MRN/HMR/HD/D/279

S.M.P. KOLKATA

एस.एम.पी. कोलकाता HALDIA 'DAY' DEC'2023 H.M.(R)'S OFFICE

Dated: 31.10.2023

ESTMATED FRESH WATER DRAFT FORECAST FOR THE MONTH OF DEC'2023

FOR HALDIA FOR VESSELS OF 12KTS. & OVER (SUBJECT TO ALTERATION)

INWARD:		and Haldia	OF 12KTS. & OVER (SUBJECT TO ALTE	
Date	Haidia Dock	and Haidia		
1st	8.5	в 8.7	. Calculated for 12kts. River Speed draft to	be
2nd	8.4	8.6	educed 0.1mtr. for every knot below 12kts.	be
3rd	8.2	8.4		
4th	8.1	8.3	OAL Category :	
5th	8.0	8.2	A) <u>Over 180 mtrs</u> .	
6th	8.0	8.2	B) <u>Upto 180 mtrs</u>	
7th	8.2	8.4	_) <u></u>	
*8th	8.2	8.4	. Pilot embarkation at EDEN Channel. Tim	ne to be
9th	8.3	8.5	onfirmed from pilot station.	
10th	8.4	8.6		
11th	8.5	8.7	. Master to check with Sagar VTS for any c	hanges in the
12th	8.6	8.8	pproach channel / way points to the Pilot B	
13th	8.7	8.9	PBG) before entering the channel.	5
14th	8.8	9.0	, 0	
15th	8.8	9.0	Inward ships should report their ETA Sand.	lheads to Pilots
16th	8.7	8.9	tation for pilotage instructions between W0	CLV waypoint 1
17th	8.6	8.8	21*05.00'N, 087*51.30'E) and EDEN Chanr	nel before
18th	8.5	8.7	roceeding up.	
19th	8.4	8.6		
20th	8.4	8.6	Inward Vessels awaiting pilot to anchor at	
21st	8.4	8.6	VCLV keeping clear shipping lane. VHF wat	
*22nd	8.4	8.6	SB 4147.4 KHz to be maintained for pilot ir	nstructions.
23rd	8.3	8.5		
24th	8.3	8.5	. Assistance is available from VTMS/SAGA	
25th	8.4	8.6	n VHF Channel 16/68 FROM way point 3(2	21*21.7N, 087*48.6E)
26th	8.4	8.6	o pilot boarding ground.	
27th	8.5	8.7		
28th	8.5	8.7	. Waypoints & buoy positions may be confi	rmed with
29th	8.5	8.7	AGAR VTS / PILOT STATION.	
30th	8.5	8.7		
31th	8.4	8.6	. Forecast applicable for Haldia Docks and	i HOJ.
OUTWARD			ubject to alteration.	
1st	8.5	8.7	Mooring Rope requirements :	
2nd	8.4	8.6) HOJ1 - 5+3+3 FOR'D 3+3+5 AFT	
3rd	8.2	8.4	HOJ2/3 - 4+4+3 FOR'D 3+4+4 "	
510				
4th			• • •	
4th 5th	8.1	8.3) Each rope should be a separate coil.	
5th	8.1 8.0	8.3 8.2) Each rope should be a separate coil.	
5th 6th	8.1 8.0 8.1	8.3 8.2 8.3	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> 	
5th 6th 7th	8.1 8.0 8.1 8.2	8.3 8.2 8.3 8.4	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> 	3
5th 6th 7th 8th	8.1 8.0 8.1 8.2 8.5	8.3 8.2 8.3 8.4 8.7	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be co</u> 	3
5th 6th 7th 8th 9th	8.1 8.0 8.1 8.2 8.5 8.7	8.3 8.2 8.3 8.4 8.7 8.9	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> 	3
5th 6th 7th 8th 9th 10th	8.1 8.0 8.1 8.2 8.5 8.7 8.8	8.3 8.2 8.3 8.4 8.7 8.9 9.0	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be con</u> <u>advance from MMOH.</u> 	<u>s</u> nfirmed
5th 6th 7th 8th 9th 10th *11th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be con</u> <u>advance from MMOH.</u> Soundings based on Lower Jellingham - 	<u>s</u> <u>infirmed</u> -5.3 mtrs.,
