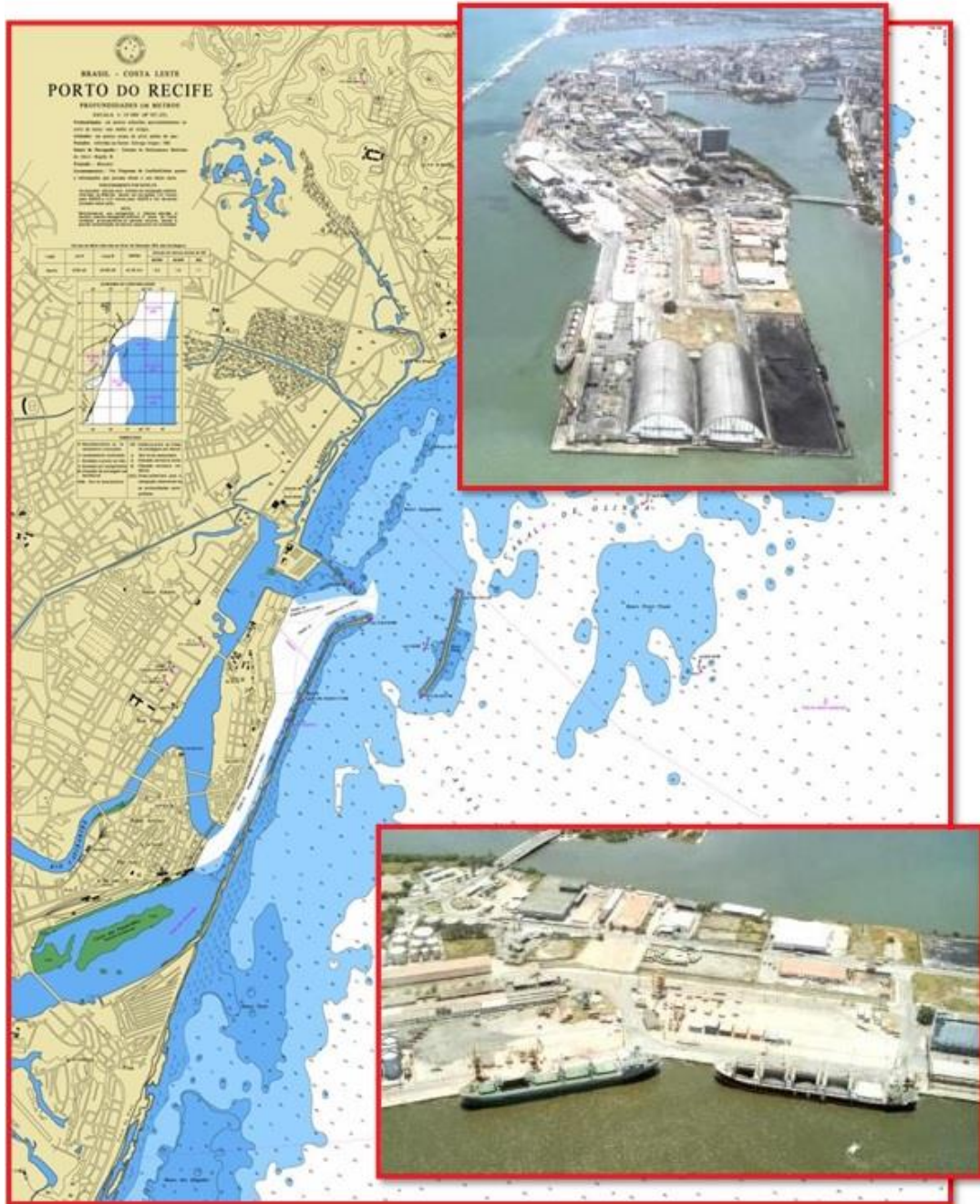




**Irmãos Britto**  
Since 1933



## Recife Port Restrictions



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Rua Pe. Carapuceiro, 752 - Sl 1202 - Boa Viagem  
CEP 51020-280 - Recife - Pernambuco - Brazil

+55 82 3221 0009 / 3221 2137

ibritto@ibritto.com.br

Rua Sá e Albuquerque, 454 - Jaraguá  
CEP 57022-180 - Maceió - Alagoas - Brazil

## **General Information**

### **Brazilian Nautical charts - DHN**

902 – Port of Recife

### **Local Time**

GMT -3 Hours

### **Water density and condition**

1.021 /dm<sup>3</sup> Salt Water

### **P.F.S.O**

Port of Recife is complaint with ISPS Code

IMO : 20.242

Security Level : 1 (one)

