

SAN PEDRO DE MACORÍS

PORT HANDBOOK

GENERAL:

It is located on the southern coast, about 70 km. East of Santo Domingo, at the mouth of the Higuamo River. Cement in bulk and bags, clinker, sugar and molasses, and fertilizer are the principal exports from this port. Tanker vessels also discharge fuel oil at the floating power plant, as well as white goods and LPG to shore tanks.

Being located at the mouth of a river, it is susceptible to ongoing silting. As a result, the draughts and depths shown here are estimates at the time of publication and may have altered since then.

For the latest information please contact [CODONAVE](http://www.codonave.com).

Port name:	SAN PEDRO DE MACORÍS
Location:	Lat: 18°27'N/Long: 69°18'W
Port type:	River Natural
Port size:	Small
Shelter:	Good
Max Size Vessel:	Over 500' Length
UN/LOCODE:	DOSPM
Chart Datum Vertical:	Chart Datum LLW Horizontal: WGS84
Local time:	GTM UTC -4
Charts:	<ul style="list-style-type: none"> • D.R.: 007 • B.A.: 467 • D.M.A.: 25849
Operator:	APORDOM (Autoridad Portuaria Dominicana)
Port authority:	APORDOM (Autoridad Portuaria Dominicana)
Terminals:	
Related anchorage:	Santo Domingo Port
Prevailing winds:	Direction ENE–ESE
Avg temp range:	28 - 30 °C
Certifications:	<ul style="list-style-type: none"> • PBIP CODE
Tidal range & Flow:	<ul style="list-style-type: none"> • Mean spring range 0.50 m. • Mean neap range 0.14 m. • Only slight down river flow.
Berthing capacity:	615 m. (2,017.8 ft.)
Max depth:	7.10 m. (23.3 ft.)*
Docking depth:	6.7-7.6-5.4 m. (22-25-18 ft.)*
Beacons:	12 boys (3 Green, 5 Reds, 1 W, 1 Wreck buoy & 1 Marker buoy)
Entry channel:	120 m. (393.7 ft.)Long
Entrance channel depth:	10.20 m. (33.5 ft.)*
Turning basin:	400 m. (1,312.8 ft.)*
Turning basin depth:	9.10 m. (29.8 ft.)*
(PFSO) Port Facility Security Officer:	Carlos Rodriguez
Office:	+1 (809) 539-5285
Cel.:	+1 (809) 910-1644
Email:	rodriguez.opip@gmail.com
Other Services:	<ul style="list-style-type: none"> • Ship chandlers • Sludge disposals to tank trucks • Electro nautical repairs • Work shop repairs • Small painting jobs.

*Only for use as reference, for updated information please contact [CODONAVE](http://www.codonave.com).

MAXIMUM SIZE VESSELS HANDLED: GT: 30,000, LOA: 183 m. (600 ft.), BEAM 30.5 m. (100 ft.).

VERTICAL CLEARANCE:

RESTRICTIONS: No restrictions other than ships draught, Maritime buoys were updated. Nine channel buoys - and two new danger buoys- were positioned.

Two 360 red lights, ISO 2 secs., 10 m. high, 6.0 n.m. visibility, were fitted on the rooftop, at Berth nr.1 Warehouse, 120 m. apart to provide the last heading inshore marks.

TOWAGE: Available upon request.

ANCHORAGE PROCEDURES GENERAL: As indicated by the Pilot at the time of request.

PILOTAGE: The pilot and harbormaster may be contacted on VHF Channel 16. The pilot usually meets the vessel about five cables south from nr. Light Buoy (port hand), but the vessel should wait two and a half miles farther seaward in bad weather.

WATER DENSITY: Brackish water. Density varies with tides and seasons from 1,817 to 1,822.

