Benevides

PORT INFORMATION

SUAPE / PERNAMBUCO / BRAZIL

GENERAL INFORMATION

• Geographic position: LAT 08°23′ S / LONG 034°58′ W (original agency brochure).

• Brazilian nautical chart: DHN 906 – Port of Suape.

• Local time: UTC−3. Water density: 1.025 t/m³ (salt water; original brochure).

• PFSO: Mr. Washington Dantas | Fixed: +55 81 3527 5194 | Mobile: +55 81 8494 0288 | isps.code@portodesuape.pe.gov.br (contacts to be reconfirmed).

• Pilotage: compulsory (original brochure); VHF channels 16/13; +55 81 3527 4167 (contact to be reconfirmed).

• Pilot boarding arrangements (original brochure, subject to pilot confirmation): ladder approximately 1.5 m above water, 5–7 knots boarding speed, no man-ropes; lee side advised by pilot.

ACCESS CHANNELS AND MAXIMUM RECOMMENDED DRAFT

CMR = P − UKC + tide height at time of passage. The figures below are for zero tide; applicable draft must include the observed tide and the relevant channel/ship restrictions.

Area	Depth (m)	16 Apr–30 Sep CMR	01 Oct–15 Apr CMR
Natural external channel (NE)	14.80	12.10 m + tide	12.80 m + tide
Alternative external channel (SE)	14.80	12.10 m + tide	12.80 m + tide
Dredged external channel (E)	20.00	Ship type / sea state dependent	Ship type / sea state dependent
External navigation basin	18.39	17.29 m + tide	17.39 m + tide
External turning basin	16.40	15.30 m + tide	15.40 m + tide
Internal navigation/turning basin	16.25	15.55 m + tide	15.55 m + tide
Approach channel	16.00	15.30 m + tide	15.30 m + tide

Dredged channel: length 6.4 km; minimum width 210 m; minimum depth 20 m. Primarily for vessels with draft above 14.0 m, subject to ramp-up provisions and Port Authority authorization for lower-draft vessels.

DREDGED CHANNEL – VESSEL-SPECIFIC RESTRICTIONS

• Suezmax: up to LOA 278.99 m / beam 48.99 m; average wind ≤20 kn; significant wave height ≤1.7 m; tug bollard pull total at least 233 t for drafts 14.5–16 m and 251 t above 16 m, with at least 65 t astern; PPU required.

• Aframax: up to LOA 258.99 m / beam 44.99 m; average wind ≤20 kn; Hs ≤1.7 m; current 1 kn; four 50-t bollard-pull tugs; PPU required.

• Capesize: listed vessel classes up to LOA 310.99 m / beam 52.99 m; draft 17.60 m + tide (16 Apr–30 Sep), 17.70 m + tide (01 Oct–15 Apr); average wind ≤20 kn, or ≤15 kn during ramp-up; specified tug configurations and PPU required.

• Container ships: listed vessel classes up to LOA 366.99 m / beam 48.99 m or LOA 353.99 m / beam 54.99 m; average wind ≤15 kn; four ASD tugs (70 t + 65 t + 50 t + 50 t); PPU and two pilots required.

• Suezmax, Aframax and container-ship channel drafts vary with wave height, season and inbound/outbound passage. Consult Tables 6–8 of the regulation for each transit; do not apply one fixed channel draft.

PILOT BOARDING POSITIONS (WGS-84)

Area	Latitude	Longitude
Natural channel (NE)	08°22·33.9· S	034°55·57.3· W
Dredged channel (E)	08°22·15.4· S	034°52·18.8· W

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BERTH RESTRICTIONS — INTERNAL PORT

UKC for public/leased internal berths: 0.30 m. Zero-tide values below.

Berth	Max DWT (MT)	Max LOA (m)	Max draft at zero tide (m)
Internal Pier 01	120,000	275	14.60
Internal Pier 02	120,000	305	15.20
Internal Pier 03	120,000	305	15.20
Internal Pier 04	120,000	300	14.80
Internal Pier 05	120,000	300	15.00

PIER 1 – GENERAL CARGO; PIERS 2 AND 3 – CONTAINERS; PIER 5 – GENERAL CARGO, PETCOKE AND VEHICLES.

Piers 01–03 are continuous; their LOAs may be combined to accommodate ships longer than 305 m, subject to applicable approvals and maneuvering requirements. Cargo allocations/priority at Piers 04 and 05 from the original brochure must be reconfirmed with the Port Authority.

ADDITIONAL PRIVATE BERTH PARAMETERS

Berth	Max DWT (MT)	LOA (m)	Zero-tide CMA (m)
APMT-02	178,403	305	12.70
EAS dry dock	500,000	Project-specific	5.70
PROMAR 0	50,000	190*	7.70
PROMAR 1	9,600	120*	7.70
PROMAR floating dock	16,000	151.20	6.70

*PROMAR 0/1 LOA interdependence: if PROMAR 1 hosts a vessel over 48 m, PROMAR 0 is limited to 145 m; if PROMAR 0 hosts a vessel over 145 m, PROMAR 1 is limited to 48 m. Floating dock maximum beam: 33 m. EAS dry-dock vessel dimensions depend on the project.

BERTH RESTRICTIONS — EXTERNAL PORT

CMA = berth depth − UKC + minimum tide height during the entire stay plus 48 hours. Figures are at zero tide. UKC used for external berths: 0.40 m.

Berth	Max DWT (MT)	Max LOA (m)	Max draft at zero tide (m)
CMU-A / West	20,000	160	9.80
CMU-B / East	80,000	280	13.60
PGL1-A / West	45,000	200	13.50
PGL1-B / East	45,000	200	13.20
PGL2-A / West	90,000	280	13.40
PGL2-B / East	90,000	280	14.00
PGL3-A	170,000	280	17.30
PGL3-B	170,000	300	17.30

CMU: multipurpose/general cargo, including bagged sugar. PGL: liquid bulk piers. PGL2 / DECAL terminal details in original agency document: 156,000 m³ storage and 800–1,200 m³/h indicative rates (not established by the regulation; reconfirm with terminal).

MOORING AND MANEUVERING LIMITATIONS

• Visibility for port maneuvers must exceed 500 yards.

• External basin: berthing prohibited when maximum mean wind speed exceeds 20 kn; unberthing may occur below 25 kn.

• Internal basin: entry/exit of ships over 210 m LOA prohibited when maximum mean wind speed exceeds 20 kn. PCC ships: entry/exit prohibited in winds above 20 kn.

• PGL3-A/B: at least four mooring personnel at each mooring station; station supervisor to maintain VHF coordination with the pilot.

• Two mooring launches are mandatory at all PGL berthings when the vessel uses wire mooring lines, for alongside-another-vessel maneuvers, or for tankers over 200 m LOA.

• Night operations: adequate artificial lighting at all PGLs; PGL3-A/B mooring capstans must be fully operational. Night berthing of ships with wire mooring lines is prohibited; unberthing is permitted at any hour.

• Night arrival/berthing at PGL2: maximum LOA 230 m. Night operations at PGL3-A/B: maximum LOA 280 m. Night external-port landfall: maximum LOA 280 m, subject to berth limit.

• Night alongside-another-vessel berthing: maximum LOA 135 m. Night unberthing alongside another vessel at PGL2/PGL3: maximum LOA 230 m.

• Minimum clearance between ships for berthing: 10% of the arriving vessel’s LOA. Daylight-dependent maneuvers must be scheduled at least one hour before civil evening twilight.

• Night navigation/manoeuvres require fully functioning relevant aids to navigation. Tug deployment for conventional maneuvers is additionally subject to the separate Port Authority tug regulation.