P.F.S.O : Mr. Jorge Roberto Lopes Pereira

Contact number 24h per day

Fix. : +55 81 3183 1988

Mob. : +55 81 99488 2042

E-mail : [segport@portodorecife.pe.gov.br](mailto:segport@portodorecife.pe.gov.br)

### **Approach channel**

Max. draft at access channel at zero tide from Apr ,16th 'till Sept,30th: 8,4 m Max. draft at access channel at zero tide from Oct ,01st 'till Apr,15th: 8,8m

By using the high tide, a vessel may navigate the channel with a deeper draft than what is mentioned above but only to a maximum draft of 9.70m, this regardless of the max. draft at the berth.

Max. LOA in port: 235 m (during daylight) to ships without bow and/or stern-thruster.

Max. LOA in port: vessel w/ LOA over than 190 m or arrival draft exceeding 9,30m is not allowed to berth during night periods.

Max. Beam in port is 32.50m and 42m to Passenger Ship.

Max. LOA in port: 300m to Passenger Ship, fitted with bow and stern – thruster.

 +55 81 3204 3303 / 3204 3304

 [ibrittorec@ibritto.com.br](mailto:ibrittorec@ibritto.com.br)

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 +55 82 3221 0009 / 3221 2137

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At Sugar Terminal, vessels with LOA over than 180m will depend on space availability on Quay #01.

Also, the Bulk Sugar Loader horizontal movement is limited by conveyor belt length which is 135m long. So, any ship with a deck over 135m length may be requested to make small shifting Fore and Aft, by rope, in order to in all holds.

### **Pilotage**

Pilots are based at pilot station by the Recife basin and operate on following frequencies ch 16, ch

13. Telephone number + 55 81 3089 7207/ 24 h a day. Pilot is compulsory.

### **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.

### **Bunker Facilities**

Only MGO ex-truck.

### **Fresh Water Supply**

Private companies only, ex-truck only, each truck with 16 cbm.

### **Berth Restrictions**

Minimum depth at quay during zero tide per pier.

- Sugar Terminal 7,70 m/Quay length: 180,00 m for Bulk Sugar (Vessels w/LOA over than 180 m will depend on space availability on Quay #01) , Air Draft 12,00m
- Quay #1 - 8,30 m / Quay for Grain bulk terminal
- Quay #2 - 8,80 m / Quay for General cargo/Container/Ship cruise
- Quay #3 - 9,40 m / Quay for Grain/fertilizer in bulk/Ship cruise
- Special Quay – 9,70 m
- Quay #4 - 9,20 m / Quay for Grain/fertilizer in bulk
- Quay #5 - 8,80 m / Quay for General cargo
- Quay #6 - 5,00 m / Quay for General cargo/Ship cruise & passenger terminal
- The Port has made available an extra berth, made up of the south part of quay 3 and the north part of quay 4, where the maximum draft is 9.70, but only on special request.

The above drafts are the max drafts to be considered.


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 [ibrittoec@ibritto.com.br](mailto:ibrittoec@ibritto.com.br)

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CEP 51020-280 - Recife - Pernambuco - Brazil

 +55 82 3221 0009 / 3221 2137

 [ibritto@ibritto.com.br](mailto:ibritto@ibritto.com.br)

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## Cargo Handling

Main types of cargo handled at Recife port / Official average production rate.

- Sugar in Bulk: Abt 10,000 MT per day;
- Soda Ash: Abt 3,500 MT per day;
- Fertilizer in Bulk: Abt 3,500 MT per day;
- Malt in Bulk: Abt 3,500 MT per day;
- Wheat in Bulk: Abt 3,500 MT per day;
- General Cargo: Abt 1,500 to 2,000 MT per day;
- Steel Rebars: Abt 2,500 MT per day;
- Mayze: Abt 3,500 MT per day;

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- Bagged Sugar: Abt 1,500 MT per day;

\*Other Handled Cargoes : Container and Vehicles.

### **Working Hours**

08h – 14h / 14h – 20h / 20h – 02h / 02h – 08h.


 +55 81 3204 3303 / 3204 3304

 [ibrittorec@ibritto.com.br](mailto:ibrittorec@ibritto.com.br)

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