

Ports Handbook

The port of San Pedro de Macoris is located on the Higuamo River mouth on the Southern coast of the Hispaniola Island, about 70 kilometers east of Santo Domingo. This port is used mainly for exporting cement in bulk and in bags, clinker, sugar and molasses and fertilizer in bags. It is also used to import fertilizers in bulk and wheat. Also tankers vessels discharge fuel oil at the floating power plant and white products and LPG to shore tanks at the CBM arrangements of Coastal Petroleum and Cogentrix.

Being situated at the mouth of a river, the port is subject to continuous silting, this is why drafts and depths given here are only indications at the time of publishing and may have changed since. For latest information please contact Maritima Dominicana.

Anchorage: The pilot will indicate the best place if requested.

Pilotage: The pilot and harbour master may be contacted on VHF Channel 16. The pilot usually meets the vessel about 5 cables south from nr. 1 Light Buoy (port hand), but in bad weather, the vessel should wait two and a half miles farther seaward.

Tidal Range and flow

Mean spring range 0,30 m.

Mean neap range 0,14 m.

Only slight down river flow.

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 roof top, at Berth nr.1 Warehouse, 120 m. apart in order to provide the last heading inshore marks.

Density of water: Brackish water, density varies with tides and seasons. 1.017 to 1.022.

Vessel of Maximum Size: GT 30000 LOA 183 m.(600 ft.); BEAM 30,5m.(100ft.)

Tugs: Available upon request.

Medical attention: Full medical attention including hospitalization is available in San Pedro de Macorís.

Consular Offices: All consular affairs are handled at Santo Domingo.

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

Airport/Repatriation: Las Américas International Airport is about 35 kilometers away. This airport (Santo Domingo City) has regularly scheduled flights to Europe, the United States, the Caribbean islands and Central and South América.

Bunkers: Fuel and diesel oil are available by tank truck only. Arrangements to be made in advance through [Marítima Dominicana](#) Trucks carry up 37,8 m3 (10 000 US gallons.)

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Fresh water: to be supplied by Tank Trucks.

Working hours: Around the clock and on weekends.

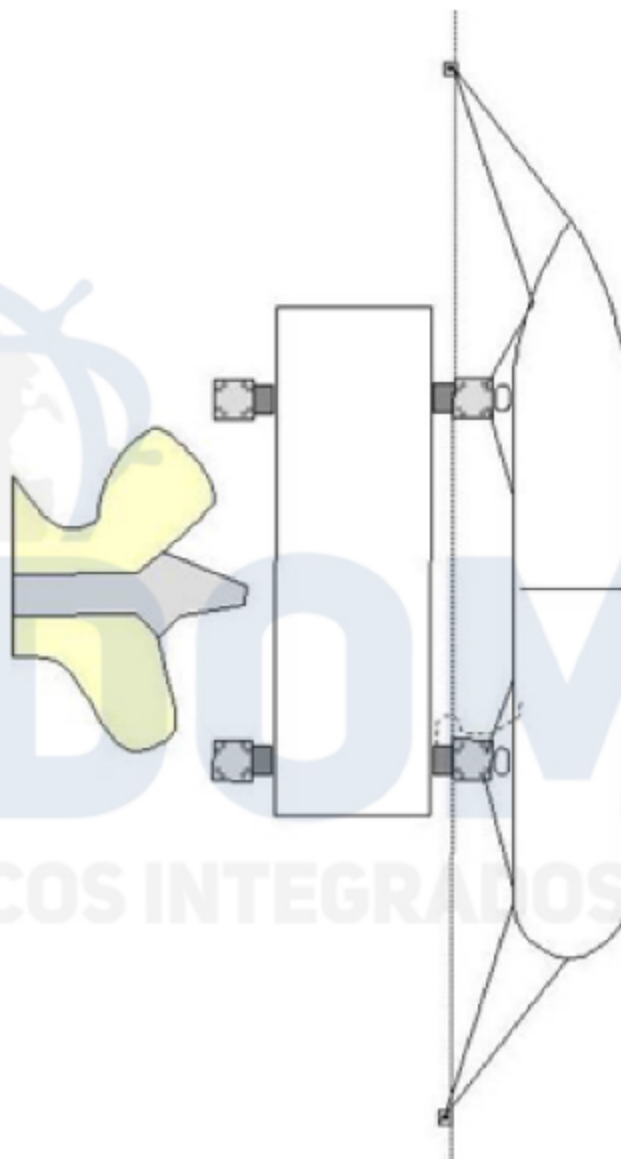
Berth No. 1: This pier is 260 metres (850 ft) long and its apron approximately 15 m.(49ft.)wide. The pier is about 2 m. above the water line at high tide.

