MRN/HMR/DH/136

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H.M.(R)'S OFFICE DIAMOND HARBOUR JANUARY'2021 Dated: 23.11.2020

ESTMATED FRESH WATER DRAFT FORECAST FOR THE MONTH OF JAN'2021 FOR DIAMOND HARBOUR FOR VESSELS OF 12KTS. & OVER (SUBJECT TO ALTERATION)

Table   A   B   C   1   Calculated for 12 kts River speed. Indward Draft to be reduced 2nd 7-9   8.1   8.3   5.3   5.4   5.5   5.6   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5.7   5.5   5.7   5	INIMARD.	DIAMO	ND HARB	OUR FOR	VESSELS OF 12KTS. & OVER (SUBJECT TO ALTERATION)
1st   7-9   8.1   8.3   1. Calculated for 12 kts River speed. Indward Draft to be reduced by 0.2 mtr for every knot below 12 ks. Outward draft to be reduced by 0.2 mtr for every knot below 12 ks. Outward draft to be reduced by 0.2 mtr for every knot below 12 ks. Outward draft to be reduced by 0.2 mtr for every knot below 12 ks. Outward draft to be reduced by 0.2 mtr for every knot below 12 ks. Outward draft to be reduced by 0.2 mtr for every knot below 12 knots.    State	INWARD:	A		_	NOTES
2nd   7-9   8.1   8.3   50   2.7 mtr for every knot below 12 kts. Outward draft to be reduded   3rd   7-9   8.1   8.3   50   8.2   58   7-7   7-9   8.1   8.1   8.3   8.2   58   7-7   7-9   8.1   8.1   8.3   8.2   58   7-7   7-9   8.1   8.1   8.3   8.2   58   7-7   7-9   8.1   8.					4. Coloulated for 40 lite Diversion and Judysand Divition Level 1991
3rd   7.9					
4th   7.8   8.0   8.2     5th   7.7   7.9   8.1     7th   7.7   7.9   8.1     8th   7.7   7.9   8.1     9th   7.6   7.8   8.0     9th   7.6   7.8   8.0     10th   7.7   7.9   8.1     10th   7.7   7.9   8.1     11th   7.7   7.9   8.1     12th   7.8   8.0   8.2     12th   7.8   8.0   8.2     12th   7.8   8.0   8.2     12th   7.8   8.0   8.2     12th   7.9   8.1   8.3     14th   7.9   8.1   8.3     14th   7.9   8.1   8.3     15th   7.9   8.1   8.3     16th   7.8   8.0   8.2     15th   7.9   8.1   8.3     16th   7.8   8.0   8.2     17th   7.8   8.0   8.2     18th   7.7   7.9   8.1     19th   7.7   7.9   8.1     20th   7.5   7.7   7.9     21st   7.4   7.6   7.6     22nd   7.3   7.5   7.7     22nd   7.3   7.5   7.7     23th   7.2   7.4   7.6     25th   7.3   7.5   7.7     25th   7.9   8.1     27th   7.9   7.9     28th   7.9   7.9   8.1     27th   7.9   8.1     27th   7.9   7.9     28th   7.9   7.9     28th   7.9   7.9     28th   7.9   7.9     3th   7.8   7.7     3th   7.					
Sth   7.8   8.0   8.2   1.7   1.7   1.9   8.1   1.7   1.7   7.9   8.1   1.7   1.7   1.9   1.1   1.0					iceu by 0.2 mili ioi every knol deiow 12 knols.
Sith   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   8,0   7,6   7,8   8,0   8,2   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   7,7   7,9   8,1   7,9   8,1   7,7   7,9   8,1   8,0   8,2   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   7,9   8,1   8,0   8,2   7,7   8,1   7,1   7,2   7,4   7,6   7,8   8,0   8,2   7,4   7,6   7,8   8,0   8,2   7,4   7,6   7,8   8,0   8,2   7,4   7,6   7,7   7,9   8,1   8,0   8,2   7,4   7,6   7,7   7,9   8,1   8,0   8,2   7,4   7,6   7,7   7,9   8,1   8,0   8,2   7,4   7,6   7,7   7,9   8,1   8,0   8,2					
This   7.7   7.9   8.1   A   Above 180 mtrs to 200 mtrs.					0.1040.
