

Date of approval: June 2020

No.	Related Documents	Status *
1	Latest version of Tide table	Active
2	ISPS ship pre-arrival form (F-51/52.001)	Active
3	Maritime Declaration of Health form (F-51/52.021)	Active
4	Questions related to the novel Coronavirus (COVID-19) outbreak (F51/52.034)	Active
5	Questions related to the Ebola outbreak (F51/52.027)	Active
6	Shipping notice 2016/01 Minimum requirements for safe and efficient passage of sea-going vessels in Surinamese waters	Active
7	Chart no SR2219 Commewijne – and Cottica River to Moengo	Active
8	Shipping notice 2020/08 Commewijne - and Cottica River	Active
9	Relevant NtM of the area on www.mas.sr	Active

Accessibility Moengo port

The accessibility of the Commewijne River depends on the river bar in the mouth of the Commewijne River. The bar begins at Fort Nieuw-Amsterdam and extends to Leliëndaal. The minimum depth is set at 2.60 m (meters) referenced to L.W.S. (Low Water Spring). The average rise is 2.5 m across the mouth of the Commewijne River by which the average water depth at average high tide is 5.10 m. This is the average depth which means that at high spring tide the water depth is slightly higher and at neap tide lower. The calculated depth and draft at MHWN (Mean High Water Neaps) and MHWS (Mean High Water Spring) are shown in the table below.

Table 1: calculated depths and draft at MHWN and MHWS

WL	CD + WL =	Depth	Keel clearance	Draft
MHWN	2.60 m + 2.15 m	4.75 m	0.30	4.45 m
MHWS	2.60 m + 2.80 m	5.40 m	0.30	5.10 m

Note:

The calculations above are based on mean values. The actual tide can be lower or higher than the mean values. The day to day tidal information is published in the annual tide tables of the Maritime Authority of Suriname.

Abbreviations:

C.D.: Chart Datum

M.H.W.N. : Mean High Water Neaps

M.H.W.S. : Mean High Water Spring

L.W.S. : Low Water Spring

W.L.: Water Level

Minimum requirements for ships to navigate in de Cottica River:

A.

1. controllable pitch propeller;
2. equipped with a bow thruster;
3. equipped with a single (flap) rudder;
4. L.O.A. of 70 meters or more;
5. tugboat assistance required with a minimum of 1500 hp from Koopmans Kreek to Moengo, whereby the tug will be attached to the ship; and
6. other conditions C1 to C7.

B.

1. as mentioned in A1, A2, A3 and C1 to C7;
2. less than a L.O.A. of 70 meters; and
3. tugboat assistance not required.

C.

1. sufficient propulsion power in order to be able to pick up the speed of 10 knots;
2. equipped with an electric-hydraulic steering system;
3. equipped with functioning communication tools such as VHF radio;
4. equipped with bright search light;
5. the steering bridge situated on the stern. A not too low steering bridge that restrict the view forward;
6. the views over both starboard and portside should be good; and
7. good vessel maneuverability.

Additional requirements for ships to navigate alongside Traymore N.V. Dock 2

Traymore N.V. Dock 2 – Turning Basin (Moengo kreek)

1. Length overall (LOA)

Traymore N.V. Dock 2 can accommodate vessels with a maximum LOA of 120 m (**one hundred twenty meters**).

2. Depth at Berth: Traymore N.V. Dock 2

The berthing area at **Traymore N.V. Dock 2** has a depth of **4.4 meters** at Low Water Spring.

- Mooring and departing at starboard side is; $4.4\text{m} - 0.30\text{m}$ (keel clearance) = 4.1m + tidal rise calculated at time of mooring.
- Only starboard side mooring is allowed
- Not always afloat but safely aground (NABSA) is not applicable for oil tankers

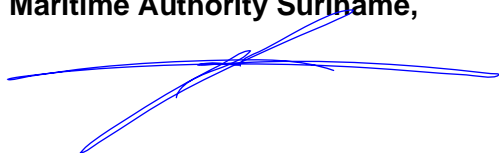
Note:

- **Vessels that do not meet the minimum requirements for ships to navigate in the Cottica River, will not be admitted for passage.**
- **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.**
- **A mooring boat must be on standby to assist with the mooring lines.**
- **For tugboat assistance, the tugboats assisting the vessels should be fit for duty and tugboat operators/companies should possess a valid license for tugboat operations issued by the Maritime Authority Suriname.**
- **During extreme drought, the depths may reduce slightly.**

Bathymetric survey for monitoring the depth at Traymore N.V. Dock 2

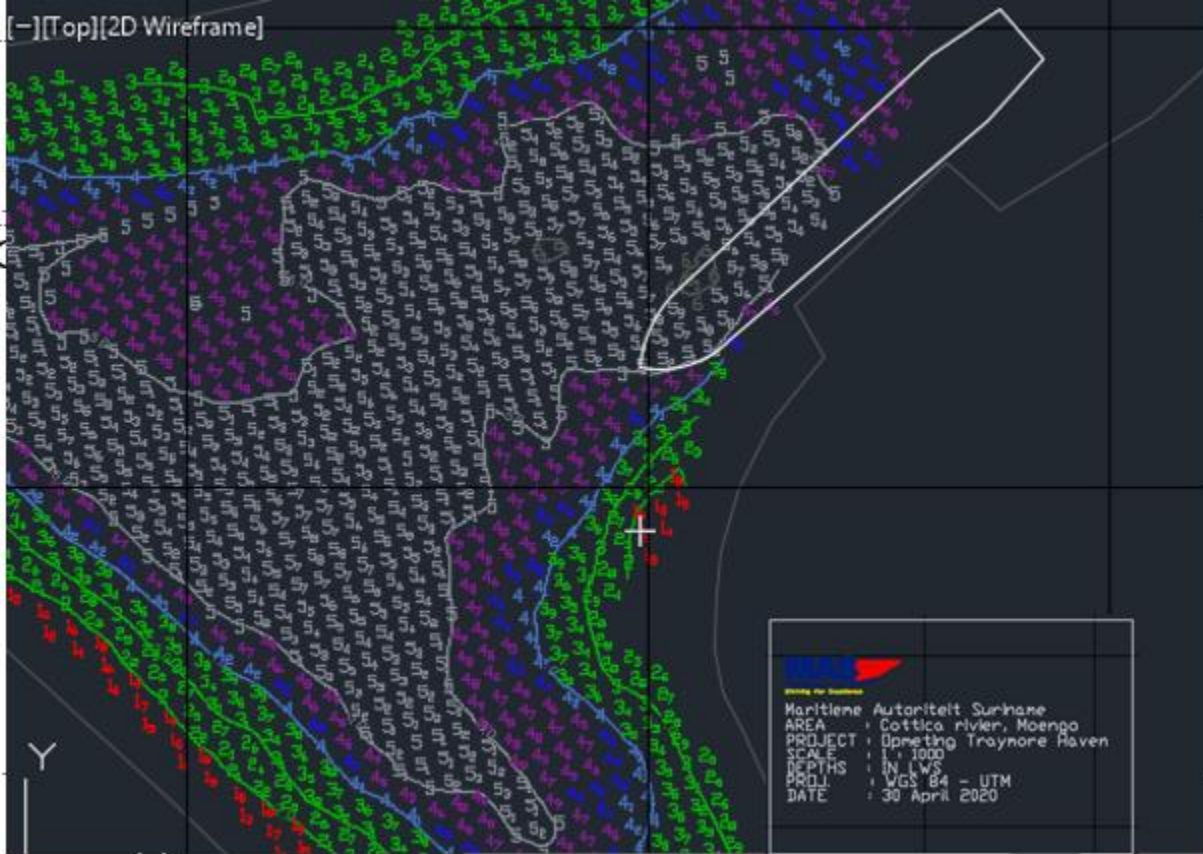
Due to sedimentation periodic maintenance is required. The Maritime Authority Suriname will issue the depth at Traymore N.V. Dock 2 on yearly basis after each bathymetric survey. The latest depth survey is dated May 2020 (depths are referred to LWS).

**Approved by the
Maritime Authority Suriname,**



**Mr. M Amafo LL.M
Director**

Appendix 1



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