PORT INFORMATION

RECIFE / PERNAMBUCO / BRAZIL

01 / PORT ESSENTIALS

08°03′22″ S	34°51′57″ W	GMT −3
LATITUDE	LONGITUDE	LOCAL TIME

01 GENERAL PORT PARTICULARS

Nautical Chart	DHN 902 – Port of Recife
Water Density	1.025 Salt Water

02 PORT FACILITY SECURITY OFFICER

ISPS Status	Port of Recife is complaint with ISPS Code
IMO / Security Level	20.242 / 1 (one)
P.F.S.O	Mr. Jorge Roberto Lopes Pereira
Availability	24h per day
Fixed / Mobile	+55 81 3183 1988 / +55 81 9488 2042
E-mail	segport@portodorecife.pe.gov.br

03 PILOTAGE

Pilots are based at pilot station by the Recife basin and operate on following frequencies ch 16, ch 13. Telephone number + 55 81 3527 4167/ 24 h a day. Pilot is compulsory.

LIMIT: winds >25 knots or visibility <500 yards — no maneuvers

02 / MARINE OPERATIONS

04 TOWAGE

Tugs are compulsory for manoeuvres in Recife, even vessel equipped with bow and stern thrusters. Pilot/master may feel free to order at least one tug for safety reasons, if weather conditions do not contribute to a good safety standard.

Vessels with more than 200m shall be assisted by at least 2 tugs (at least one of them azimutal)

05 BUNKER FACILITIES

No shore pipeline for bunkering in Recife. Any bunker order should be requested as barge delivery. Although we count with a barge locally, it's not permitted to supply any bunker at anchorage or off port limit. So, all bunkering operation must be done with the ship all fast alongside. Bunkering operation are available to MDO/IFO/MGO.

06 FRESH WATER SUPPLY

Available only through private companies. Each truck has 20 MT of maximum capacity.

07 APPROACH CHANNEL

The approach channel is approximately 3 nautical miles long and 245 meters wide (maximum).

08 MAXIMUM RECOMMENDED DRAFT

Whole port / sugar terminal and pier #1

SUMMER • 01 Oct – 15 Apr	8,80m + tide / 8,80m + tide
WINTER • 16 Apr – 30 Sep	8,40m + tide / 8,40m + tide
ABSOLUTE LIMIT	Always limited to 9,70m (greatest berth depth - 0,3m UKC).

03 / BERTHING & TERMINAL RESTRICTIONS

09 BERTH RESTRICTIONS

01	Max. LOA in port: 235 m (during daylight) to ships without bow and/or stern-thruster.
02	Max. LOA in port: 190 m or draft 9,00 m (during night) to ships with/without bow and stern-thruster.
03	Please be advised any vessel w/ LOA over than 190 m or arrival draft exceeding 9,00m is not allowed to berth during night periods.
04	Vessels >200m shall be assisted by at least 2 tugs (at least one of them azimutal).
05	Vessels with more than 190m LOA or 9,0m draft can only berth during daylight.
06	PCC (Pure Car Carriers) shall not maneuver with more than 20 knots of wind.
07	The minimum distance between vessels shall be 10% of the LOA of the berthing vessel.
08	Maneuvers shall not happen with winds >25 knots or visibility <500 yards.
09	Night operations shall happen only when the buoyage and navaids system is working without restrictions.
10	Unberthing can happen during the night when CMR and other restrictions are respected.

10 MINIMUM DEPTH AT QUAY • ZERO TIDE

SUGAR TERMINAL	**9,90 m**	Quay lenght: 180,00 m for Bulk Sugar (Vessels w/LOA over than 180 m will depend on space availability on Quay #01)
QUAY #1	**9,90 m**	Grain bulk terminal
QUAY #2	**10,90 m**	General cargo/Container/Ship cruise
QUAY #3	**11,10 m**	Grain/fertilizer in bulk/Ship cruise
QUAY #4	**11,00 m**	Grain/fertilizer in bulk
QUAY #5	**11,10 m**	General cargo
QUAY #6	**10,70 m**	General cargo/Ship cruise

The above drafts are the minimum drafts to be considered at zero tide. Any vessel exceeding these above figures should touch the bottom at zero tide periods.

Departure must be with over than subsequent 0.30 m tide.

04 / OPERATIONS

11 WORKING HOURS

08h – 14h	14h – 20h	20h – 02h	02h – 08h
SHIFT 01	SHIFT 02	SHIFT 03	SHIFT 04

12 WORKING GANGS

With Ships Cranes up to 2 gangs working simultaneously according to cargo plan sequence port operator’s arrangements agreeing by receivers.