Sh					
9th					
10th   7.7   7.9   8.1   11th   7.7   7.9   8.1   12th   7.8   8.0   8.2   13th   7.9   8.1   8.3   8.3   8.3   14th   7.9   8.1   8.3   8.3   8.3   14th   7.9   8.1   8.3   8.3   15th   7.9   8.1   8.3   8.3   15th   7.9   8.1   8.3   8.2   17th   7.8   8.0   8.2   12th   7.7   7.9   8.1   5. All vessels are required to have two serviceable bower anchors. In view of strong tides at anchorage, Masters to ensure that the anchor chains, windlass etc. are in good working order.   22nd   7.3   7.5   7.7   7.9   23td   7.2   7.4   7.6   7.8   22td   7.4   7.6   7.8   22td   7.2   7.4   7.6   7.8   22td   7.3   7.5   7.7   7.9   28th   7.7   7.9   8.1   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   8.0   8.2   8.4   9.5   8.0   8.2   8.4   9.5   9.					
11th   7.7   7.8   8.1   8.3   8.2   13th   7.9   8.1   8.3   8.3   8.2   13th   7.9   8.1   8.3   8.3   8.2   13th   7.9   8.1   8.3   8.3   8.2   16th   7.9   8.1   8.3   8.3   8.2   16th   7.8   8.0   8.2   17th   7.8   8.0   8.2   18th   7.7   7.9   8.1   8.3   8.2   18th   7.7   7.9   8.1   8.3   8.2   18th   7.7   7.9   8.1   8.3   8.2   18th   7.7   7.9   8.1   5. All vessels are required to have two serviceable bower anchors.   10th   7.5   7.7   7.9   7.9   7.7   7.9   8.1   1.0					C) Below 160 mtrs.
12th   7.8   8.0   8.2   13th   7.9   8.1   8.3   14th   7.9   8.1   8.3   14th   7.9   8.1   8.3   14th   7.9   8.1   8.3   16th   7.8   8.0   8.2   17th   7.9   8.1   19th   7.7   7.9   8.1   19th   7.7   7.9   8.1   19th   7.7   7.9   8.1   12th   7.7   7.9   1.1   19th   7.7   7.9   8.1   12th   7.5   7.7   7.9   1.1   19th   7.7   7.5   7.7   7.9   1.1   19th   7.3   7.5   7.7   7.9   1.1   19th   7.2   7.4   7.6   7.8   12th   7.7   7.9   1.1   19th   7.7   7.9   1.1   19th   7.1   7.2   7.4   7.6   7.8   12th   7.5   7.7   7.9   1.1   19th   7.1   7.2   7.4   7.6   7.8   12th   7.7   7.9   1.1   19th   7.1   7.2   7.4   7.6   7.8   12th   7.5   7.7   7.9   1.1   19th   7.1   7.1   7.2   7.4   7.6   7.8   1.1   19th   7.1   7.2   7.4   7.6   7.8   1.1   19th   7.1   7.5   7.7   7.9   1.1   19th   7.1					
13th   7.9   8.1   8.3   4. As there is no anchorage between Sagar and Diamond Harbour/ Value of Strong tides and steering etc. are in good working order.					<u> </u>
14th   7.9					b) Maximum permissible draft up to 9.5 mtrs.
15th   7.9   8.1   8.3   8.0   8.2   17th   7.8   8.0   8.2   17th   7.8   8.0   8.2   18th   7.7   7.9   8.1   19th   7.7   7.9   8.1   15.   All vessels are required to have two serviceable bower anchors.   15   17th   7.6   7.8   17th   7.5   7.7   7.9   17th   7.5   7.7   7.7   7.9   17th   7.5   7.7   7.9   17th   7.5   7.7   7.7   7.9   17th   7.5   7.7   7					
16th   7.8   8.0   8.2   17th   7.8   8.0   8.2   18th   7.7   7.9   8.1   19th   7.5   7.7   7.9   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.5   1.7   1.7   1.5   1.7   1					
17th   7.8   8.0   8.2   18th   7.7   7.9   8.1   19th   7.7   7.9   1.1   10tw of strong tides at anchorage, Masters to ensure that the   21st   7.4   7.6   7.8   22nd   7.3   7.5   7.7   7.6   7.8   22nd   7.2   7.4   7.6   7.8   7.7   7.9   2.1   7.4   7.6   7.8   2.5   7.7   7.9   2.5   7.7   7.9   8.1   7.2   7.4   7.6   7.8   2.5   7.7   7.9   8.1   8.0   8.2   8.2   8.4   9. Forecast subject to tidal/weather conditions. In strong tides/adverse wather or for any other reason, number of vessels at anchorage   3.1					
18th   7.7   7.9   8.1   5. All vessels are required to have two serviceable bower anchors.					in good working order.
