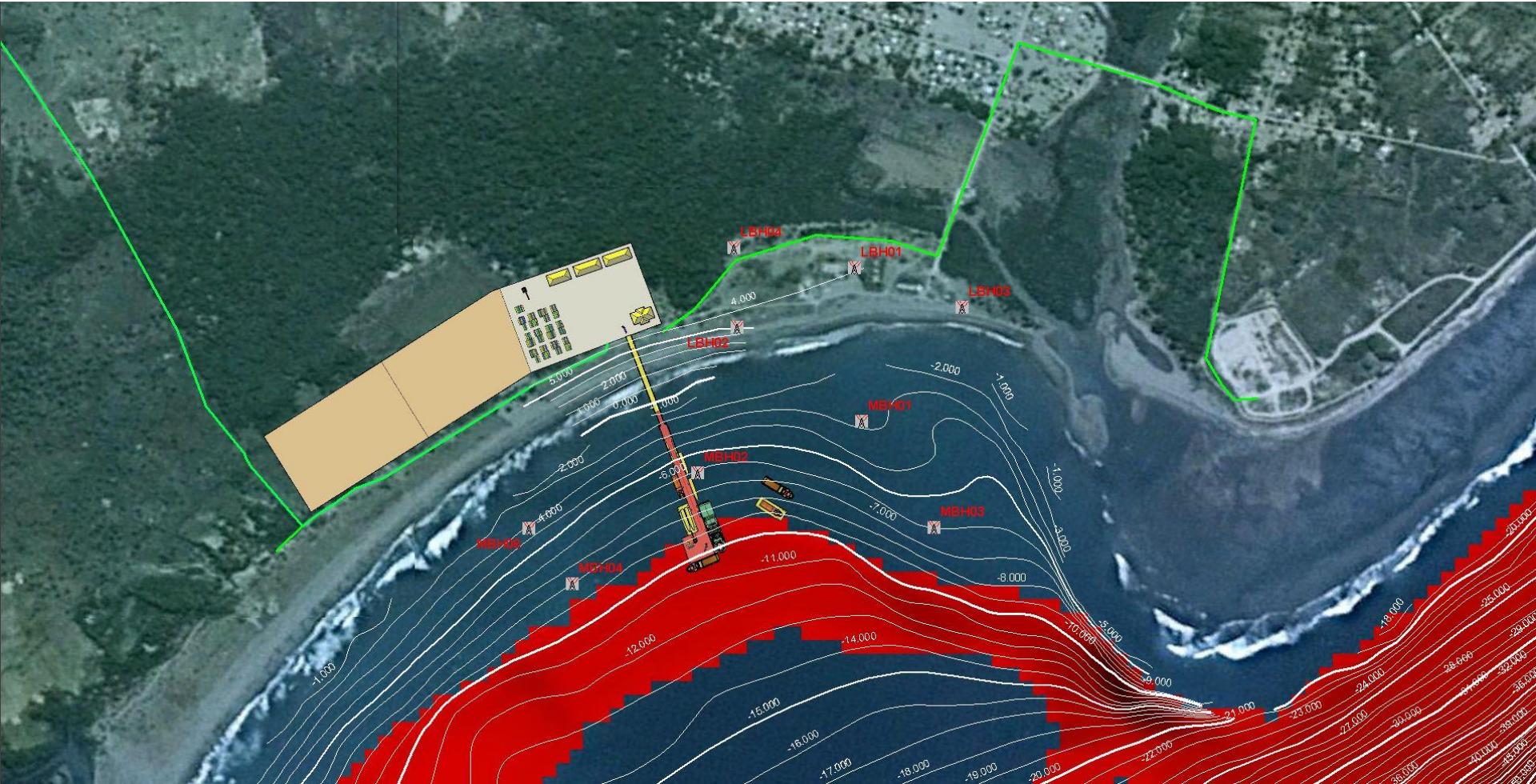


**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

The port consists of a 40,000 m<sup>2</sup> concrete storage area with an additional 80,000 m<sup>2</sup> compacted yard. The pier extends south-southeast perpendicular to the contour lines and up to 10 m water depth at extreme low tide.

This proposal is based on the extensive geophysical and geotechnical surveys conducted in early 2010.

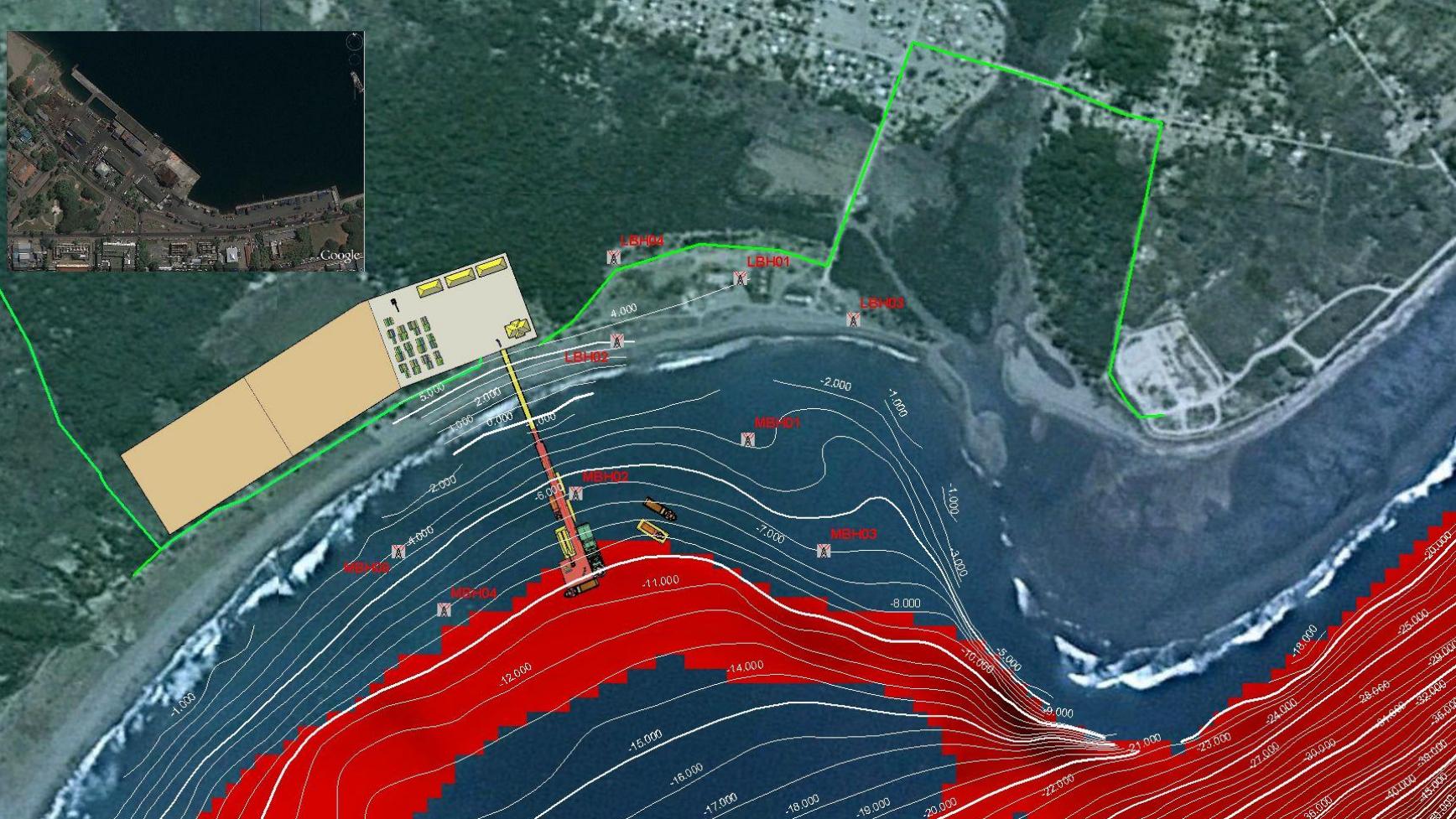


**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

Dili Port is shown here at scale. Its surface area is 40,000 m<sup>2</sup> and the length of dockage is 275 m.