WORKING HOURS: Straight time working hours for general, breakbulk, and containerized cargoes are 0800-1200 and 1300-1700 hr. Mondays through Fridays, and 0800-1200 hr. on Saturdays. Overtime may be worked around the clock and on weekends as per tariff, excepting major holidays

LOCAL HOLIDAYS: There are twelve nationwide holidays: Jan 1 (New Year's Day) Fixed, Jan 6 (Religious), Jan 21 (Religious) Fixed, Jan 26 (Duarte's Day), Feb 27 (Independence Day) Fixed, Apr. 15 (Holly Friday) Fixed, May 1 (Labor Day), Jun 16 (Religious) Fixed, Aug 16 (Restauracion Day) Fixed, Sept 24 (Religious) Fixed, Nov 06 (Constitution Day) Fixed, Dec 25 (Christmas Day) Fixed.

BUNKERING AND FUELING: Fuel and Diesel oil are available by tank truck. Trucks carry up to 37.8 m3 (10,000 US gallons). Arrangements to be made in advance through **CODONAVE**.

FRESHWATER: Supplied by tank truck or pier pipeline when available. Arrangements are to be made in advance through the Agency.

STORES AND PROVISIONS: Available.

WASTE: Available.

REPAIRS: Only minor repairs are to be handled locally. All other items must be sent to Santo Domingo.

SURVEYORS: Available.

MEDICAL FACILITIES: Full medical attention, including hospitalization, is available in San Pedro de Macoris.

CONSULAR OFFICES: All consular affairs are handled at Santo Domingo.

AIRPORTS: *Las Americas International Airport (SDQ)*, served by major international airlines, is about 35 km. and has frequent connections to Europe, North, and South American countries and may be conveniently used for repatriation or joining of crew.

BERTH FACILITIES:

BERTH No.1: This pier is 260 m. (850 ft.) long, its apron approx. 15 m. (49 ft.) wide. The pier is about 2 m. above the waterline at HT.

BERTH No.2: This berth is 183 m. (600 ft.) long, and its apron is 20 m. (65 ft.) wide. The pier is about 2 m above the waterline.

BERTH No.3 (FERQUIDO): This berth is 262 m. (860 ft.) long, and its apron is 18 m. (58 ft.) wide. The pier is about 2 m. above the waterline at HT,

- **Storage facilities:** *FERQUIDO* has its warehouse for bulk and bagged fertilizers.

SULTANA DEL ESTE: This floating Power Plant has arrangements alongside to receive fuel. Two dolphins, with Yokohama fenders, are placed outside the power barge about 70 m. (230 ft.) apart.

- **Equipment available:** For discharging, there is one 8 inches hose connected next to the lower, down-river dolphin; a pipe, about 1 km long, leads to storage tanks with 140,000 bbls. capacity.
- **Bunkers:** Not Available.
- **Freshwater:** Not Available.



COASTAL CARGO BOUY MOORINGS: This installation, consisting of six mooring buoys and two cargo-hose pickup buoys, is located about three nautical miles to the east of the San Pedro Sea Buoy. It is used for discharging LPC and Diesel Oil to a tank farm onshore. The mooring has been configured and designed for vessels of up to 30,000 dwt and about 183 m. (600 ft.) LOA. Ships are docked during daylight hours only, and pilots and mooring crew are compulsory. The pilot boards about one mile south of the moorings. A tug assists on arrival, mooring vessels bow pointing towards the sea. Departure usually is without tug assistance.

- **Equipment available:** For discharging, there is one hose to the port side, 8" diameter, 300 ASA for LPC. For discharging diesel oil, the diameter of the hose is 12", 150 ASA. Ship's port crane or port derrick, with minimum SWL 10 tons, to be ready on arrival and manifold reducer fitted. Ship's crew performs connection with supervision from terminal personnel.
- **Bunkers:** Not Available.
- **Freshwater:** Not Available.
- **Note:** Five persons from shore remain on board during the duration of the discharge operations, and accommodation for them should be provided by the vessel.

COGENTRIX CBM: A 5 buoys mooring system has been installed at about one nautical mile west of the San Pedro Sea Buoy. This installation is designed to receive Diesel Fuel for a nearby power plant.

- **Equipment available:** For discharging diesel, the hose diameter is 10", Ship's port crane or derrick, with a minimum SWL of 10 tons. to be ready on arrival, and manifold reducer fitted.
- **Bunkers:** Not Available.
- **Freshwater:** Not Available.