19th   7.7   7.9   8.1   5. All vessels are required to have two serviceable bower anchors.					
20th   7.5   7.7   7.9   1 view of strong tides at anchorage, Masters to ensure that the anchor chains, windlass etc. are in good working order.					
21st   7.4   7.6   7.8   22nd   7.3   7.5   7.7   6. A.I.S. Pilot plug of all vessels are required to be oprational.   22th   7.2   7.4   7.6   24th   7.2   7.4   7.6   25th   7.3   7.5   7.7   7.5   25th   7.4   7.6   7.8   27th   7.5   7.7   7.9   8.1   7.2   7.4   7.6   7.8   27th   7.5   7.7   7.9   8.1   7.2   7.4   7.6   7.8   27th   7.5   7.7   7.9   8.1   7.7   7.7   7.9   7.7   7.9   7.7   7.7   7.9   7.7   7.7   7.7   7.9   7.7   7.9   7.7   7.9   7.7   7.9   7.7   7.9   7.7   7.9   7.7   7.9   7.0   7.7   7.9   7.0   7.0   7.7   7.9   7.0					
22nd   7.3   7.5   7.7   7.6   23rd   7.2   7.4   7.6   7.6   25th   7.2   7.4   7.6   7.8   25th   7.3   7.5   7.7   7.9   8.1   29th   7.7   7.9   8.1   8.0   8.2   30th   7.9   8.1   8.3   8.2   8.4   9. Forecast subject to alterations.					
1					anchor chains, windlass etc. are in good working order.
24th   7.2   7.4   7.6   25th   7.3   7.5   7.7   7.8   25th   7.3   7.5   7.7   7.9   8.1   7.7   7.9   8.1   7.8   7.9   8.1   7.9   8.1   8.3   30th   7.9   8.1   8.3   8.2   8.4   9.5   8.2   8.4   9.5				7.7	
Sesh   7.3   7.5   7.7   7.9   8.1   7.5   7.7   7.9   8.   Maximum of three vessels may be accommodated at anchorage weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions.   10.   Forecast subject to tidal/weather conditions.   In strong tides/adverse weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions.   In strong tides/adverse weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage may be reduced.   9.   Forecast subject to tidal/weather conditions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage weather or for any other reason, number of vessels at anchorage in the pilot/VTS station at Middleton Channel.   Time to be confirmed from Sagar Pilot/VTS Station.   10. Pilot embarkation at Middleton Channel.   Time to be confirmed from Sagar Pilot/VTS Station.   11. Inward vessels should report their ETA Sandheads to Pilot Station and ask for pilotage instructions between ECLV (21°04N, Station and ask for pilotage instructions between ECLV (21°04N, Station and ask for pilotage instructions between ECLV (21°04N, Station and ask for pilotage instructions between ECLV (21°04N, Station and ask for pilotage instructions between ECLV (21°04N, Station and ask for pilotage instructions between ECLV (2	*23rd	7.2			6. A.I.S. Pilot plug of all vessels are required to be oprational.
26th 7.4 7.6 7.8   27th 7.5 7.7 7.9   3.1   28th 7.5 7.7 7.9   3.1   28th 7.7 7.9   3.1   28th 7.8   3.0   3.2   28th 7.9   3.1   3.3   3.1   3.0   3.2   3.3   3.1   3.0   3.2   3.3   3.1   3.3   3.5   3.7   5   7.7   3.3   7.5   7.7   3.3   7					
27th 7.5 7.7 7.9 8.1 29th 7.7 7.9 8.1 29th 7.7 7.9 8.1 29th 7.8 8.0 8.2 westlest or for any other reason, number of vessels at anchorage may be reduced.  30th 7.9 8.1 8.3 31st 8.0 8.2 8.4 9. Forecast subject to alterations.  1st 7.3 7.5 7.7 7.7 7.7 2nd 7.3 7.5 7.7 4th 7.3 7.5 7.7 7.7 4th 7.4 7.6 7.8 8th 7.4 7.6 7.8 8th 7.4 7.6 7.8 8th 7.4 7.6 7.8 8th 7.4 7.6 7.8 9th 7.5 7.7 7.9 10th 7.5 7.7 7.9 11sth 7.2 7.4 7.6 13th 7.2 7.4 7.6 12th 7.3 7.5 7.7 7.9 11sth 7.3 7.5 7.7 7.9 11sth 7.3 7.5 7.7 7.9 12th 7.3 7.5 7.7 12th 7.2 7.4 7.6 7					7. Based on Bedford - 5.2mtrs. & L.Maragolia - 5.2 mtrs.