Suai Port will offer close to 600 m of dockage in water depths (extreme low tide) ranging from 2 to 10 m. Access to the port is envisioned to be from the existing road just West of the port.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

The concrete yard will accommodate as many as 1,000 forty-foot containers and a multiplicity of heavy cargo. A 250 ton crawler crane will be used to handle cargo in addition to the necessary stevedoring equipment

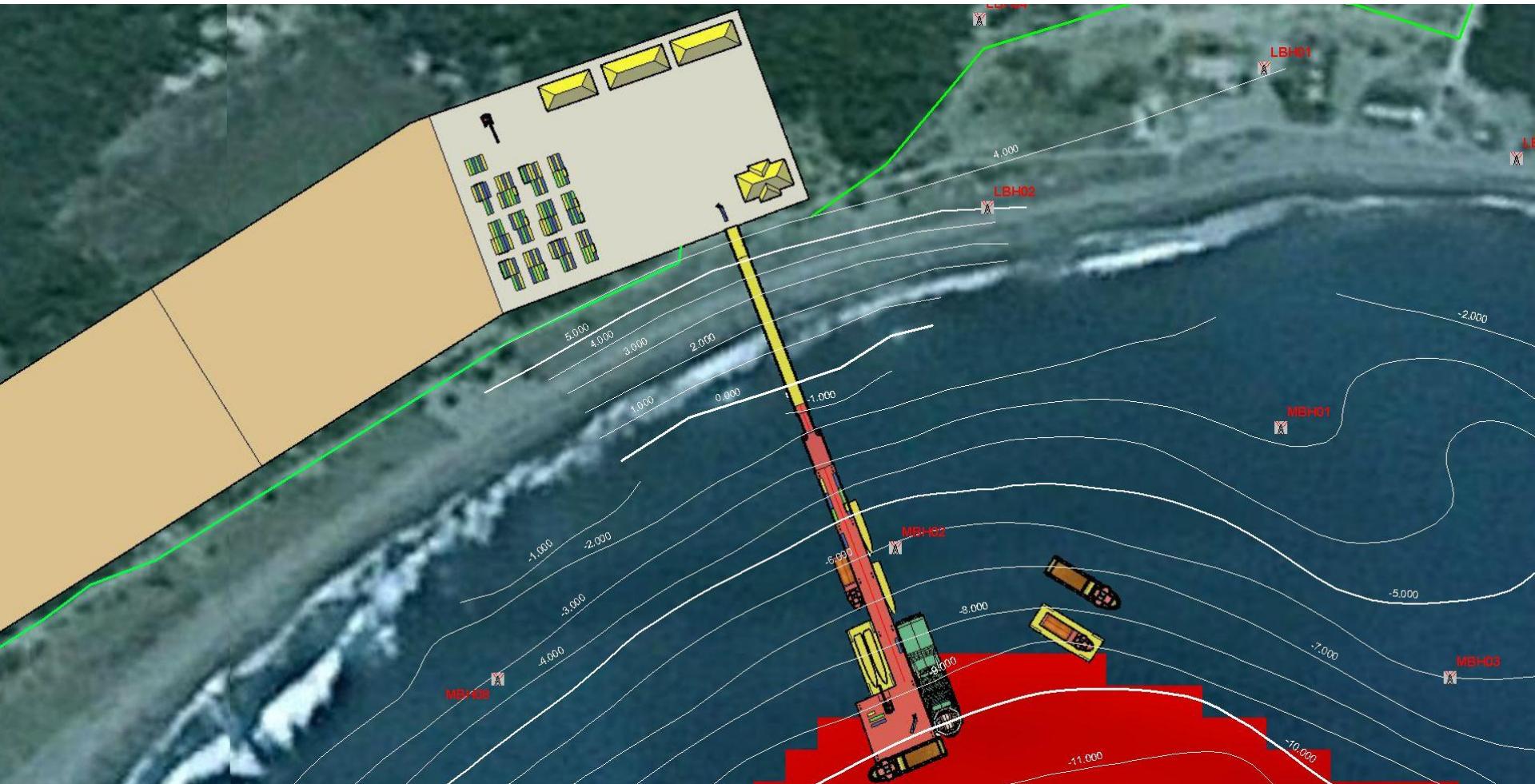


**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

An exclusive proprietary anchoring technology allows the floating dock to be solidly anchored in a flexible fashion on the instable muddy bottom, in order to accommodate both weather and diurnal tidal variations, which in Suai reach 3.3 meters of amplitude.

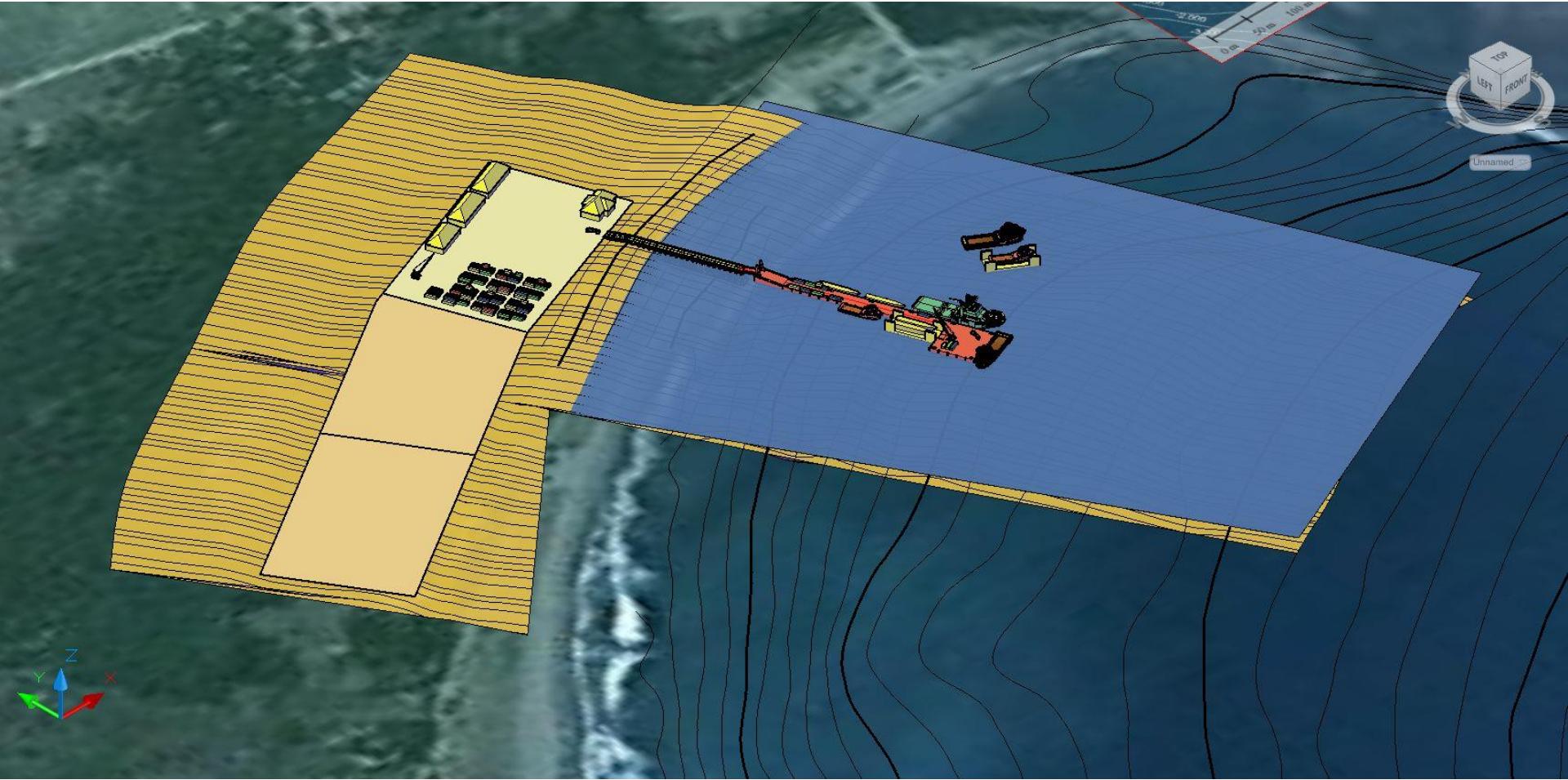
See page 27 for technical data.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

