

Date of approval: March 2022

No.	Related Documents	Status *
1	Latest tide table	Active
2	ISPS ship pre-arrival form (F-51/52.001)	Active
3	Maritime Declaration of Health form (F-51/52.021)	
4	Questions related to the novel Coronavirus (COVID-19) outbreak (F51/52.034)	Active
	Questions related to the Ebola outbreak (F51/52.027)	Active
6	Shipping notice 2015/01 Minimum requirements for safe and efficient passage of sea-going vessels in Surinamese waters	Active
7	Shipping notice 2021/06 Nautical Accessibility Suriname River	Active
8	Shipping notice 2021/03 NAABSA Berth procedure	Active
9	Shipping notice 2022/02 Accessibility Kuldipsingh Jetty	Expired and replaced by Shipping notice 2022/06
10	Chart no 2765 Suriname River from Entrance to Toevlucht and corresponding ENC's no. SR2218A and no.SR2218	Active
11	Relevant NtM of the area on www.mas.sr	Active

Additional requirements for ships to navigate alongside Kuldipsingh Jetty

1. Length overall (LOA)

Kuldipsingh Jetty can accommodate vessels with a maximum length of two hundred twenty-five meters (225m)

2. Depth at berth

The berthing area from the channel to the jetty is subdivided into two zones (see appendix 1). Zone 1 covers the area where vessels are moored at Kuldipsingh Jetty and Zone 2 covers the area of approach from the channel to Zone1.

- Zone 1 is subdivided into three sections:

Section 1 has a depth of 6.7 meters at Low Water Spring

Section 2 has a depth of 6.0 meters at Low Water Spring

Section 3 has a depth of 5.1 meters at Low Water Spring

- Zone 2 has a depth of 5.2 meters at Low Water Spring

The calculated vessel draft in Section 1 (Zone 1):

Vessels mooring and departing at starboard and port side is.

5.2m - 0.20m (keel clearance) = 5 m + tidal rise calculated at the time of mooring.

The calculated vessel draft in Section 2 (Zone 1):

Vessels mooring and departing at starboard and port side is.

$5.2\text{m} - 0.20\text{m}$ (keel clearance) = 5 m + tidal rise calculated at the time of mooring.

The calculated vessel draft in Section 3 (Zone 1):

Vessels mooring and departing at starboard and port side is.

$5.1\text{m} - 0.20\text{m}$ (keel clearance) = 4.9 m + tidal rise calculated at the time of mooring.

The calculated vessel draft in approach Zone 2:

$5.2\text{m} - 0.20\text{m}$ (keel clearance) = 5 m + tidal rise calculated at the time of mooring.

3. Tugboat Assistance

- Vessels less than one hundred and forty meters (140m) in length are not required to have tugboat assistance.
- Vessels less than one hundred and fifty meters (150m) in length with bow thrusters are not required to have tugboat assistance.
- Vessels of one hundred and forty meters (140m) up to one hundred and sixty meters (160m) in length without bow thrusters are required to have tugboat assistance with a minimum capacity of fifteen hundred Horsepower (1500HP).
- Vessels of more than one hundred and sixty meters (160m) and up to one hundred and eighty meters (180m) in length are required to have at least one (1) tugboat for assistance with a minimum capacity of two thousand horsepower (2000HP).

4. NAABSA (Not always afloat but safely aground)

The NAABSA procedures (Shipping notice 2021/03 NAABSA Berth procedure) applies for the Kuldipsingh Jetty. The vessel owner may determine the NAABSA draft of the vessel, taking in to account the accessibility of the Navigation channel of the Suriname river (Shipping notice 2021/06 nautical Accessibility Suriname River) and the calculated vessel draft in zone 1 at the Kuldipsingh Jetty.

5. Double mooring

- Double moored vessels (not exceeding a width of 35m (thirty five meters)) should not hinder other mooring or departing vessels.
- to prevent damage, fenders should be used between double moored vessels.
- Bunkering of double moored vessels by bunker barge or other type of bunker vessel is not allowed.
- Adequate mooring lines are required for there are various forces action on the vessel such as wind, current, tide, wave action, swell, surging induced due to passing ships and trim of the vessel. The spring, breast and headlines prevent vessel's movement against the action of these forces.

Note:

- **In special or exceptional cases, the MAS is fully authorized to request tugboat assistance for partial or the entire distance to be navigated within the channel**
- **Vessels with bow thrusters which are not in good working condition are regarded as vessels without bow thrusters.**
- **A mooring boat must be on standby to assist with the mooring lines.**

- **For tugboat assistance tugboat operators/companies should possess a valid license for tugboat operations issued by the Maritime Authority Suriname.**
- **Vessels of more than one hundred and twenty meters (120m) in length shall use the turning basin or anchorage area at Chatillion or Simonspolder (for turning) to be able to moor Port side at the Jetty.**
- **Draft calculation is based on freshwater**

Bathymetric survey for monitoring the depth at Kuldipsingh Jetty

Due to the rapid sedimentation rate periodic maintenance dredging is required. The Maritime Authority Suriname will issue a Shipping Notice regarding the depth at Kuldipsingh two times a year after each bathymetric survey. The latest depth survey Kuldipsingh Jetty dated March 2022 (depths are referred to LWS) is hereby shown as an attachment in figure 1.

Approved by the
Maritime Authority Suriname,

Mr. M. Amafo LL.M
Director

