

Date of approval: 22 May 2024

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 Ebola outbreak (F51/52.027)	Active
5	Shipping notice 2015/01 Minimum requirements for safe and efficient passage of sea-going vessels in Surinamese waters	Active
6	Chart no SR2219 Commewijne – and Cottica River to Moengo	Active
7	Shipping notice 2024/ Commewijne - and Cottica River	Active
8	Shipping notice 2023/09 Accessibility Traymore NV Dock 2	Expired and replaced by Shipping notice 2024/06
10	Relevant NtM of the area on www.mas.sr	Active

Accessibility Traymore NV

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 3.3 meters (m) referenced to L.W.S. (low-water spring). The average rise is 2.5 meters across the mouth of the Commewijne River by which the average water depth at average high tide is 5.8 meters. 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 depths at MHWN (Mean High Water Neaps) and MHWS (Mean High Water Springs) are shown in the table below.

Table 1: Calculated depths at MHWN and MHWS bar Commewijne River

WL	CD + WL =	Depth	Keel clearance	Draft
MHWN	3.3 m + 2.15 m	5.45 m	0.30	5.15 m
MHWS	3.3 m + 2.80 m	6.1 m	0.30	5.8 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

H.W.: High Water

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

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

M.L.W.N.: Mean Low Water Neaps

M.L.W.S.: Mean Low Water Spring

L.W.S.: Low Water Spring

W.L.: Water Level

Minimum requirements for ships to navigate in de Cottica River:

- A. Minimum requirements for ships with L.O.A. of 70 meters upto 120 meters;
 - 1. controllable pitch propeller.
 - 2. equipped with a bow thruster.
 - 3. equipped with a single (flap) rudder.
 - 4. tugboat assistance required with a minimum of 1500 hp from Koopmans Kreek to Moengo, whereby the tug will be attached to the ship; and
 - 5. other conditions C1 to C7.
- B. Minimum requirements for ships with L.O.A. less than 70 meters;
 - 1. as mentioned in A1, A2, A3 and C1 to C7.
 - 2. tugboat assistance not required.
- C. Other requirements;
 - 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 restricts 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 length of **one hundred twenty meters (120m)**.

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

The berthing area at **Traymore N.V. Dock 2** has a depth of **4.0 meters** at Low Water Spring.

- Mooring and departing at starboard side is 4.0 m- 0.30m (keel clearance) = 3.70 m + tidal rise calculated at time of mooring.
- Only starboard side mooring is allowed.
- Not always afloat but safely aground (NAABSA) is not applicable for oil tankers.

Table 2: Calculated depths at Traymore NV Dock2

WL	CD + WL =	Depth	-UKC	Draft
MHWN	4 m + 1.60 m	5.60 m	0.30	5.30 m
MHWS	4 m + 1.90 m	5.90 m	0.30	5.60 m
MLWS	4m + 0.88	4.88	0.30	4.58 m
MLWN	4m + 0.85	4.85	0.30	4.55 m

Note:

- The calculations Table2 are based on mean values. The actual tide can be lower or higher than the mean values. The day-to-day tidal information can be requested at the Maritime Authority of Suriname (secnb@mas.sr)
- Vessels that do not meet the minimum requirements for ships to navigate in the Cottica River will not be admitted for passage.
- Accommodation of ships with LOA larger than one hundred and twenty meters (120m) will be assessed on a case-by-case basis by the MAS.
- 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 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
- Draft calculation is based on freshwater

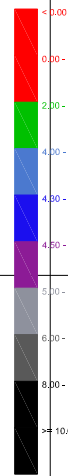
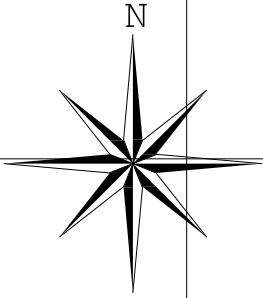
Bathymetric survey for monitoring the depth at Traymore N.V. Dock 2

Due to the sedimentation rate periodic maintenance is required. The Maritime Authority Suriname will issue a Shipping Notice regarding the depth at Traymore N.V. Dock 2 jetty yearly after each bathymetric survey. The latest depth survey at Traymore N.V. Dock 2 dated 5 May 2023 (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



Maritieme Autoriteit Suriname
AREA : Cottica rivier, Moengo
PROJECT : Opmetting Traymore Haven
SCALE : 1 : 1000
DEPTHS : IN LVS
PROJ. : WGS 84 - UTM
DATE : 05 mei 2023