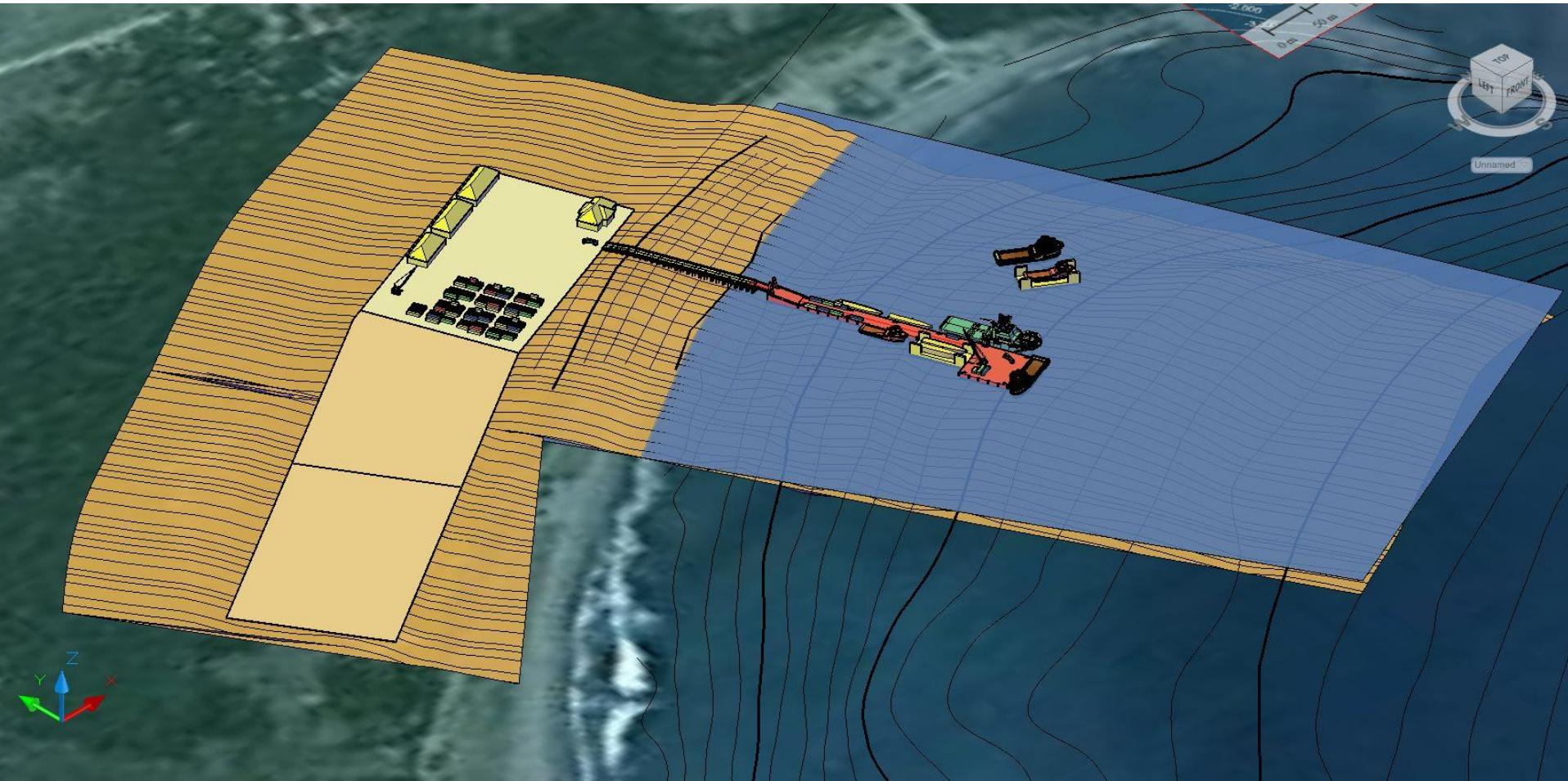
Suai Port at extreme high tide (3.3 m)



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

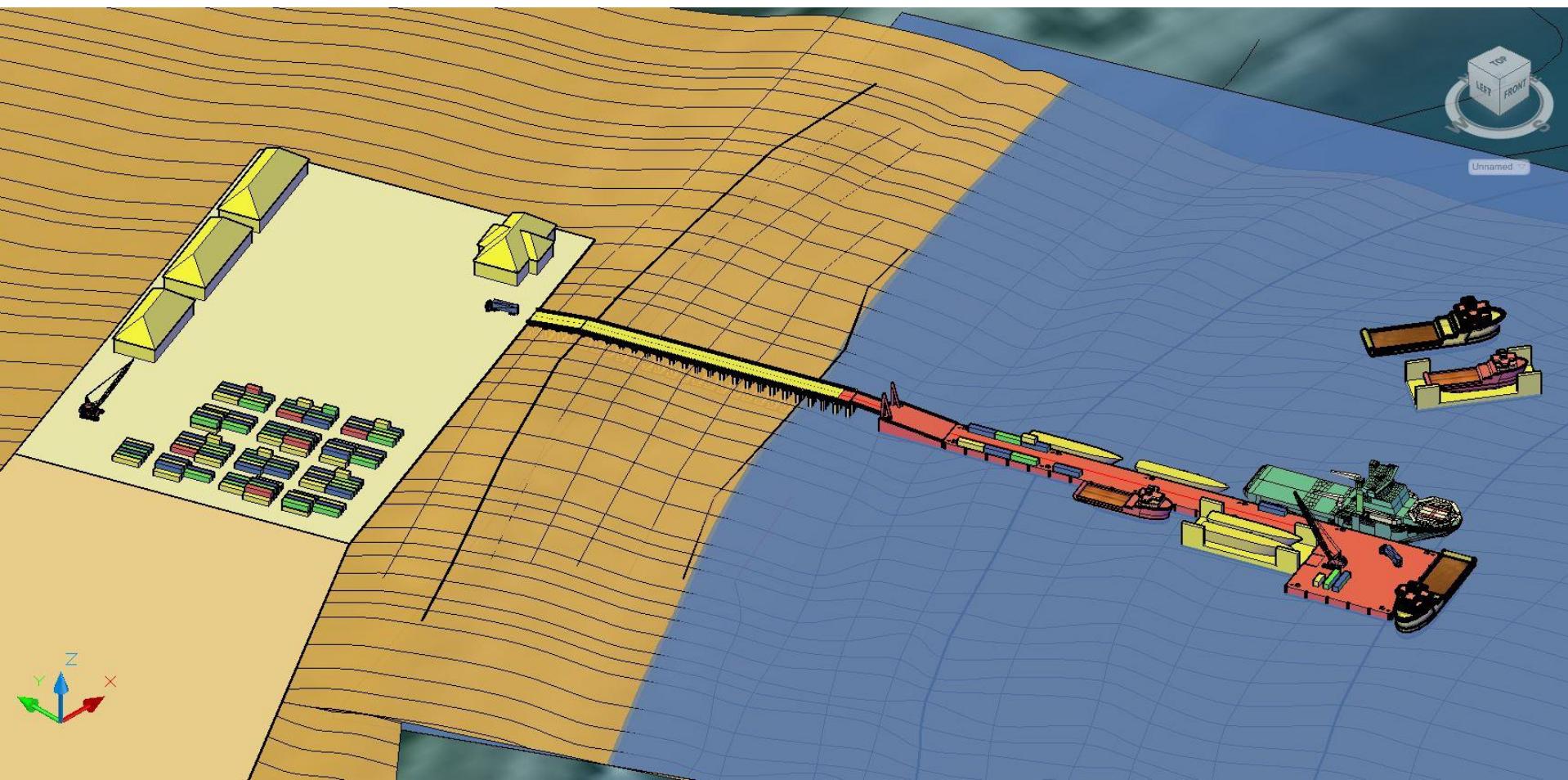
Suai Port at extreme low tide (0.0 m)



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

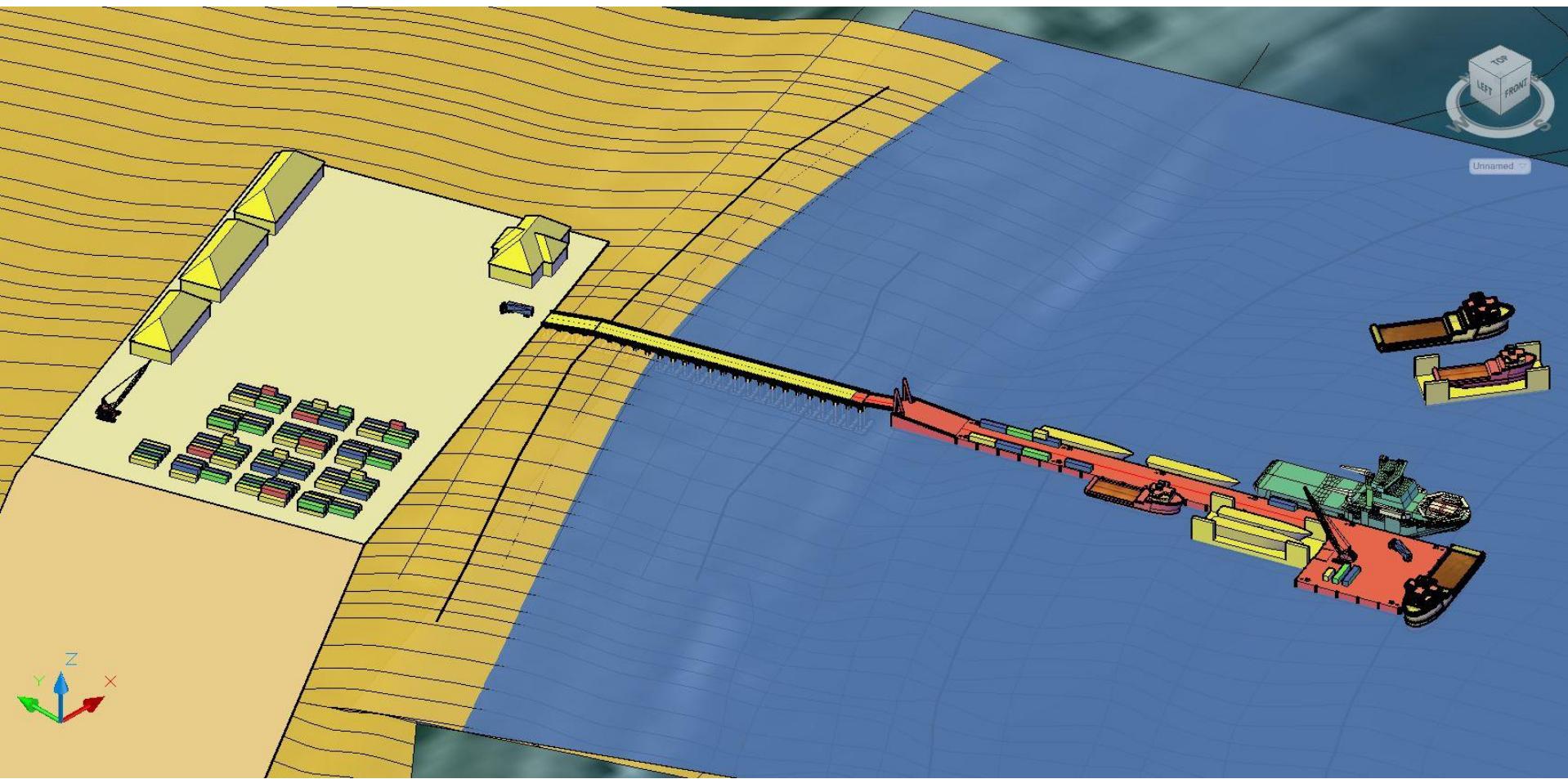
The port at low tide, showing the access pier on pillars and caisson foundations and the floating dock.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