28th   7.7   7.9   8.1   rage subject to tidal/weather conditions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions and strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions and strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions and strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions and strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions and strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides anchorage solutions. In strong tides/adverse selections. In strong tides/adverse weather or for any other reason, number of vessels at anchorage solutions. In strong tides/adverse subject to alterations. On the selections. In strong tides/adverse subject to alterations. On the subject to alterations. On the sub	26th	7.4			
29th   7.8   8.0   8.2   8.3   8.3   8.3   8.3   8.4   8.5   8.5   8.4   8.5   8.5   8.4   9. Forecast subject to alterations.	27th				8. Maximum of three vessels may be accommodated at ancho-
30th   7.9   8.1   8.3   8.2   8.4   9. Forecast subject to alterations.	28th	7.7	7.9	8.1	rage subject to tidal/weather conditions. In strong tides/adverse
31st   8.0   8.2   8.4   9. Forecast subject to alterations.	29th	7.8	8.0	8.2	weather or for any other reason, number of vessels at anchorage
1st   7.3   7.5   7.7   7.7   7.8   7.5   7.7   7.7   7.8   7.5   7.7   7.8   7.5   7.7   7.8   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.5   7.7   7.9   7.5   7.7	30th	7.9	8.1	8.3	may be reduced.
1st   7.3   7.5   7.7   7.8   7.5   7.7   7.8   7.3   7.5   7.7   7.8   7.3   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.8   7.4   7.6   7.8   7.8   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.5   7.5   7.7   7.5   7.7   7.5	31st	8.0	8.2	8.4	9. Forecast subject to alterations.
2nd   7.3   7.5   7.7   3rd   7.3   7.5   7.7   4th   7.3   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.5   7.7   7.6   7.8   8tation and ask for pilotage instructions between ECLV (21°04′N, 88°11′12″E) and Gasper Channel before proceeding up.   88°11′12″E) and Gasper Channel before proceeding up.   12. Assistance is available from VTMS Station at Haldia/Sagar on VHF Channel 16/68 above Lower Gasper Light Vessel.   13. Inward Vessels anchoring at Sandheads to keep clear the shipping lane.   14. Master to check with Sagar VTS for any changes in the approach channel / 33°   7.5   7.7   7.7   18th   7.3   7.5   7.7   7.7   18th   7.3   7.5   7.7   7.7   18th   7.3   7.5   7.7   7.7   19th   7.3   7.5   7.7   7.5   7.5   7.7   7.5   7.5   7.7   7.5   7.5	OUTWARD				
3rd 7.3 7.5 7.7   4th 7.3 7.5 7.7   11. Inward vesels should report their ETA Sandheads to Pilot 5th 7.4 7.6 7.8   88*11*12*E) and Gasper Channel before proceeding up.   12. Assistance is available from VTMS Station at Haldia/Sagar on VHF Channel 16/68 above Lower Gasper Light Vessel.   13. Inward Vessels anchoring at Sandheads to keep clear the shipping lane.   14. Master to check with Sagar VTS for any changes in the approach channel / 47.3 7.5 7.7   15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   14. Master (erd)   15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage   16. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage   16. Proper anchor watch & VHF watch on Channel 16 to be watch watch & VHF watch on Channel 16 to be watch w	1st	7.3	7.5	7.7	10. Pilot embarkation at Middleton Channel. Time to be confirmed
11. Inward vesels should report their ETA Sandheads to Pilot Station and ask for pilotage instructions between ECLV (21*04*N, 88*11*12*E) and Gasper Channel before proceeding up.   17.4   7.6   7.8   7.8   7.4   7.6   7.8   7.5   7.7   7.9   7.9   7.5   7.7   7.9   7.9   7.1   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.9   7.5   7.7   7.5   7	2nd	7.3	7.5	7.7	from Sagar Pilot/VTS Station.