5th 6th 7th 8th 9th 10th *11th 12th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4 8.4 8.4	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6 8.6	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be con</u> <u>advance from MMOH.</u> Soundings based on Lower Jellingham - lpper Eden -6.2 mtrs. Lower Eden-6.9 mtrs 	<u>s</u> <u>infirmed</u> -5.3 mtrs.,
5th 6th 7th 8th 9th 10th *11th 12th 13th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4 8.4 8.4 8.4	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6 8.6 8.6 8.6	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be con</u> <u>advance from MMOH.</u> Soundings based on Lower Jellingham - 	<u>s</u> <u>infirmed</u> -5.3 mtrs.,
5th 6th 7th 8th 9th 10th *11th 12th 13th 14th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4 8.4 8.4 8.4 8.4 8.5	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6 8.6 8.6 8.6 8.7	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be con</u> <u>advance from MMOH.</u> Soundings based on Lower Jellingham - lpper Eden -6.2 mtrs. Lower Eden-6.9 mtrs 	<u>s</u> <u>infirmed</u> -5.3 mtrs.,
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5th 6th 7th 8th 9th 10th *11th 12th 13th 14th 15th 16th 17th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4 8.4 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6 8.6 8.6 8.6 8.6 8.7 8.7 8.7 8.7 8.7	 Each rope should be a separate coil. <u>Restrictions are likely to be imposed on</u> <u>RAFT at HOJ1 due variations in soundings</u> <u>Acceptance of Vessels at HOJ1 may be con</u> <u>advance from MMOH.</u> Soundings based on Lower Jellingham - Ipper Eden -6.2 mtrs. Lower Eden-6.9 mtrs. Ipper Jell5.3 mtrs. Hal. Anch 5.3 mtrs. 	<u>s</u> <u>-5.3 mtrs.,</u> s.
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5th 6th 7th 8th 9th 10th *11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 23rd 24th *25th 26th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4 8.4 8.4 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.6 8.7 8.4 8.4	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6 8.6 8.7 8.8 8.9 8.6 8.6) Each rope should be a separate coil. 1. <u>Restrictions are likely to be imposed on RAFT at HOJ1 due variations in soundings Acceptance of Vessels at HOJ1 may be con advance from MMOH.</u> 2. Soundings based on Lower Jellingham - Ipper Eden -6.2 mtrs. Lower Eden-6.9 mtrs. Ipper Jell5.3 mtrs. Hal. Anch 5.3 mtrs. 3. All Vessels to ensure that their engines, re in good working order. 4) All vessels are required to have two servower anchors for safe transit. 5) All vessels A.I.S. Pilot plug required to the Sd/- (D Sengupt) 	-5.3 mtrs., -5.3 mtrs., 5. steering etc. <i>v</i> iceable <u>be operational.</u>