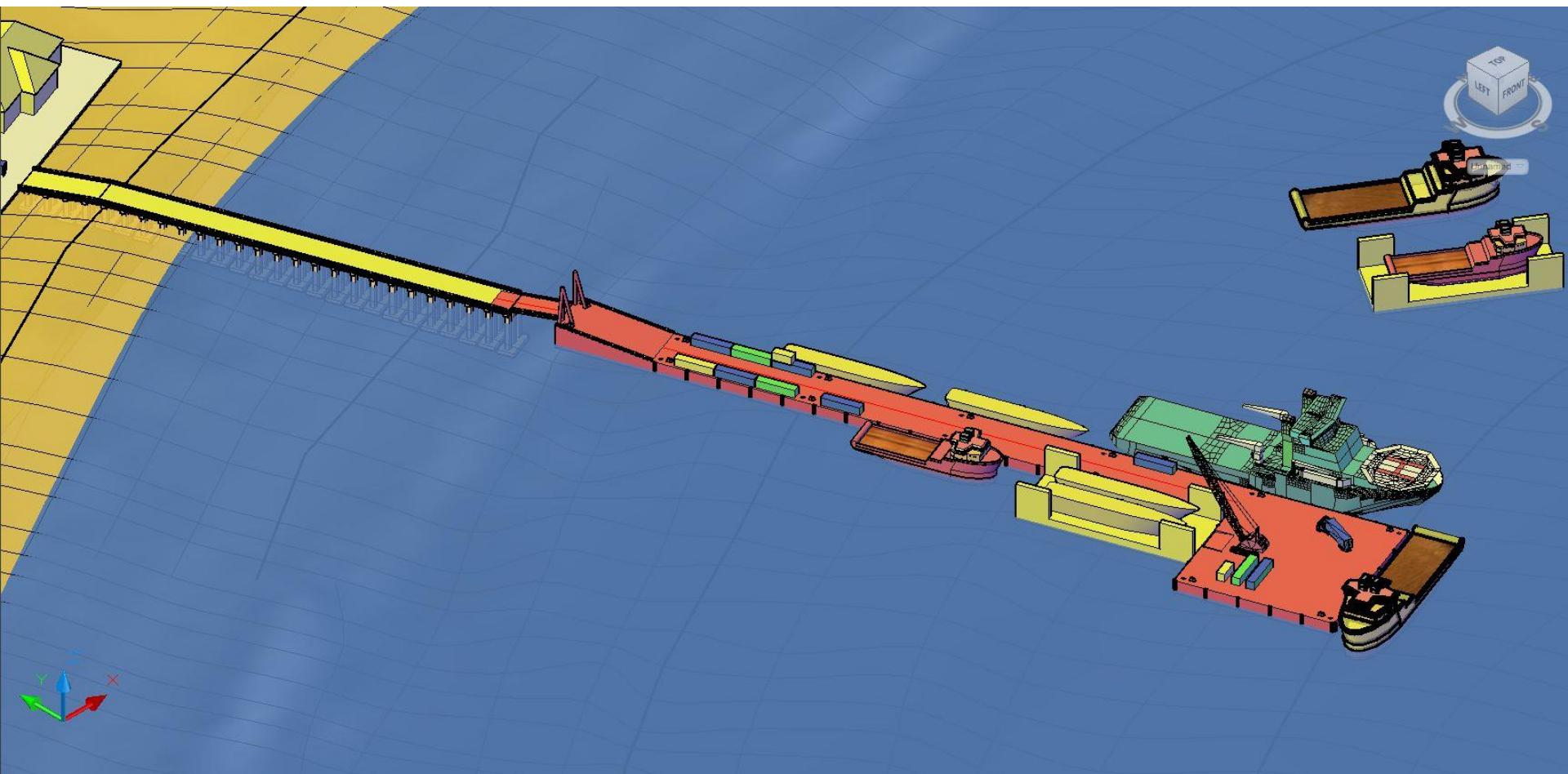
The port at high tide, showing the access pier on pillars and caisson foundations and the floating dock.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

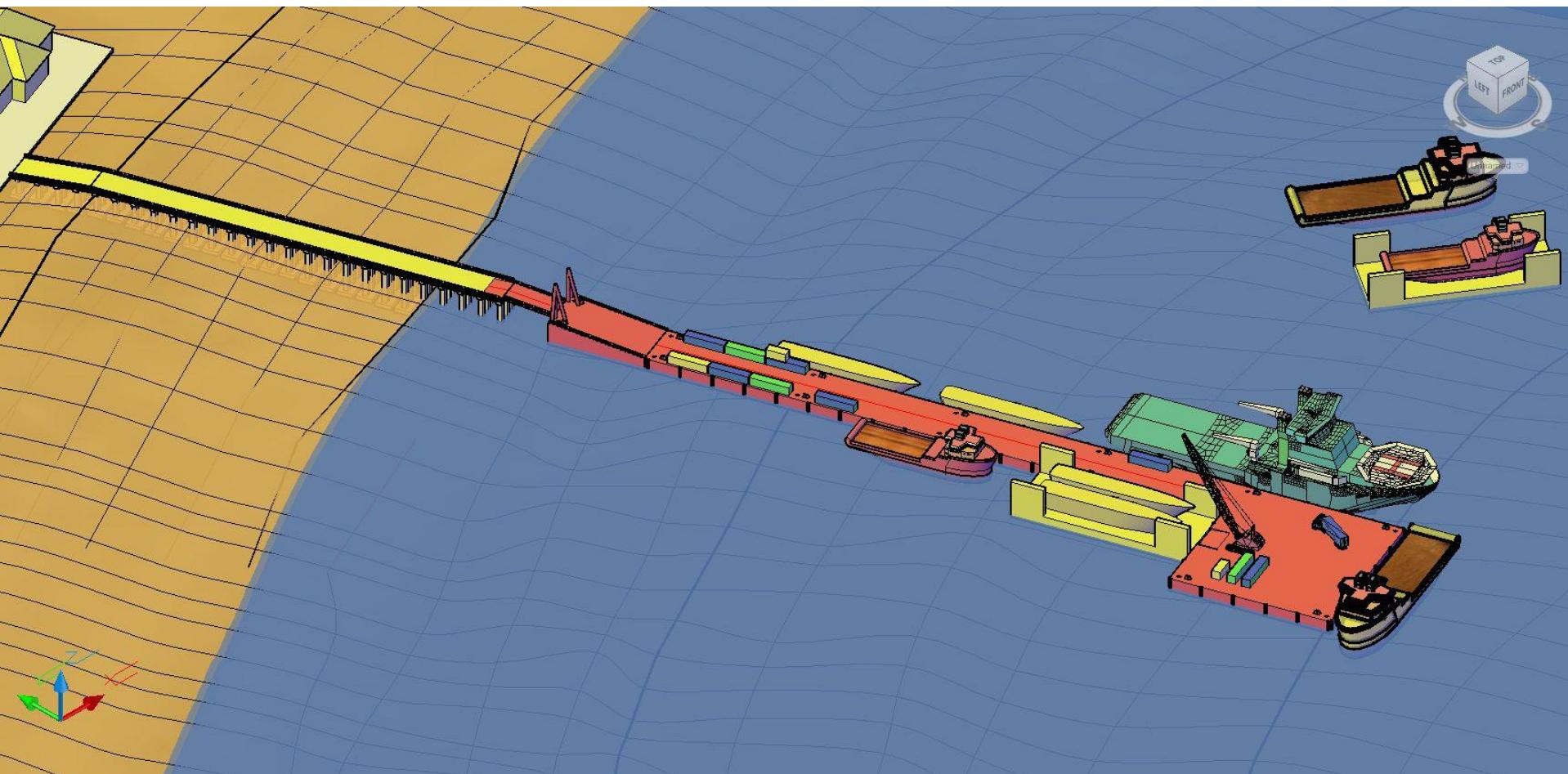
Closer view of the port at high tide. A floating dry dock is offered as part of this proposal to provide construction support and maintenance capabilities to the shipping industry. The patrol boats are here shown in yellow, The large green ship is over 100 m long.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