5th         7.4         7.6         7.8         Station and ask for pilotage instructions between ECLV (21*04'N, 6th 7.4         7.6         7.8         88*11'12"E) and Gasper Channel before proceeding up.         7.7         7.7         7.8         88*11'12"E) and Gasper Channel before proceeding up.         7.7         7.8         88*11'12"E) and Gasper Channel before proceeding up.         7.2         7.4         7.6         7.8         7.7         7.9         9         12. Assistance is available from VTMS Station at Haldia/Sagar on VHF Channel 16/68 above Lower Gasper Light Vessel.         13. Inward Vessels anchoring at Sandheads to keep clear the shipping lane.         13. Inward Vessels anchoring at Sandheads to keep clear the shipping lane.         14. Master to check with Sagar VTS for any changes in the approach channel / way points to the Pilot Boarding Ground (PBG) before entering the channel.         14. Master to check with Pilot Boarding Ground (PBG) before entering the channel.         15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.           20th 7.3         7.5         7.7         7.6         7.4         7.6         7.6         7.7         7.7         7.7         7.7         7.7         7.8         7.7         7.7         7.7         7.7         7.8         7.7         7.7         7.8         7.7         7.7         7.8         7.7         7.7         7.7         7.8         7.7	3rd	7.3	7.5	7.7	
88*11'12"E) and Gasper Channel before proceeding up. 7th 7.4 7.6 7.8 8th 7.4 7.6 7.8 8th 7.4 7.6 7.8 9th 7.5 7.7 7.9 10th 7.5 7.7 7.9 *11th 7.2 7.4 7.6 12th 7.2 7.4 7.6 13th 7.2 7.4 7.6 14th 7.3 7.5 7.7 15th 7.3 7.5 7.7 16th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 21st 7.2 7.4 7.6 22nd 7.2 7.4 7.6 22nd 7.2 7.4 7.6 22th 7.3 7.5 7.7 *26th 6.9 7.1 7.3 27th 7.0 7.2 7.4 28th 7.1 7.3 7.5 7.7 *28th 7.2 7.4 7.6 22th 7.2 7.4 7.6 22th 7.2 7.4 7.6 23th 7.2 7.4 7.6 23	4th	7.3	7.5	7.7	11. Inward vesels should report their ETA Sandheads to Pilot
7th 7.4 7.6 7.8 8th 7.4 7.6 7.8 9th 7.5 7.7 7.9 10th 7.5 7.7 7.9 11th 7.2 7.4 7.6 13th 7.2 7.4 7.6 14th 7.3 7.5 7.7 15th 7.3 7.5 7.7 18th 7.3 7.5 7.7 12th 7.3 7.5 7.7 20th 7.3 7.5 7.7 21th 7.2 7.4 7.6 22th 7.2 7.4 7.6 23th 7.2	5th	7.4	7.6	7.8	Station and ask for pilotage instructions between ECLV (21*04'N,
8th   7.4   7.6   7.8   12. Assistance is available from VTMS Station at Haldia/Sagar on VHF Channel 16/68 above Lower Gasper Light Vessel.	6th	7.4	7.6	7.8	88*11'12"E) and Gasper Channel before proceeding up.
9th 7.5 7.7 7.9 10th 7.5 7.7 7.9 11th 7.2 7.4 7.6 12th 7.2 7.4 7.6 14th 7.3 7.5 7.7 7.9 15th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 12th 7.3 7.5 7.7 12th 7.3 7.5 7.7 12th 7.2 7.4 7.6 12th 7.2 7.4 7.6 19th 7.3 7.5 7.7 12th 7.3 7.5 7.7 12th 7.2 7.4 7.6 12th 7.2 7.4 7.6 19th 7.3 7.5 7.7 19th 7.2 7.4 7.6 19th 7.2 7.4 7.4 7.6 19th	7th	7.4	7.6	7.8	
10th   7.5   7.7   7.9     *11th   7.2   7.4   7.6     12th   7.2   7.4   7.6     13th   7.2   7.4   7.6     14th   7.3   7.5   7.7     14th   7.3   7.5   7.7     15th   7.3   7.5   7.7     16th   7.3   7.5   7.7     18th   7.3   7.5   7.7     18th   7.3   7.5   7.7     18th   7.3   7.5   7.7     19th   7.3   7.5   7.7     19th   7.3   7.5   7.7     21st   7.2   7.4   7.6     22nd   7.2   7.4   7.6     23rd   7.2   7.4   7.6     24th   7.2   7.4   7.6     25th   7.3   7.5   7.7     *26th   6.9   7.1   7.3     27th   7.0   7.2   7.4     28th   7.1   7.3   7.5     29th   7.2   7.4   7.6     30th   7.2   7.4	8th	7.4	7.6	7.8	12. Assistance is available from VTMS Station at Haldia/Sagar
*11th 7.2 7.4 7.6 12th 7.2 7.4 7.6 13th 7.2 7.4 7.6 14th 7.3 7.5 7.7 15th 7.3 7.5 7.7 16th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 20th 7.3 7.5 7.7 21st 7.2 7.4 7.6 22nd 7.2 7.4 7.6 22nd 7.2 7.4 7.6 22th 7.3 7.5 7.7 24th 7.0 7.2 7.4 7.6 25th 7.3 7.5 7.7 26th 6.9 7.1 7.3 27th 7.0 7.2 7.4 28th 7.1 7.3 7.5 29th 7.2 7.4 7.6 30th 7.2 7.4 7.6	9th	7.5	7.7	7.9	on VHF Channel 16/68 above Lower Gasper Light Vessel.
