



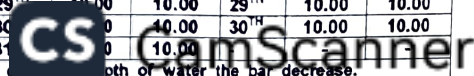
THE CHITTAGONG PORT AUTHORITY

MARINE DEPARTMENT

THE MAXIMUM ANTICIPATED SAFE FRESH WATER DRAUGHT IN THE KARNAFULLY RIVER FOR MONTH
JANUARY/2024, FEBRUARY/2024, MARCH/2024, APRIL/2024, MAY/2024 & JUNE/2024.

JANUARY/2024			FEBRUARY/2024			MARCH/2024			APRIL/2024			MAY/2024			JUNE/2024		
METRE			METRE			METRE			METRE			METRE			METRE		
DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD
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2 ND	10.00	10.00	2 ND	10.00	10.00	2 ND	10.00	10.00	2 ND	10.00	10.00	2 ND	10.00	10.00	2 ND	10.00	10.00
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6 TH	10.00	10.00	6 TH	10.00	10.00	6 TH	10.00	10.00	6 TH	10.00	10.00	6 TH	10.00	10.00	6 TH	10.00	10.00
7 TH	10.00	10.00	7 TH	10.00	10.00	7 TH	10.00	10.00	7 TH	10.00	10.00	7 TH	10.00	10.00	7 TH	10.00	10.00
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16 TH	10.00	10.00	16 TH	10.00	10.00	16 TH	10.00	10.00	16 TH	10.00	10.00	16 TH	10.00	10.00	16 TH	10.00	10.00
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30 TH	10.00	10.00	-	-	-	30 TH	10.00	10.00	30 TH	10.00	10.00	30 TH	10.00	10.00	30 TH	10.00	10.00
31 ST	10.00	10.00	-	-	-	31 ST	10.00	10.00	-	-	-	31 ST	10.00	10.00	-	-	-

(NOTE: - 1) 0.30M may be reduced without prior notice from the day's maximum permissible draught in both of water the bar decrease.



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JANUARY/2024	FEBRUARY/2024	MARCH/2024	APRIL/2024	MAY/2024	JUNE/2024
AM: 1 ST & 2 ND 6 TH to 16 TH 20 TH to 31 ST	AM: 1 ST & 2 ND 5 TH to 15 TH 18 TH to 29 TH	AM: 1 ST to 3 RD 5 TH to 16 TH 19 TH to 31 ST	AM: 1 ST 4 TH to 14 TH 17 TH to 30 TH	AM: 3 RD to 14 TH 17 TH to 29 TH	AM: 1 ST to 11 TH 16 TH to 27 TH 30 TH
PM: 3 RD to 5 TH 17 TH & 18 TH	PM: 3 RD & 4 TH 16 TH & 17 TH	PM: 4 TH 17 TH	PM: 2 ND 15 TH & 16 TH	PM: 1 ST 15 TH 30 TH & 31 ST	PM: 13 TH & 14 TH 28 TH & 29 TH
AM/PM: 19 TH	AM/PM: NIL	AM/PM: 18 TH	AM/PM: 3 RD	AM/PM: 2 ND & 16 TH	AM/PM: 15 TH

**** GENERAL :**

- (a) The maximum permissible draft for entering and leaving Chittagong Port Jetty berth is 10.0 Meters.
- (b) The maximum permissible length for entering and leaving Chittagong Port Jetty berth is 200.00* Meters.
- (c) The maximum permissible length for entering and leaving during night navigation is 175.00 Meters.
- (d) The entry permissible draft would however depend on the day's maximum permissible draft and prevailing real time hydrological condition.