**Closer view of the port at low tide.**

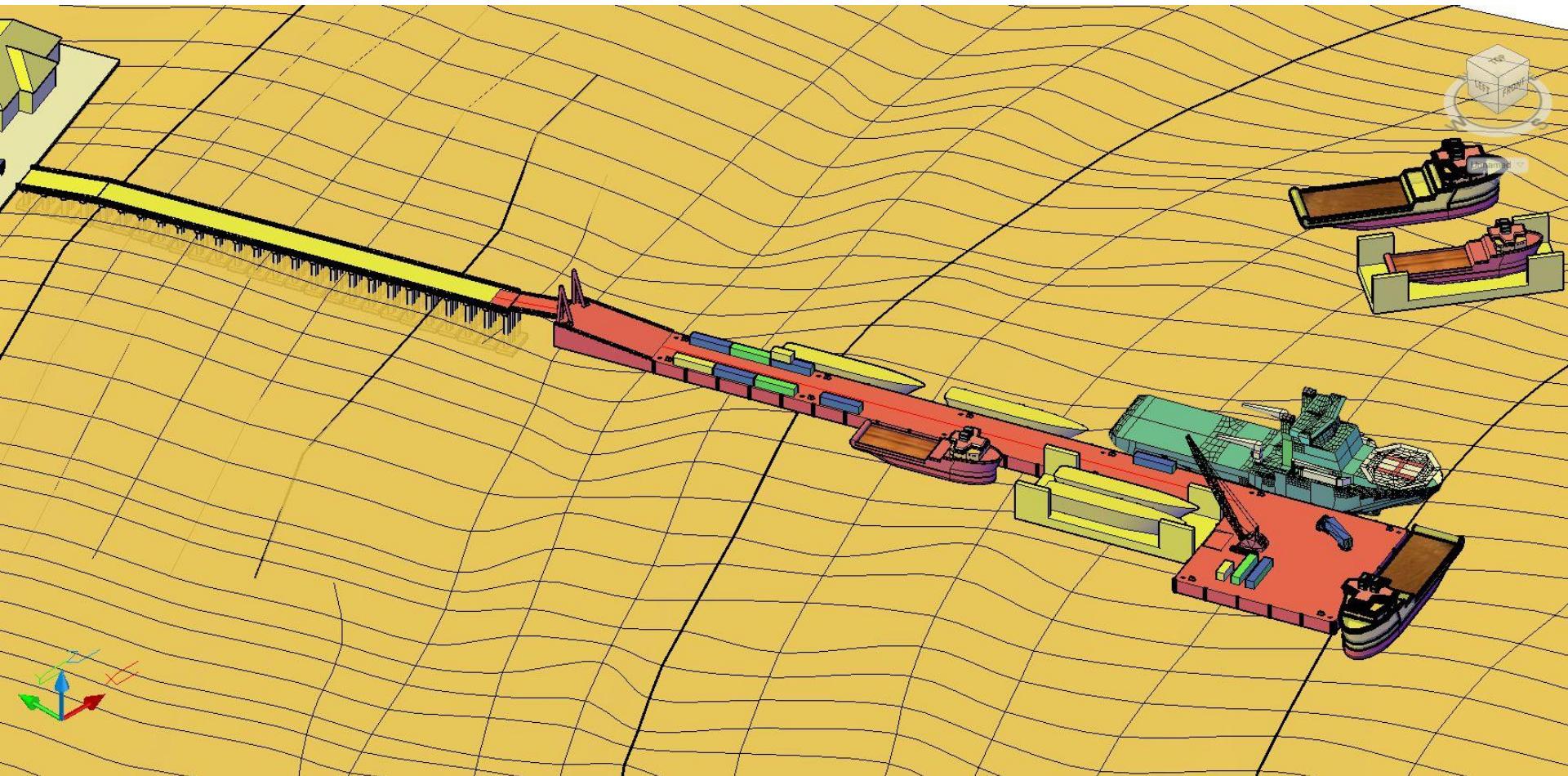


**SUAI BAY PORT**

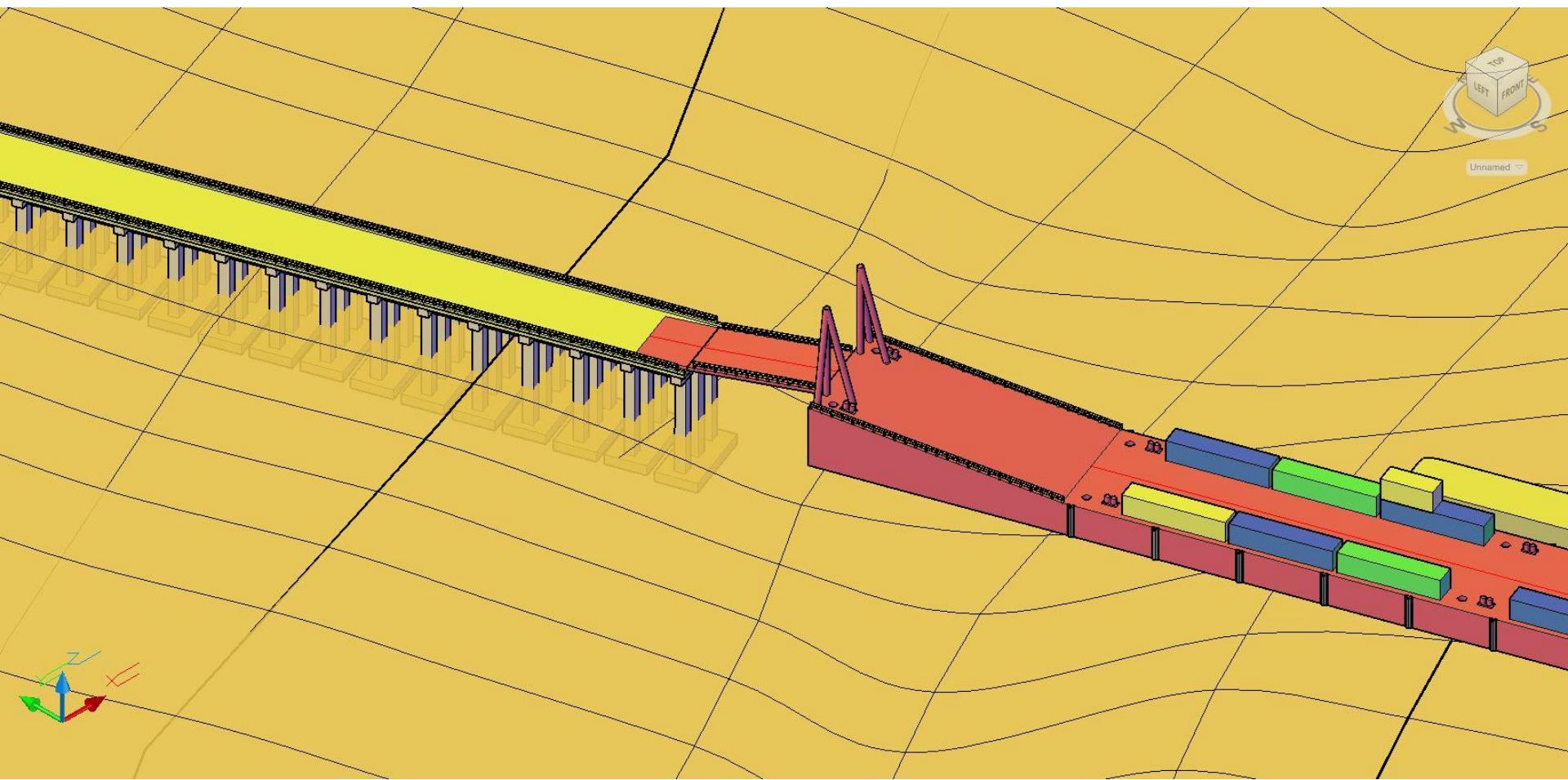
*Toke Maritimo S.A., July 2010*

A view of the sea bottom and the beach at Suai showing the access pier caisson foundations. The floating dock anchoring system is not shown here. The access pier is 10 m wide, 150 m long and can accept a 100 T load. The floating dock is 15 m wide, 260 m long and built for a 250 T load. The end platform is a 50x50 m square.