12th 7.2 7.4 7.6 13th 7.2 7.4 7.6 14th 7.3 7.5 7.7 14. Master to check with Sagar VTS for any changes in the approach channel / way points to the Pilot Boarding Ground (PBG) before entering the channel.  17th 7.3 7.5 7.7 entering the channel.  17th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.	10th	7.5	7.7	7.9	
12th 7.2 7.4 7.6 13th 7.2 7.4 7.6 14th 7.3 7.5 7.7 14. Master to check with Sagar VTS for any changes in the approach channel / way points to the Pilot Boarding Ground (PBG) before entering the channel.  17th 7.3 7.5 7.7 entering the channel.  17th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.  15th 7.3 7.5 7.7 15. Proper anchor watch & VHF watch on Channel 16 to be maintained and M/E to be kept on short notice at the anchorage.					13. Inward Vessels anchoring at Sandheads to keep clear the
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15th   7.3   7.5   7.7   Channel / way points to the Pilot Boarding Ground (PBG) before entering the channel.	14th	7.3	7.5	7.7	14. Master to check with Sagar VTS for any changes in the approach
16th 7.3 7.5 7.7 entering the channel.  17th 7.3 7.5 7.7  18th 7.3 7.5 7.7  18th 7.3 7.5 7.7  19th 7.3 7.5 7.7  20th 7.3 7.5 7.7  21st 7.2 7.4 7.6  22nd 7.2 7.4 7.6  23rd 7.2 7.4 7.6  24th 7.2 7.4 7.6  25th 7.3 7.5 7.7  *26th 6.9 7.1 7.3  27th 7.0 7.2 7.4  28th 7.1 7.3 7.5  29th 7.2 7.4 7.6  30th 7.2 7.4 7.6  30th 7.2 7.4 7.6	15th	7.3	7.5	7.7	
17th 7.3 7.5 7.7 18th 7.3 7.5 7.7 18th 7.3 7.5 7.7 19th 7.3 7.5 7.7 20th 7.3 7.5 7.7 21st 7.2 7.4 7.6 22nd 7.2 7.4 7.6 23rd 7.2 7.4 7.6 24th 7.2 7.4 7.6 25th 7.3 7.5 7.7 *26th 6.9 7.1 7.3 27th 7.0 7.2 7.4 28th 7.1 7.3 7.5 29th 7.2 7.4 7.6 30th 7.2 7.4 7.6 30th 7.2 7.4 7.6		7.3		7.7	
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22nd     7.2     7.4     7.6       23rd     7.2     7.4     7.6       24th     7.2     7.4     7.6       25th     7.3     7.5     7.7       *26th     6.9     7.1     7.3       27th     7.0     7.2     7.4       28th     7.1     7.3     7.5       29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					
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24th     7.2     7.4     7.6       25th     7.3     7.5     7.7       *26th     6.9     7.1     7.3       27th     7.0     7.2     7.4       28th     7.1     7.3     7.5     HARBOUR MASTER(RIVER)       29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					
25th     7.3     7.5     7.7       *26th     6.9     7.1     7.3       27th     7.0     7.2     7.4       28th     7.1     7.3     7.5     HARBOUR MASTER(RIVER)       29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					
*26th     6.9     7.1     7.3       27th     7.0     7.2     7.4       28th     7.1     7.3     7.5       29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					
27th     7.0     7.2     7.4       28th     7.1     7.3     7.5     HARBOUR MASTER(RIVER)       29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					
28th     7.1     7.3     7.5       29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					†
29th     7.2     7.4     7.6       30th     7.2     7.4     7.6					HARBOUR MASTER/RIV/ERV
30th 7.2 7.4 7.6					
					अपरणात् जारच्य (णपा)
31st   7.3   7.5   7.7					
	31st	7.3	7.5	7.7	