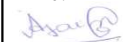


**APSEZL MUNDRA MONTHLY DRAFT DECLARATION - DECEMBER - 2020**

Declared on 30.11.2020

Berth	Maximum Acceptable LOA	Maximum Acceptable Beam	Maximum Acceptable Draft at CD. (*) (mtrs)	Displacement	Remark
<b>Terminal 1</b>					
Berth NO:1	295	48	13.3	90000	
Berth NO:2	185	35	13.8	40000	
Berth No.3	230	45	13.9	90000	
Berth NO:4	230	35	13.4	90000	
Barge Berth	85	15	6	4200	
<b>Terminal 2</b>					
Berth NO:5	300	45	14.3	180000	Total Quay length 575 mtrs hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
Berth NO:6	300	45	16	180000	
Berth NO:7	225	35	Berth Under Maintenance	63000	Total Quay length 441 mtrs hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
Berth NO:8	200	35		63000	
<b>Terminal 3</b>					
Berth NO:9	295	48	12.7	120000	Total Quay length 794 mtrs hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
Berth NO:10	295	48	13.1	74000	
Berth NO:11	295	48	13.1	74000	
Berth NO:12	235	35	13	74000	
<b>West Basin</b>					
WB 1	325	55	17.5	266000	
WB 2	325	55	17.5	266000	
WB 3	325	55	17.5	266000	
WB 4	325	55	16.4	321000	
<b>Container Terminal</b>					
MICT CB 1	365	55	14.7	180000	Total quay length of each terminal 630 meters each in straight line and hence more than two ships can be berthed in each terminal subject to a minimum of 35 mtrs clearance between each vessel.
MICT CB 2	365	55	14.5	180000	
AMCT CB 3	365	55	14.3	180000	
AMCT CB 4	365	55	14.3	180000	
ACMTPL SB4	405	60	15.8	231600	Total quay length 650 mtrs in straight line hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
ACMTPL SB5	405	60	15.1	231600	
AICTPL SB6	405	60	15.9	180000	Total quay length 1460 mtrs in straight line hence more than four ships can be berthed in each quay subject to 35 mtrs clearance between ships.
AICTPL SB7	405	60	15.1	180000	
AICTPL SB8	405	60	15.2	231600	
AICTPL SB9	405	60	14.7	231600	
<b>LNG Terminal</b>					
LNG	410	55	14.9	178578	
NOTE:	<p>1. All depths are in meters and below chart datum (i.e. 0.0 mtrs height of tide)</p> <p>2. Maximum acceptable draft at CD for a berth is basis the Lowest: Astronomical Tide which is 0.0 mtrs.</p> <p>3. Higher berthing draft may be accepted basis the low water expected during the vessel stay at the berth. For Example: If the Maximum acceptable draft for a given berth at CD is given as 13 metres and the height of lowest low water expected during the vessel's stay is 0.5 metres, then maximum acceptable draft for that berth will be 13.5 metres.</p> <p>4. A Minimum under keel clearance of 10% of the ship's draft* will be maintained during channel passage. A minimum UKC of 0.3 to 0.5 mtrs will be maintained at all time when the vessel is alongside the berth.</p> <p>5. Minimum depth in approach channel and manoeuvring basin for the month is as follows. a) MICT approach channel - 13.6 mtrs. b) South basin (AICTPL &amp; ACMTPL) approach channel - 14.6 mtrs c) West basin approach channel - 14.6 mtrs.</p> <p>6. Drafts at which vessel can sail anytime (AMCT/MICT/SB/WB) Lowest Low water in 14th Dec : 0.53 mtrs. AMCT and MICT : Vessels with draft &lt; = 12.72 M can sail anytime. South Basin (AICTPL &amp; ACMTPL) : vessels with draft &lt; = 13.62 M can sail anytime. West Basin : vessels with draft &lt; = 13.62 M can sail anytime (Sub to Tidal Window) Above drafts are basis 10% UKC in the channel.</p> <p>7. (a) Max acceptable LOA / Beam / Draft for IOCL SPM is 348 / 65 / 25 Mtrs (b) Max acceptable LOA / Beam / Draft for HMEL SPM is 345 / 60 / 23 Mtrs (c) Night berthing is restricted at both IOCL and HMEL SPM</p> <p>8. Weather Parameters for berth (a) Cease berthing activity when sustained wind speed more than 30 kts. (b) Cease cargo transfer operation when sustained wind speed more than 35 kts. (c) Unberth ship if sustained when wind speed more than 40 kts.</p> <p>9. Water Density - Water Density varies from 1.020 to 1.023 during SW Monsoon period. Remaining part of the year it ranges between 1.024 to 1.025</p>				

Thanking you



**Capt. Anubhav Jain**  
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