The floating dock provides easy accessibility to shipping traffic even at the highest tides of more than 3.2 m (which would lead to a 7.5 vertical fixed dock height above ship floatation line)



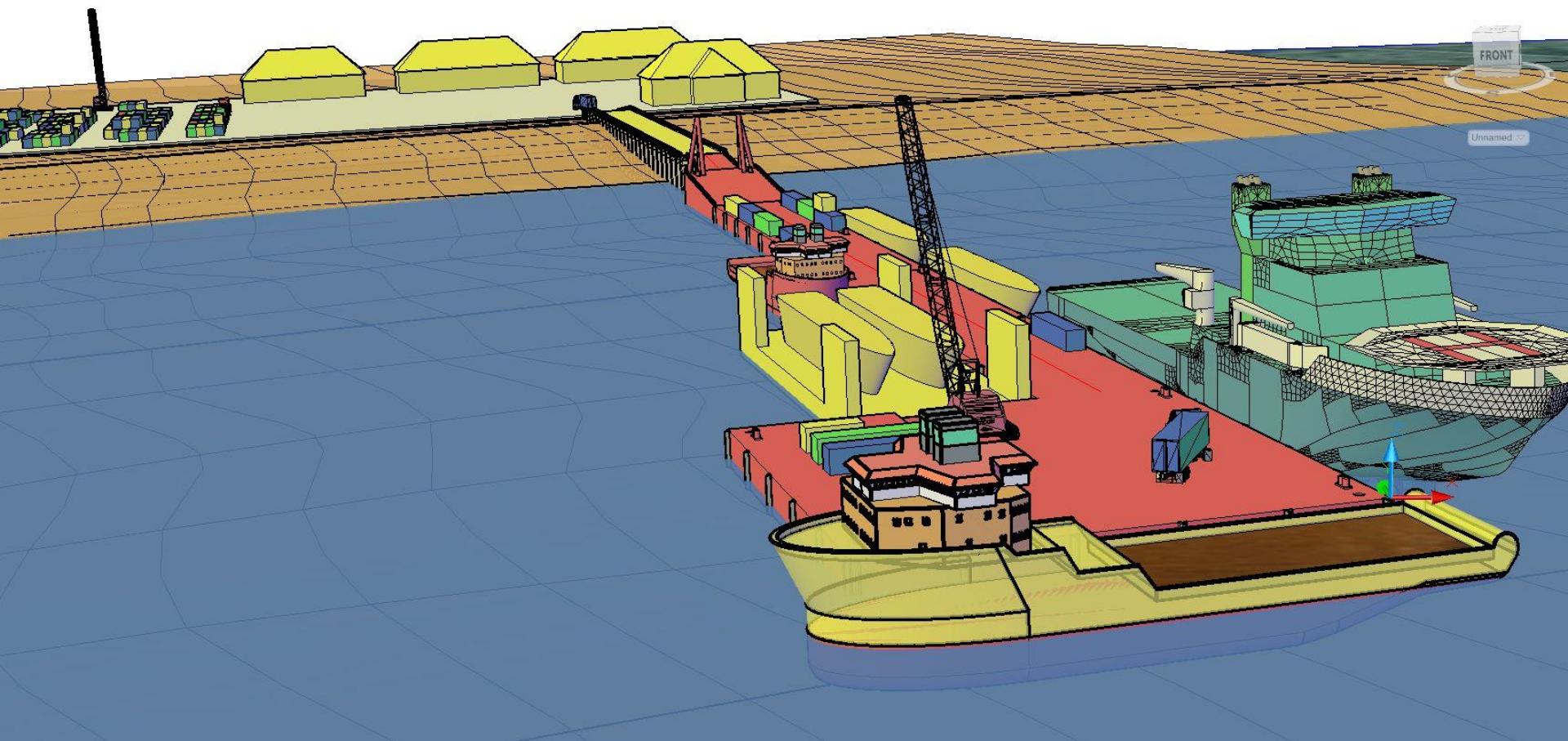
Closer view of the port at high tide.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

