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| <div> <div>MRN/HMR/HD/D/284</div> <div>S.M.P. KOLKATA</div> <div>एस.एम.पी. कोलकाता</div> <div>HALDIA 'DAY' MAY'2024</div> <div>H.M.(R)'S OFFICE</div> <div>Dated: 27.03.2024</div> </div> | | | |
| <div>ESTMATED FRESH WATER DRAFT FORECAST FOR THE MONTH OF MAY'2024</div> <div>FOR HALDIA FOR VESSELS OF 12KTS. & OVER (SUBJECT TO ALTERATION)</div> | | | |
| INWARD: | Haldia Dock and Haldia Oil Jetties | | NOTES |
| Date | A | B | <div> <div>1. Calculated for 12kts. River Speed draft to be reduced 0.1mtr. for every knot below 12kts.</div> <div>2. <u>OAL Category</u> :</div> <div>A) <u>Over 180 mtrs.</u></div> <div>B) <u>Upto 180 mtrs</u></div> <div>3. Pilot embarkation at EDEN Channel. Time to be confirmed from pilot station.</div> <div>4. 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.</div> <div>5. Inward ships should report their ETA Sandheads to Pilots Station for pilotage instructions between WCLV waypoint 1 (21°05.00'N, 087°51.30'E) and EDEN Channel before proceeding up.</div> <div>6. Inward Vessels awaiting pilot to anchor at Sandheads SE of WCLV keeping clear shipping lane. VHF watch on Ch.16/68 & SSB 4147.4 KHz to be maintained for pilot instructions.</div> <div>7. Assistance is available from VTMS/SAGAR VTS on VHF Channel 16/68 FROM way point 3(21°21.7N, 087°48.6E) to pilot boarding ground.</div> <div>8. Waypoints & buoy positions may be confirmed with SAGAR VTS / PILOT STATION.</div> <div>9. Forecast applicable for Haldia Docks and HOJ. Subject to alteration.</div> </div> |
| 1st | 8.3 | 8.5 | |
| 2nd | 8.3 | 8.5 | |
| *3rd | 8.1 | 8.3 | |
| 4th | 8.2 | 8.4 | |
| 5th | 8.4 | 8.6 | |
| 6th | 8.5 | 8.7 | |
| 7th | 8.6 | 8.8 | |
| 8th | 8.7 | 8.9 | |
| 9th | 8.6 | 8.8 | |
| 10th | 8.6 | 8.8 | |
| 11th | 8.5 | 8.7 | |
| 12th | 8.4 | 8.6 | |
| 13th | 8.4 | 8.6 | |
| 14th | 8.3 | 8.5 | |
| 15th | 8.3 | 8.5 | |
| 16th | 8.2 | 8.4 | |
| *17th | 8.0 | 8.2 | |
| 18th | 8.2 | 8.4 | |
| 19th | 8.3 | 8.5 | |
| 20th | 8.4 | 8.6 | |
| 21st | 8.5 | 8.7 | |
| 22nd | 8.6 | 8.8 | |
| 23rd | 8.6 | 8.8 | |
| 24th | 8.6 | 8.8 | |
| 25th | 8.6 | 8.8 | |
| 26th | 8.6 | 8.8 | |
| 27th | 8.6 | 8.8 | |
| 28th | 8.5 | 8.7 | |
| 29th | 8.5 | 8.7 | |
| 30th | 8.5 | 8.7 | |
| 31th | 8.6 | 8.8 | |
| OUTWARD | | | <div> <div>10. Mooring Rope requirements :</div> <div>A) HOJ1 - 5+3+3 FOR'D 3+3+5 AFT </div> <div>HOJ2/3 - 4+4+3 FOR'D 3+4+4 "</div> <div>B) Each rope should be a separate coil. </div> <div>11. <u>Restrictions are likely to be imposed on LOA/ DRAFT at HOJ1 due variations in soundings</u></div> <div><u>Acceptance of Vessels at HOJ1 may be confirmed in advance from MMOH.</u></div> <div>12. Soundings based on Lower Jellingham -5.4 mtrs., Upper Eden -6.2 mtrs. Lower Eden-6.9 mtrs. Upper Jell.- 5.4mtrs. Hal. Anch.-5.4 mtrs.</div> <div>13. All Vessels to ensure that their engines, steering etc. are in good working order.</div> <div>14) All vessels are required to have two serviceable bower anchors for safe transit.</div> <div>15) <u>All vessels A.I.S. Pilot plug required to be operational.</u></div> </div> |
| 1st | 8.2 | 8.4 | |
| 2nd | 8.1 | 8.3 | |
| 3rd | 8.1 | 8.3 | |
| 4th | 8.2 | 8.4 | |
| 5th | 8.2 | 8.4 | |
| 6th | 8.2 | 8.4 | |
| *7th | 8.4 | 8.6 | |
| 8th | 8.5 | 8.7 | |
| 9th | 8.5 | 8.7 | |
| 10th | 8.5 | 8.7 | |
| 11th | 8.4 | 8.6 | |
| 12th | 8.4 | 8.6 | |
| 13th | 8.3 | 8.5 | |
| 14th | 8.3 | 8.5 | |
| 15th | 8.2 | 8.4 | |
| 16th | 8.1 | 8.3 | |
| 17th | 8.1 | 8.3 | |
| 18th | 8.1 | 8.3 | |
| 19th | 8.1 | 8.3 | |
| 20th | 8.1 | 8.3 | |
| 21st | 8.1 | 8.3 | |
| *22nd | 8.4 | 8.6 | |
| 23rd | 8.4 | 8.6 | |
| 24th | 8.5 | 8.7 | |
| 25th | 8.5 | 8.7 | |
| 26th | 8.5 | 8.7 | |
| 27th | 8.5 | 8.7 | |
| 28th | 8.4 | 8.6 | |
| 29th | 8.4 | 8.6 | |
| 30th | 8.3 | 8.5 | |
| 31th | 8.3 | 8.5 | |