5th 6th 7th 8th 9th 10th *11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 23rd 24th *25th 26th 27th	8.1 8.0 8.1 8.2 8.5 8.7 8.8 8.4 8.4 8.4 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.6 8.7 8.4 8.4 8.4	8.3 8.2 8.3 8.4 8.7 8.9 9.0 8.6 8.6 8.7 8.8 8.9 8.6 8.6 8.6 8.6) Each rope should be a separate coil. 1. <u>Restrictions are likely to be imposed on RAFT at HOJ1 due variations in soundings Acceptance of Vessels at HOJ1 may be con advance from MMOH.</u> 2. Soundings based on Lower Jellingham - Ipper Eden -6.2 mtrs. Lower Eden-6.9 mtrs. Ipper Jell5.3 mtrs. Hal. Anch 5.3 mtrs. 3. All Vessels to ensure that their engines, re in good working order. 4) All vessels are required to have two servower anchors for safe transit. 5) All vessels A.I.S. Pilot plug required to the Sd/- (D Sengupt Harbour Mast 	-5.3 mtrs., -5.3 mtrs., 5. steering etc. <i>v</i> iceable <u>be operational.</u> ta) ter (River)
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No. MRN/HMR/HD/N/279			एस.एम.पी. कोलकाता H.M.(R)'S OFFICE
INWARD Haldia Dock		a Dook	HALDIA 'NIGHT' DEC'2023 Dated : 31.10.2023 ESTIMATED FRESH WATER DRAFT FORECAST FOR THE MONTH OF
INWARD Date	A	В	DEC'23 FOR HALDIA , FOR VESSELS OF 12KTS. & OVER
1st	8.8	9.0	(SUBJECT TO ALTERATION)
2nd	8.6	8.8	
3rd	8.5	8.7	NOTES
4th	8.3	8.5	
5th	8.2	8.4	INWARD SHIPS AT NIGHT
6th	8.1	8.3	1 . Fan Haldia Dasha Huta 000 mtaa 100 and maximum
7th *8th	<u>8.2</u> 8.4	<u>8.4</u> 8.6	1. For Haldia Docks - Upto 230 mtrs. LOA and maximum draft upto 8.5 mtrs.
9th	8.7	8.9	
10th	8.9	9.1	2.(A) For No.1 Haldia Oil Jetty - Upto 170 mtrs. LOA
11th	9.0	9.2	and draft upto 7.0 mtrs.
12th	9.0	9.2	(B) For No.3 Haldia Oil Jetty - 120 mtrs. To 135 mtrs. and
13th	9.0	9.2	draft upto 7.0 mtrs.
14th	9.0	9.2	
15th	9.0	9.2	3. IT IS EXPECTED VESSELS WILL BE FULLY
<u>16th</u> 17th	<u>8.9</u> 8.9	9.1 9.1	EQUIPPED WITH SUITABLE RADARS ETC. FOR BERTHING AT NIGHT.
17th 18th	8.9	9.1	
19th	8.6	8.8	4. Master to check with Sagar VTS for any changes in the
20th	8.5	8.7	approach channel / way points to the Pilot Boarding Ground
21st	8.4	8.6	(PBG) before entering the channel.
*22nd	8.5	8.7]
23rd	8.7	8.9	5. Night draft apply to tides available between
24th	8.8	9.0	Sunset on that day and Sunrise the following day.
25th	8.9	9.1	
26th 27th	<u>8.9</u> 8.9	9.1 9.1	6. All vessels to ensure that their engines, steering etc. are in good working order.
27th	8.8	9.0	
29th	8.8	9.0	7. Pilot embarkation at EDEN Channel.
30th	8.8	9.0	8. All vessels A.I.S. Pilot plug required to be operational.
31th	8.7	8.9	
OUTWARD):		1
1st	8.8	9.0	1
2nd	8.7	8.9]
3rd	8.5	8.7	
4th	8.3	8.5	4
5th	8.1	8.3	4
6th 7th	<u>8.1</u> 8.2	<u>8.3</u> 8.4	4
8th	8.3	8.5	4
9th	8.3	8.5	1
10th	8.4	8.6	1
*11th	8.8	9.0	
12th	8.9	9.1	4
13th	8.9	9.1	4
14th 15th	8.9	9.1	4
<u>15th</u> 16th	8.8 8.8	<u>8.7</u> 9.0	4
17th	<u>8.7</u>	8.9	1
18th	8.6	8.8	1
19th	8.6	8.8]
20th	8.5	8.7	Sd/-
21st	8.4	8.6	(D. Sengupta)
22nd	8.3	8.5	
23rd 24th	8.3 8.4	8.5 8.6	बंदरगाह मास्टर (नदी)
*25th	<u>8.4</u> 8.7	8.6	4
26th	8.7	8.9	1
27th	8.7	8.9	1
28th	8.7	8.9]
29th	8.7	8.9]
30th	8.6	8.8	4
31th	8.6	8.8	