Panoramic view of the port from the south



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

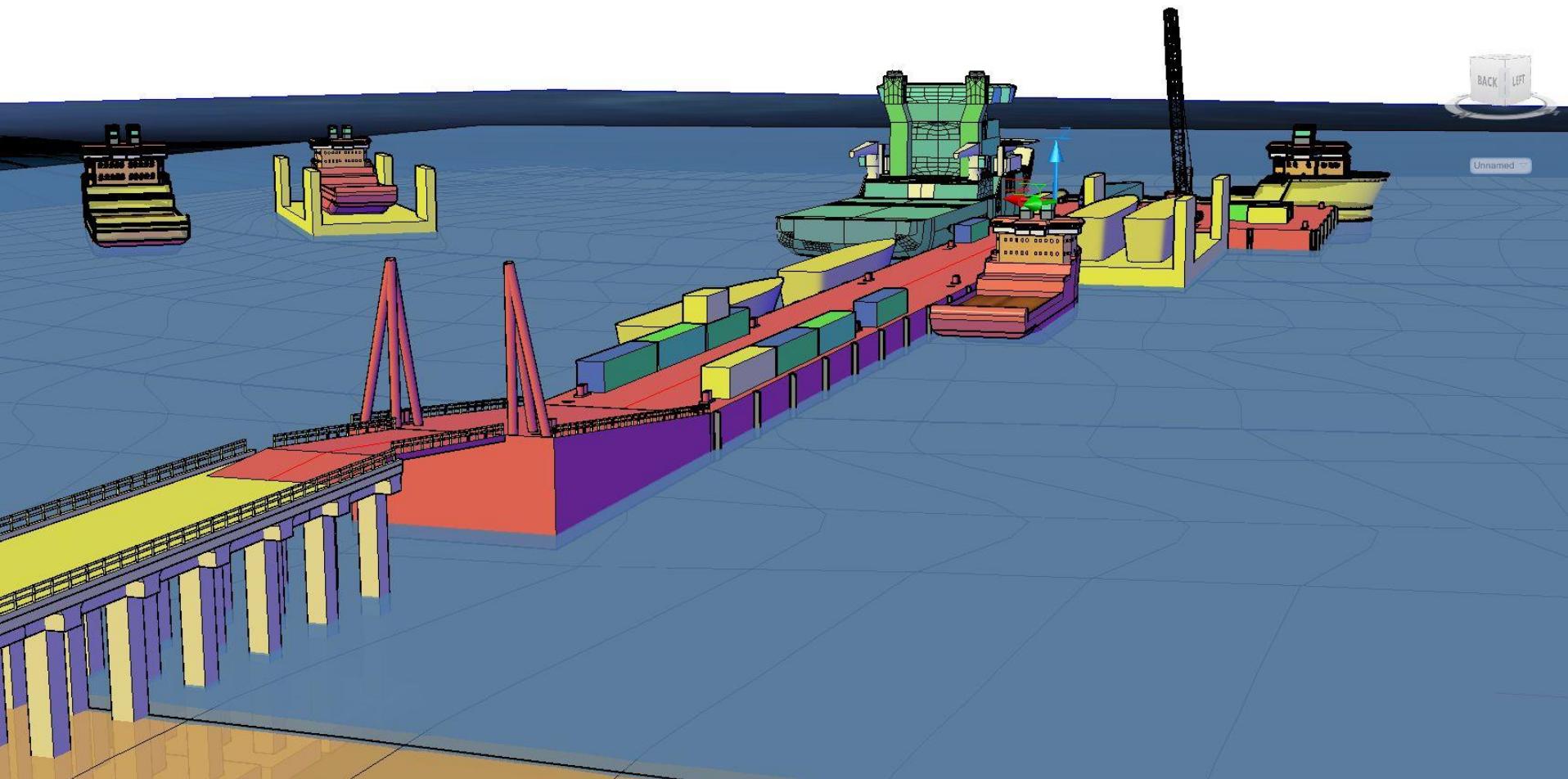
## View of the port from its south end



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

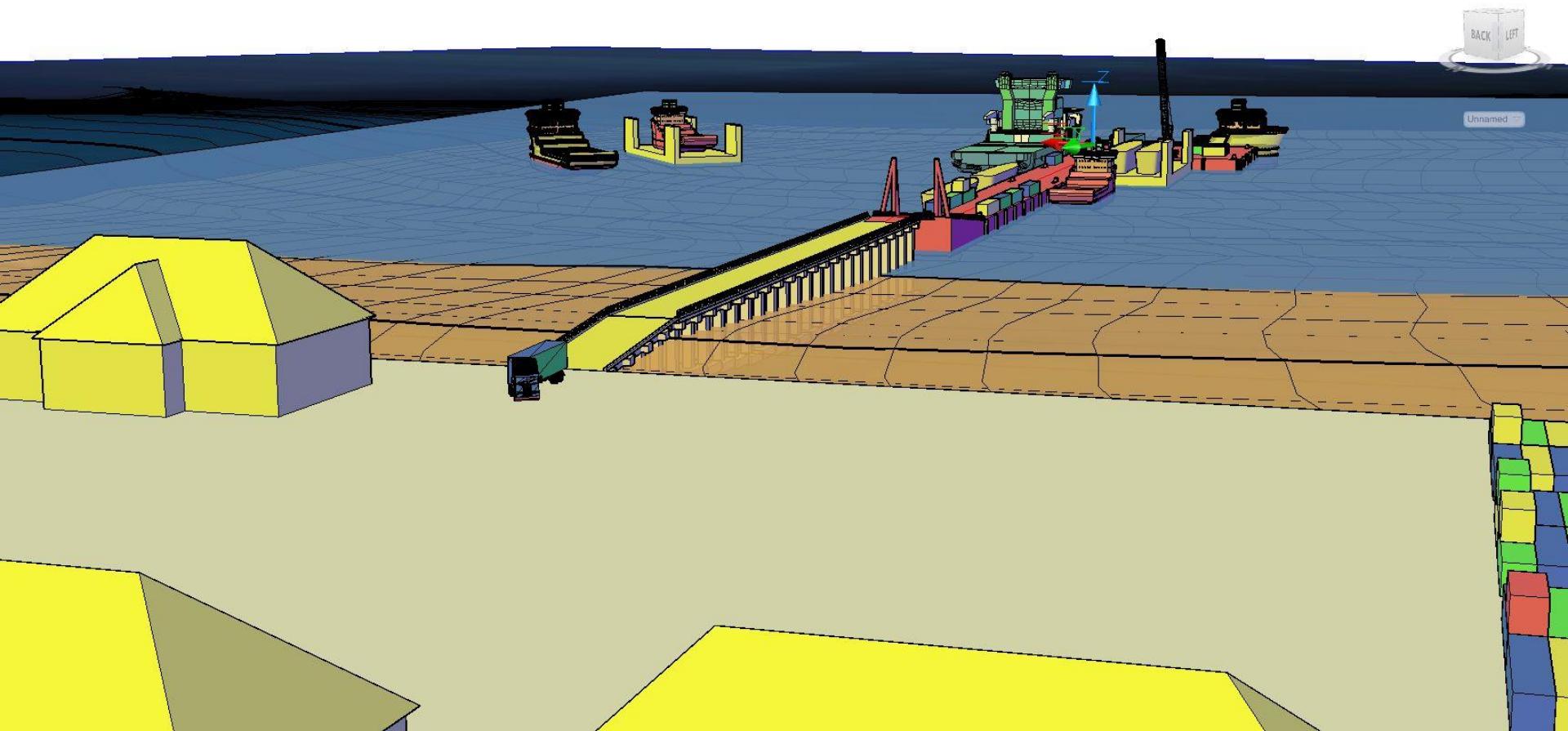
Closer view of the port at low tide.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

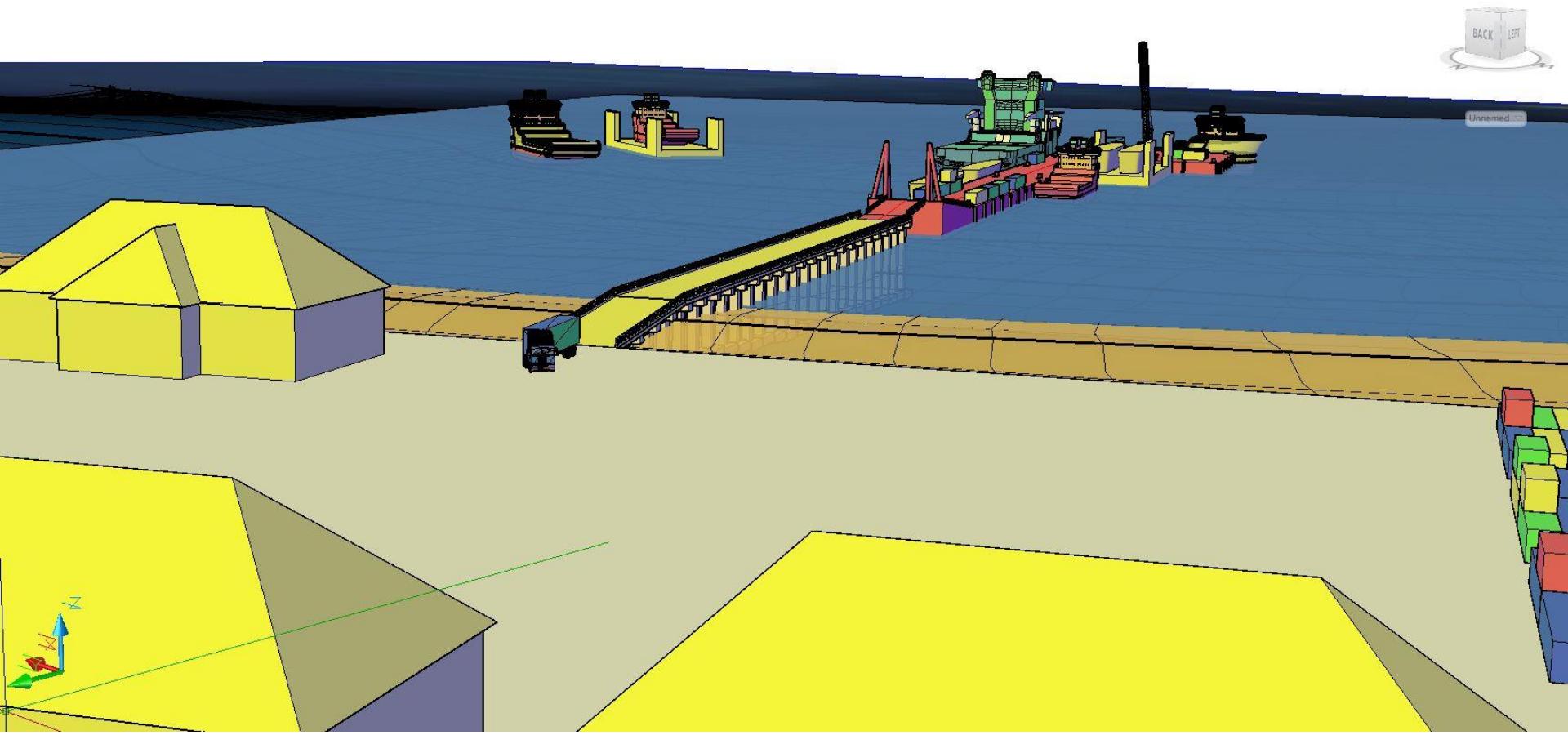
## Panoramic view at lowest tide



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

## Panoramic view at highest tide



**SUAI BAY PORT**

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An existing floating dock in Pusan, Korea. This one is 110 m long and 7.5 m wide. Two large ore carriers and a floating dry dock are moored to it.



**SUAI BAY PORT**

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Platform of the existing floating dock in Pusan, Korea.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

Inside the floating dry dock moored to the existing floating dock in Pusan, Korea.



**SUAI BAY PORT**

Toke Maritimo S.A., July 2010

**Access from the existing floating dock to the floating dry dock.**



**SUAI BAY PORT**

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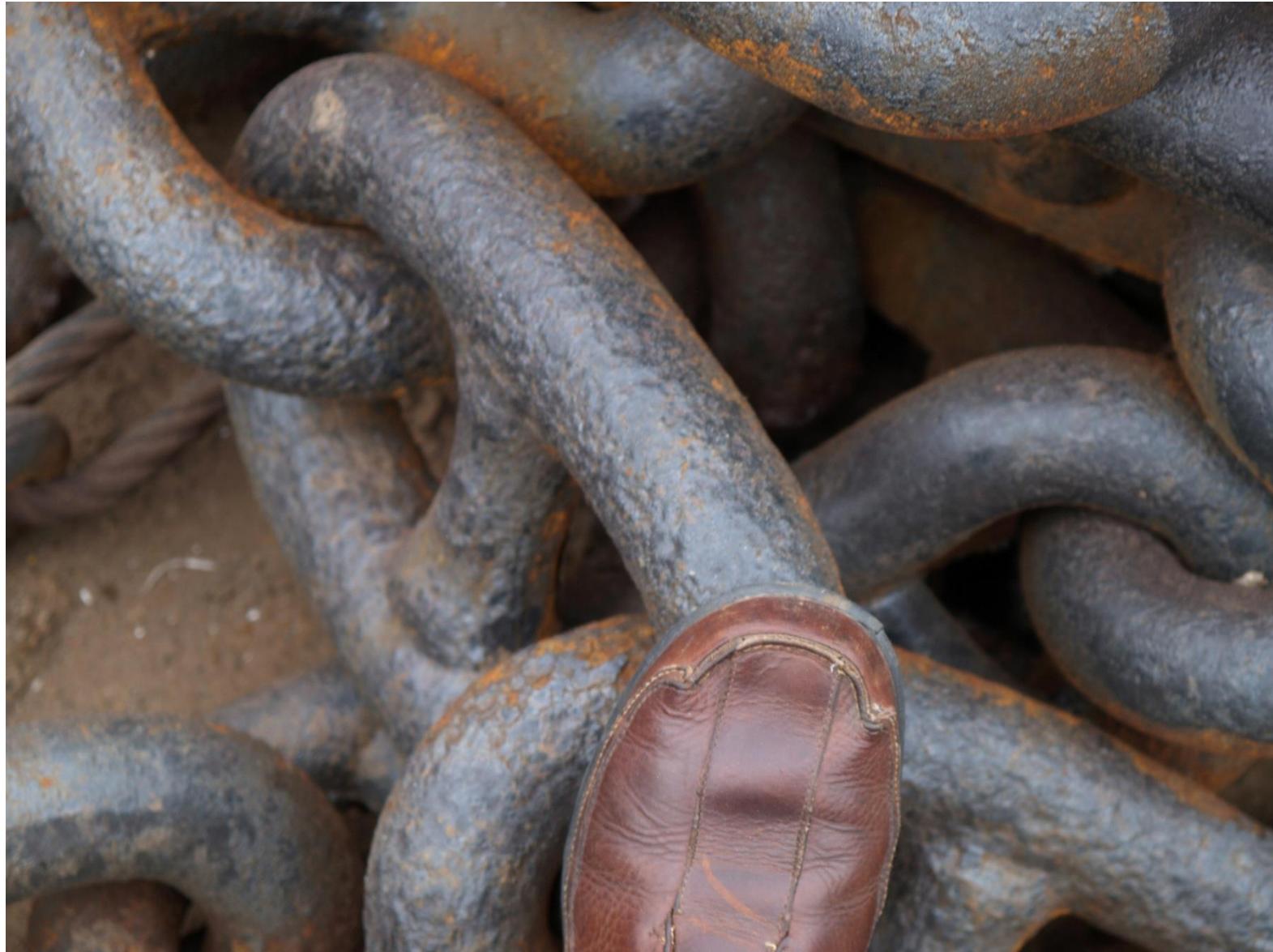
4" mooring chains