For Master anchoring at Chittagong anchorage & entering Harbour :-

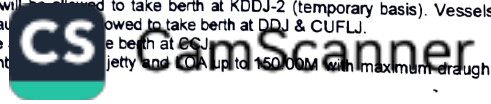
- (1) Anchor at a safe distance from other vessels at anchor.
- (2) At Chittagong outer anchorage tide can be as strong as 6 to 7 knots. **Please keep vigilant watch for dragging anchor. In such situation please keep engine ready for immediate use to avoid contact with other vessel.**
- (3) If you are lightening with other vessels alongside, the chances of dragging anchor is most likely. Please keep vigilant watch for dragging anchor.
- (4) As a precaution use more chains, keep your engine standby all the times and keep the nos. of lighter vessel alongside to minimum.
- (5) Keep a good anti theft lookout and employ watchmen onboard.
- (6) When maneuvering for anchoring or picking pilot never attempt to cross other vessel Bow at close range. Please remember the current here is very strong. You may ride on others cable.
- (7) Deep draught vessels lightening at Alpha anchorage shall shift to Bravo or Charlie when they attain required draught usually 9.50 Meters to make room for safe anchoring of newly arrived relatively deeper draft vessels.
- (8) Vessel must have at least 16 rope for safe berthing. Tanker vessel having wire rope must have at least 12 polypropylene rope.
- (9) To facilitate smooth operation, At berth master of mother vessel must allow lighter tanker/fresh water barge to stay alongside as required by Harbour Master office.
- (10) Vessel should have at least 0.20M by stern trim for channel navigation to get good steering effect.
- (11) While at anchor never keep any loose mooring Rope/gear on deck and do not allow unauthorized craft alongside your ship. Barter trade is prohibited in the port.
- (12) Sudden onset of windy weather is likely in this season. Please take immediate maneuvering action in such situation.

The details of berth wise permissible Length, Draft and other Navigational Information.

- 1. Vessels up to 170.00M LOA with minimum speed 10 knots, vessels LOA exceeding 170.00M and up to 190.00M with speed 12 knots may be berthed at GCB jetty- 2 to 8 draught not exceeding 8.55 Meter.
- 2. Container Vessel having maximum permissible LOA up to 200.00M with maximum draught 10.00M will be allowed to take berth PCT depending on prevailing real time hydrological condition.
- 3. Container Vessel having maximum permissible LOA up to 190.00M with draught 9.50M will be allowed to take berth at CCT, NCT-2 to 4 depending on prevailing real time hydrological condition. LOA up to 177.00M and with draught 10.0M at NCT/5 and NCT-1 is reserved for Panagon ship. Vessel having LOA up to 186.00M with draught 9.50M and 186.00 to 190.00 M with 9.00M can be berthed at GSJ, DOJ-5-7 & KAFCO (A & U), LOA up to 183.00M draught 9.50M at DOJ/3, LOA up to 160.00M draught 9.50M at DOJ/4 (Under repair/out of commission). LOA up to 175.00M draught 10.00M (depending on prevailing real time hydrological condition) at DOJ-8. Vessels having LOA up to 143.40M draught 8.25M and vessels having LOA more than 143.40M and up to 175.25M draught 7.90M can be berthed at TSP. Vessels having LOA up to 190.00M draught 8.00M at KDDJ-1 (temporary basis) and LOA up to 180.00M draught 9.50M will be allowed to take berth at KDDJ-2 (temporary basis). Vessels having LOA up to 183.00M with draught 9.50M can be berthed at UTT Jetty. Vessel having LOA 186.00M to 190.00M with draught 9.50M will be allowed to take berth at DDJ & CUFLJ.
- 4. Vessels having LOA upto 161.00M with maximum draught 9.14 and LOA upto 170.00 M with maximum draught 8.60 M will be allowed to take berth at GCB.
- 5. Vessels having LOA up to 230.00M with maximum draught 12.50M at Coal jetty, LOA up to 150.00M with maximum draught 12.50M at Matarbari jetty and LOA up to 150.00M with maximum draught 6.00M at temporary jetty will be allowed to take berth at Matarbari Terminal.

*Condition apply.

Abbreviation: M=Meter, LOA= Length over all.



