

Date of approval: June 2021

No.	Related Documents	Status *
1	Latest MAS 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
5	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 2018/03 nautical Accessibility Suriname River	Active
8	Shipping Notices Nautical Accessibility VABI JETTY-SRPBM-0024 Nautical Accessibility VENSUR JETTY-SRPBM-0006 Nautical Accessibility KULDIPSINGH JETTY - SRPBM-0026 Nautical Accessibility DE MOLEN JETTY-SRPBM-0002	active
9	Chart no 2675 Suriname River from Entrance to Toevlucht and corresponding ENC's no. SR2218A and no.SR2218B	Active
10	Relevant NtM of the area on www.mas.sr	Active

Additional NAABSA Berth Procedure for ships and Berth operators

There are several NAABSA (Not Always Afloat But Safely Aground) berths operated on the Suriname river.

The NAABSA ports in the Suriname river are the following;

- VABI JETTY-SRPBM-0024
- VENSUR JETTY-SRPBM-0006
- KULDIPSINGH JETTY - SRPBM-0026
- DE MOLEN JETTY-SRPBM-0002

The safe operation of these berths is the responsibility of the berth operator. All vessels calling at these berths should ensure they comply with this procedure and all the relevant Shipping laws and General Procedures.

Vessel with certain classes of Dangerous Goods namely IMDG code : Class 1; 2.1; 3; 4 and 7 are not allowed NAABSA.

NAABSA Berths should have firefighting procedures and firefighting equipment readily available with trained personnel. NAABSA vessels should be moored at safe distance of at least 15meters from other vessels in case of fire.

Pre-Arrival information

- Prior to arrival the Agent must confirm and submit in writing to the MAS that the vessel calling at the berth is suitable for operating at a NAABSA berth.
- The vessel and berth operator may provide alternative firefighting arrangements at the berth.
- The vessel uses the appropriate intakes, such as cooling water so as not to compromise the mechanical performance of the vessel with the intake of siltation and other such matter.

Inspection & Survey

The MAS will conduct regular visual inspections of the berth, at low water, on behalf of the berth operator to ensure the berth is kept clear from obstructions.

Berth owners should immediately inform the VTC of MAS by telephone 476733 #221 or +597 891394 and in writing Nautical Affairs Department to bmahabier@mas.sr in the event of any items, however small, that have entered the water. This is necessary to prevent any channel obstruction or vessel damage.

Berths are subject to regular bathymetric surveys as indicated in the active shipping notice for individual berths and the berth owner will ensure that the berth is dredged as required to maintain depths to Chart Datum. The surveys will be done by the MAS.

Berth

Vessels should be close to even keel when taking the ground on NAABSA berths. The Masters should keep records of grounding times and the vessel's condition at the time of grounding.

When the tide is flooding, the Master must ensure that moorings are rigorously tended when the vessel is about to re-float.

Masters shall be aware that vessels do not always re-float at the time expected due to the nature of NAABSA berths, and the crew should be suitably aware of this.

Note:

In special or exceptional cases, the MAS is fully authorized to refuse the NAABSA of a vessel, if the MAS deems it necessary to avoid taking unreasonable risks and to guarantee safety of the vessel. The MAS will not be liable for any loss, whatsoever, which could have been avoided by performing the NAABSA procedure.

**Approved by the
Maritime Authority Suriname,**

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