SUAI BAY PORT

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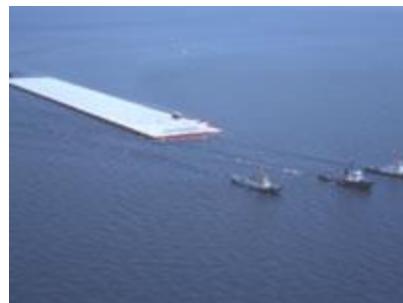
Detail of a 3" mooring chain



**SUAI BAY PORT**

*Toke Maritimo S.A., July 2010*

"Mega-Float" Runway in Tokyo Bay, 2000-2001

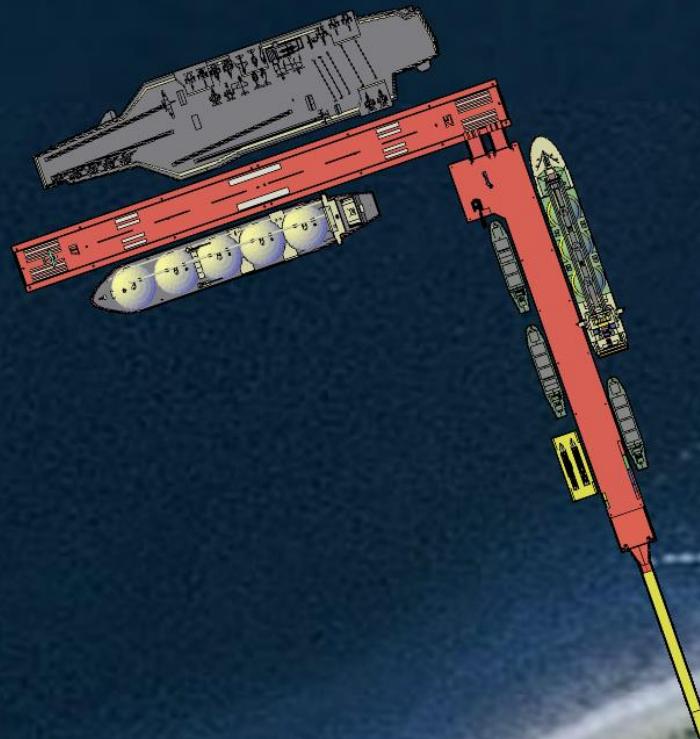


**SUAI BAY PORT**

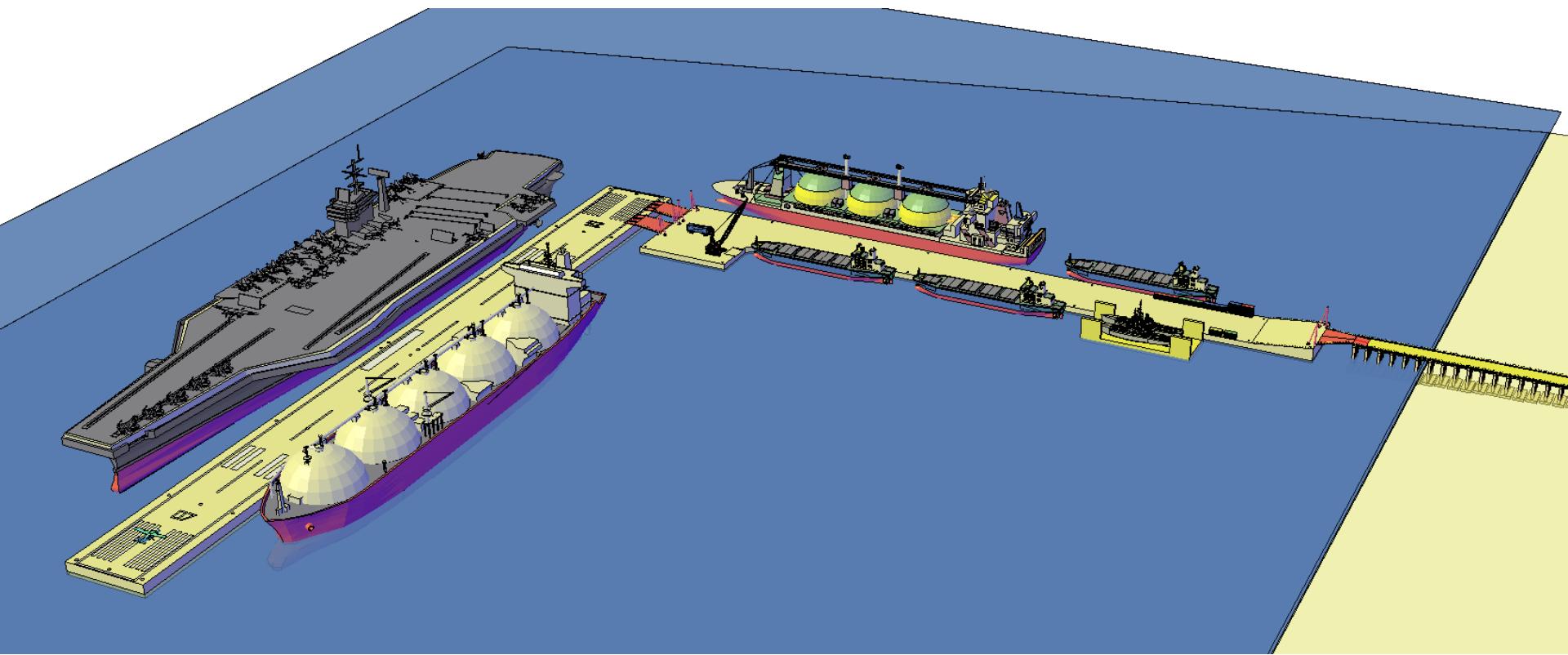
Toke Maritimo S.A., July 2010

<b>Dock length overall</b>	<b>430 m</b>
<b>Dock width</b>	<b>15 to 50 m</b>
<b>Displacement</b>	<b>5,850 metric tons</b>
<b>Anchoring</b>	<b>7,000 tons of concrete grounding and 1,000 tons of 3" and 4" chain</b>
<b>Land storage area</b>	<b>12.5 hectares (more than 3 times Dili Port). Could store more than 10,000 containers</b>
<b>Ship mooring</b>	<b>605 m of docking (more than twice Dili Port)</b>
<b>Maximum allowable draft</b>	<b>10 m at lowest tide, 13 m at highest tide (twice Dili Port). No mooring tide effect.</b>
<b>Location</b>	<b>Meti Boot, Hera, Betano or Suai Loro</b>
<b>Installation leadtime</b>	<b>18 months</b>
<b>Budget:</b>	<b>\$50 million</b> <b>Includes \$1.5 million detail engineering</b> <b>Includes dry dock capable of holding 2 patrol boats</b> <b>Includes air transportation by Cessna Caravan 14 seats or equivalent</b>

A much larger concept at Karabela on the North Coast, where steep bathymetry prohibits standard pier construction. The concept could accommodate the largest LNG carriers and even aircraft carrier Nimitz. Aircraft carrier and runway on dock are shown for illustrative purposes only.



Perspective view of the larger concept at Karabela on the North Coast. The concept could accommodate the largest LNG carriers and even aircraft carrier Nimitz. Aircraft carrier and runway on dock are shown for illustrative purposes only.



Budget for very large Karabela unit      \$110 million