Berth No. 2: This berth is 183 metres (600ft) long and its apron is 20 metres (65ft) wide. The pier is about 2 m. above the water line.

Berth No. 3 (FERQUIDO): This berth is 262 metres (860 ft) long and its apron is 18 metres (58ft) wide. The pier is about 2 metre above the water line at HW.

Storage facilities: FERQUIDO has its own large warehouse for both bulk and bagged fertilizers. Equipment available: FERQUIDO uses small grabs at the end of ship's gear, and can work up to 4 gangs.

Depending on the number and capacity of the vessel's gear, they achieve an average discharging rate of between 1000 and 2000 MT/day.



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Sultana Del Este: This floating Power Plant has arrangements alongside to receive fuel. Two dolphins, with good Yokohama fenders are placed outside the power barge about 70 m. (230ft) 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 and Fresh Water: Because of the nature of this installation there are no facilities for supplying bunkers, fresh water and other port services.

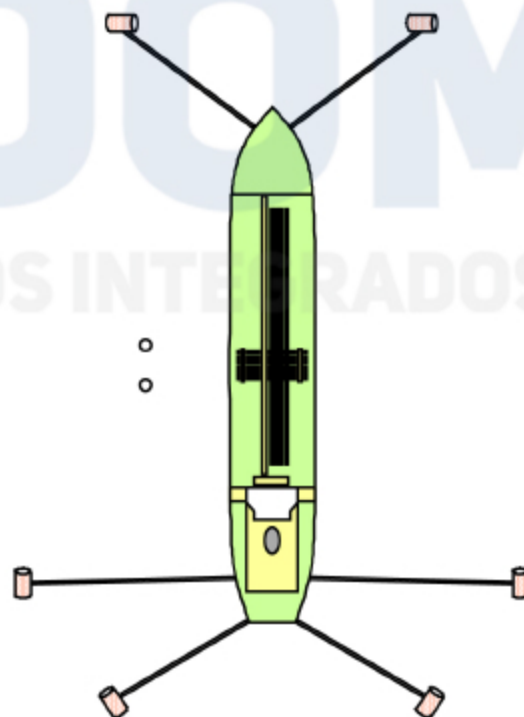
Coastal Cargo Buoy Moorings: This installation, consisting of six mooring buoys and two cargo-hose pickup buoys, is located about 3 nautical miles to the east of the San Pedro Sea Buoy. It is used for discharging LPG and Diesel Oil to a tank farm on shore. The mooring has been configured and designed for vessels of up to 30,000 dwt and about 183 m. (600ft.) LOA. Vessels 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 is normally without tug assistance.

Equipment available: For discharging there is one hose to the port side, 8" diameter, 300 ASA for LPG. 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 and Fresh Water: Because of the nature of this installation there are no facilities for supplying bunkers, fresh water and other port services.

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. For all other information regarding this facility please refer to Marítima Dominicana.



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COGENTRIX CBM: A 5 buoys mooring system has been installed at a location about 1 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 diameter of the hose is 10". Ship's port crane or derrick, with minimum SWL 10 tons, to be ready on arrival, and manifold reducer fitted.

Bunkers and Fresh Water: Because of the nature of this installation there are no facilities for supplying bunkers, fresh water and other port services.