Sd/-
(D Sengupta)
Harbour Master (River)
बंदरगाह मास्टर (नदी)

| No. MRN/HMR/HD/N/284 | | | एस.एम.पी. कोलकाता | H.M.(R)'S OFFICE |
|----------------------|-----|-------------|--|--------------------|
| | | | HALDIA 'NIGHT' MAY'2024 | Dated : 27.03.2024 |
| INWARD | | Haldia Dock | ESTIMATED FRESH WATER DRAFT FORECAST FOR THE MONTH OF MAY'24 FOR HALDIA , FOR VESSELS OF 12KTS. & OVER (SUBJECT TO ALTERATION) | |
| Date | A | B | | |
| 1st | 8.0 | 8.2 | <div>NOTES</div> <div>INWARD SHIPS AT NIGHT</div> <div>1. For Haldia Docks - Upto 230 mtrs. LOA and maximum draft upto 8.5 mtrs.</div> <div>2.(A) For No.1 Haldia Oil Jetty - Upto 170 mtrs. LOA and draft upto 7.0 mtrs.</div> <div>(B) For No.3 Haldia Oil Jetty - 120 mtrs. To 135 mtrs. and draft upto 7.0 mtrs.</div> <div>3. IT IS EXPECTED VESSELS WILL BE FULLY EQUIPPED WITH SUITABLE RADARS ETC. FOR BERTHING AT NIGHT.</div> <div>4. 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.</div> <div>5. Night draft apply to tides available between Sunset on that day and Sunrise the following day.</div> <div>6. All vessels to ensure that their engines, steering etc. are in good working order.</div> <div>7. Pilot embarkation at EDEN Channel.</div> <div>8. All vessels A.I.S. Pilot plug required to be operational.</div> | |
| 2nd | 8.1 | 8.3 | | |
| *3rd | 8.4 | 8.6 | | |
| 4th | 8.5 | 8.7 | | |
| 5th | 8.6 | 8.8 | | |
| 6th | 8.6 | 8.8 | | |
| 7th | 8.6 | 8.8 | | |
| 8th | 8.5 | 8.7 | | |
| 9th | 8.5 | 8.7 | | |
| 10th | 8.4 | 8.6 | | |
| 11th | 8.3 | 8.5 | | |
| 12th | 8.2 | 8.4 | | |
| 13th | 8.2 | 8.4 | | |
| 14th | 8.1 | 8.3 | | |
| 15th | 7.9 | 8.1 | | |
| 16th | 8.0 | 8.2 | | |
| *17th | 8.3 | 8.5 | | |
| 18th | 8.4 | 8.6 | | |
| 19th | 8.4 | 8.6 | | |
| 20th | 8.4 | 8.6 | | |
| 21st | 8.4 | 8.6 | | |
| 22nd | 8.4 | 8.6 | | |
| 23rd | 8.4 | 8.6 | | |
| 24th | 8.4 | 8.6 | | |
| 25th | 8.4 | 8.6 | | |
| 26th | 8.4 | 8.6 | | |
| 27th | 8.3 | 8.5 | | |
| 28th | 8.3 | 8.5 | | |
| 29th | 8.3 | 8.5 | | |
| 30th | 8.3 | 8.5 | | |
| 31th | 8.3 | 8.5 | | |
| OUTWARD: | | | | |
| 1st | 8.0 | 8.2 | | |
| 2nd | 8.0 | 8.2 | | |
| 3rd | 8.1 | 8.3 | | |
| 4th | 8.2 | 8.4 | | |
| 5th | 8.3 | 8.5 | | |
| 6th | 8.4 | 8.6 | | |
| *7th | 8.2 | 8.4 | | |
| 8th | 8.2 | 8.4 | | |
| 9th | 8.2 | 8.4 | | |
| 10th | 8.1 | 8.3 | | |
| 11th | 8.1 | 8.3 | | |
| 12th | 8.1 | 8.3 | | |
| 13th | 8.0 | 8.2 | | |
| 14th | 8.0 | 8.2 | | |
| 15th | 7.9 | 8.7 | | |
| 16th | 7.9 | 8.1 | | |
| 17th | 8.1 | 8.3 | | |
| 18th | 8.2 | 8.4 | | |
| 19th | 8.3 | 8.5 | | |
| 20th | 8.4 | 8.6 | | |
| 21st | 8.4 | 8.6 | | |
| *22nd | 8.1 | 8.3 | | |
| 23rd | 8.1 | 8.3 | | |
| 24th | 8.1 | 8.3 | | |
| 25th | 8.1 | 8.3 | | |
| 26th | 8.1 | 8.3 | | |
| 27th | 8.1 | 8.3 | | |
| 28th | 8.1 | 8.3 | | |
| 29th | 8.2 | 8.4 | | |
| 30th | 8.2 | 8.4 | | |
| 31th | 8.3 | 8.4 | | |

Sd/-
(D. Sengupta)
HARBOUR MASTER(RIVER)
बंदरगाह मास्टर (नदी)

- For Haldia Docks - Upto 230 mtrs. LOA and maximum draft upto 8.5 mtrs.
- (A) For No.1 Haldia Oil Jetty - Upto 170 mtrs. LOA and draft upto 7.0 mtrs.
(B) For No.3 Haldia Oil Jetty - 120 mtrs. To 135 mtrs. and draft upto 7.0 mtrs.
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- 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.
- Night draft apply to tides available between Sunset on that day and Sunrise the following day.
- All vessels to ensure that their engines, steering etc. are in good working order.
- Pilot embarkation at EDEN Channel.
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