6. The master of all vessels should declare correct fresh water draught to the pilot before entering the Harbour. This must be done in writing if the vessels is drawing the day's maximum permissible draught or a draught within 0.15M of permissible draught. In such cases, on taking berth the draught may be checked by the Harbour Master and if the vessels draught is found more than the permissible draught, the Master will be held responsible for mis-declaration. However vessels draft in excess upto 15cm should not be denied entry. Vessels should have 20 cm. by the astern.
7. INWARD ship must present themselves at Pilot boarding ground at least 3 hours before the day light high water at outer anchorage to enter on a particular day, the entry, however, will be subject to availability of berth, permissible draught, day light, rise of tide etc. However, priority vessels such as 24/48 hrs., RORO, CONTAINER, EXPORT LOADER etc. involving another vessels to be moved out from inside the Harbour for accommodating a Quota vessel should report to Pilotage ground at least 6(six) hours before the day's predicted high water time.
8. OUTWARD ship of light draught will leave with first day light flood & ship with maximum draught for a particular day will leave about 2 hours before the high water.
9. Vessels under 7 knots (at any condition) will not be normally handled and all such vessels will be classed as GRADE-II for operational purposes and shall be handled conveniently. Agents of such vessels are required to consult the undersigned well in advance.
10. The port will not be responsible if the declared draught is reduced due to conditions arising out of freshet effect or other causes which cannot be forecast. Owners & their agent are advised to consult the undersigned regarding deep draught vessels in advance.
11. Vessels entering or leaving port must have full power on main engine & deck machinery's, both anchors with full length of chain must be available for use at all time.
12. All vessels entering/leaving port shall display their signal letters.
13. (a) **Arrived/Departed Ship** : Line drawing 22°06.0' N from land towards sea, Vessel Crossing line will be treated arrived ship (North Bound) at Chittagong Port & allocation of berth will be on first come first serve basis.
(b) VTMIS equipments has been installed by CPA and running round the clock.
(c) Ship Masters are required to anchor clear of the "PROHIBITED ANCHORAGE".
(d) Ship Masters must not anchor their vessels near the River entrance.
(e) Ship Masters must maneuver with great care while embarking/disembarking pilots.
(f) Pilot ladder as per IMPA regulation must be provided.
(g) Ship Masters must note that the strong tidal conditions prevail at outer anchorage and utmost care must be taken while manoeuvring anchoring or heaving up anchors.
(h) Crossing of bow at close range shall never be attempted.
(i) Vessels proceeding to anchor at Chittagong Roadsteads with more than 8.0m draft and specially vessels to be engaged in lightening operation must use at least 9 shackles of chain in water.
(j) Keep the second anchor and engines standby for immediate use. This is particularly important in monsoon season.
(k) While anchoring master should keep minimum 5 shackle distance from other vessel, and avoid Fore and Aft line of another vessel.
(l) Vessel need permission and consultation with Port Radio Control to anchor at anchorage. Relevant circular/ notification will be applicable.
14. Ship master are advised in their own interest to maintain watch on the Fo'castle and poop deck while the vessels are at outer anchorage.
15. Ship master must sent their ETA, DRAUGHT and other particulars to the undersigned well in advance.
16. All ships in port to provide requisite "RAT GUARDS" in the mooring ropes.
17. Ship master on arrival and prior to departure, are required to ensure that the vessels draught marks are clearly visible for pilots to read the draught correctly.
18. Ship master are required to ensure that no major chipping of ships side is carried out while their vessels are in port.
19. UNDUE "SMOKING" from the vessels funnel within the port area is strictly prohibited.
20. DICHARGING of water on the jetty and listing of vessels while alongside is strictly prohibited.
21. IN AN EMERGENCY, signal for Tug in port consist of 4 prolonged blasts on the whistle.



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22. IN AN EMERGENCY, the following may be contacted on PHONES:

		<u>OFFICE</u>	<u>EXTENSION</u>	<u>RESIDENCE</u>	<u>EXTENSION</u>
(a)	RADIO CONTROL	----- 02333326916	02333322200-29/2232	-	-
(b)	DEPUTY CONSERVATOR	----- 02333310842	02333322200-29/2205	-	-
(c)	HARBOUR MASTER	----- 02333310839	02333322200-29/2206	02333310896	02333322200-29/3208
(d)	DOCK MASTER	----- 02333310854	02333322200-29/2207	-	-
(e)	BERTHING SECTION	-----	02333322200-29/2234	-	-

23. VHF(R/T) watch is maintained in the Port Administrative building, round the clock and the same can be contacted any time during day or night channel-12(Frequency 156.6MHZ or Channel-16, Frequency 156.8 MHZ) watch on 2182 KHZ is also maintained simultaneously.
24. All vessels within port limit shall strictly comply with existing port rules.
25. (a) Ship masters approaching Chittagong road are advised not to attempt to cross bow of vessels at anchor/underway to avoid drifting on them resulting probable collision in view of the prevailing strong current at outer anchorage. However, if it is inevitable to cross, ship master may do so with caution by giving wide berth to the vessels at anchor/underway considering the minimum velocity of the current being 6 knots and other marine factors.
(b) CPA Circular no.:46/2019, Dated: 01/10/2019 need to be complied regarding approaches to outer anchorage "A", "B" & "C".
26. When a vessels is given standby from Radio Control for entering Port & Pilot is on his way, it is advisable that ship master should heave up anchor and wait for the Pilot steaming the tide near about position, Patenga Lighthouse bearing 045° (T) distance 2 miles if deemed safe to do so
27. Vessels having container on deck obstructing clear view of forward and or obstructing clear view of starboard side when viewed from port bridge wing and vice versa will not be allowed to navigate in the channel of Karnafulli River. When considering clear view, small craft crossing the vessels bow should be taken into account.
28. Vessels arriving for demolishing purpose are advised to drop anchor at Designated scrap anchorage(North of Alpha Anchor).
29. Under all circumstances international regulation for preventing collision at sea, 1972 and as amended in 2002 to be followed as closely as possible while navigating within the Port limit of CPA.
30. Permissible Height of mast above water level is limited upto 61 Metre due to over head cable for berthing at GCB.
31. (a) The permissible LOA for the entry to the port for vessels having navigation bridge at the bow is limited to 165.00 meters subject to fair weather.
(b) To reduce the lateral windage area of CAR CARRIERS, RORO and Passenger vessels, the height from the water line to the upper most cargo/passenger deck is limited to 15 meters for handling in the Karnafulli channel.
(c) CAR CARRIER, RORO and Passenger vessel and vessels having Bridge at the Bow exceeding above 165 to 170.00M may be handled conveniently subject to fair weather (Wind force below 10 knots) and with special arrangements (using extra tugs and extra pilot etc.).

32. NIGHT NAVIGATION :

- (a) Vessels having LOA up to 175.00M with draught 9.00M will be allowed to take berth and sail out from GCB, CCT, NCT,PCT, TSP, GSJ, DDJ, KDJ, CUFLJ & KAFCO.
(b) Vessels with bridge on the Bow, Tanker & vessels having containers on deck obstructing clear view forward will not be handled during night.

Memo No. DC-VIII(24)PT.VIII/9383

Copy to :-

- All Members/ CPA.
- Director(Traffic) CPA.
- Harbour Master/ CPA.
- Dock Master All AHM,Pilot & K Pilots/ CPA.
- System Analyst/CPA.
- PA to Chairman/ CPA for favour of Chairman's information please.
- All Shipping Agents, Chittagong

My Documents/Berthing/Draft

DATED: 21/12/2023.



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DEPUTY CONSERVATOR,
CHITTAGONG PORT AUTHORITY