MONGLA PORT AUTHORITY
MONGLA, BAGERHAT.

CIRCULAR NO-07/2026

Subject: Revised declaration of Anticipated Permissible Draughts – Pussur River From Base creek to PP Jetty (April 2026 to June 2026).

This is to notify all concerned that Mongla port revised declaration of Anticipated Permissible Draughts – Pussur River from Base creek to PP Jetty (April 2026 to June 2026).

The relevant draught charts, indicating the permissible draught limits during this period, are enclosed herewith for reference and necessary compliance.

All relevant stakeholders are requested to take appropriate action in accordance with the declared draught limits.

Capt.Mohammad Shafiqul Islam
(G), psc, BN
Harbour Master

Circular Reference No- 18.14.0158.313.03.077(P-3).2026- 333/3 Date: 08/04/2026

Distribution:

.....
.....
.....

Copy to:

1. Member ( ), MPA, Mongla.
2. Director (Admin), MPA, Mongla.
3. Programmer, MPA, Mongla. → With a Request to Publish at MPA
4. P S to Chairman, MPA, Mongla.

AME (E&T) 09/04/26

CamScanner

MONGLA PORT AUTHORITY (BANGLADESH)

ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER

FOR THE MONTH OF APRIL 2026

(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- APR-26	0014	3.93	8.43	1138	2.74
	1245	3.92	8.42	2339	2.77
2- APR-26	0043	4.00	8.50	.....	.....
	1309	4.02	8.52	1200	2.82
3- APR-26	0117	4.02	8.52	0009	2.76
	1338	4.06	8.56	1226	2.86
4- APR-26	0151	3.97	8.47	0040	2.71
	1406	4.03	8.53	1255	2.84
5- APR-26	0222	3.85	8.35	0112	2.61
	1432	3.94	8.44	1326	2.78
6- APR-26	0248	3.70	8.20	0143	2.49
	1458	3.83	8.33	1358	2.69
7- APR-26	0314	3.55	8.05	0214	2.36
	1529	3.71	8.21	1433	2.58
8- APR-26	0342	3.39	7.89	0246	2.23
	1605	3.58	8.08	1511	2.46
9- APR-26	0414	3.23	7.73	0324	2.10
	1654	3.42	7.92	1600	2.33
10- APR-26	0508	3.01	7.51	0418	1.95
	1804	3.25	7.75	1709	2.22
11- APR-26	0633	2.82	7.32	0538	1.84
	1922	3.16	7.66	1849	2.19
12- APR-26	0813	2.81	7.31	0753	1.93
	2121	3.29	7.79	2022	2.34
13- APR-26	1016	3.19	7.69	0909	2.22
	2229	3.61	8.11	2119	2.54
14- APR-26	1105	3.59	8.09	0955	2.50
	2313	3.85	8.35	2203	2.69
15- APR-26	1142	3.87	8.37	1032	2.73
	2348	3.99	8.49	2239	2.81
16- APR-26	.....	.....	.....	1102	2.91
	1210	4.05	8.55	2311	2.88
17- APR-26	0016	4.07	8.57	1128	3.05
	1227	4.18	8.68	2343	2.93
18- APR-26	0042	4.13	8.63	1156	3.15
	1250	4.28	8.78	.....	.....
19- APR-26	0118	4.13	8.63	0020	2.93
	1328	4.30	8.80	1233	3.17
20- APR-26	0203	4.07	8.57	0102	2.86
	1413	4.24	8.74	1317	3.11
21- APR-26	0250	3.94	8.44	0150	2.74
	1501	4.12	8.62	1409	2.99
22- APR-26	0339	3.77	8.27	0242	2.58
	1554	3.96	8.46	1506	2.84

23- APR-26	0434	3.56	8.06	0339	2.40
	1659	3.78	8.28	1609	2.67
24- APR-26	0539	3.34	7.84	0449	2.23
	1811	3.59	8.09	1732	2.54
25- APR-26	0701	3.18	7.68	0637	2.18
	1957	3.50	8.00	1909	2.52
26- APR-26	0909	3.31	7.81	0817	2.34
	2127	3.63	8.13	2026	2.58
27- APR-26	1022	3.62	8.12	0926	2.56
	2224	3.77	8.27	2126	2.66
28- APR-26	1110	3.83	8.33	1010	2.74
	2307	3.84	8.34	2208	2.72
29- APR-26	1143	3.95	8.45	1041	2.86
	2341	3.89	8.39	2241	2.76
30- APR-26	.....	.....	.....	1105	2.95
	1208	4.02	8.52	2311	2.79

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:

a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).

b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).

c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.

d. Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the April–June period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

CamScanner

MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF MAY 2026
(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- MAY-26	0014	3.93	8.43	1127	3.02
	1231	4.09	8.59	2342	2.80
2- MAY-26	0046	3.95	8.45	1152	3.05
	1255	4.12	8.62	.....	.....
3- MAY-26	0117	3.93	8.43	0013	2.78
	1318	4.10	8.60	1221	3.04
4- MAY-26	0145	3.86	8.36	0044	2.72
	1344	4.05	8.55	1253	2.99
5- MAY-26	0214	3.77	8.27	0117	2.64
	1416	3.98	8.48	1329	2.92
6- MAY-26	0245	3.67	8.17	0152	2.55
	1452	3.90	8.40	1408	2.85
7- MAY-26	0318	3.56	8.06	0231	2.47
	1531	3.81	8.31	1451	2.77
8- MAY-26	0356	3.45	7.95	0313	2.39
	1618	3.72	8.22	1540	2.70
9- MAY-26	0450	3.33	7.83	0406	2.32
	1730	3.62	8.12	1639	2.63
10- MAY-26	0607	3.25	7.75	0515	2.29
	1841	3.56	8.06	1748	2.59
11- MAY-26	0723	3.29	7.79	0644	2.37
	1954	3.58	8.08	1909	2.62
12- MAY-26	0850	3.50	8.00	0807	2.59
	2115	3.72	8.22	2020	2.72
13- MAY-26	1002	3.82	8.32	0904	2.83
	2216	3.90	8.40	2115	2.83
14- MAY-26	1048	4.08	8.58	0948	3.04
	2300	4.02	8.52	2200	2.91
15- MAY-26	1115	4.25	8.75	1024	3.19
	2334	4.10	8.60	2240	2.98
16- MAY-26	1136	4.37	8.87	1054	3.30
	.....	.....	.....	2319	3.02
17- MAY-26	0008	4.16	8.66	1128	3.36
	1210	4.45	8.95	.....	.....
18- MAY-26	0052	4.17	8.67	0000	3.03
	1254	4.44	8.94	1209	3.36
19- MAY-26	0143	4.12	8.62	0048	2.98
	1345	4.36	8.86	1300	3.30
20- MAY-26	0236	4.03	8.53	0141	2.89
	1439	4.25	8.75	1358	3.20
21- MAY-26	0330	3.91	8.41	0236	2.78
	1541	4.12	8.62	1457	3.08
22- MAY-26	0426	3.77	8.27	0333	2.66
	1645	4.00	8.50	1556	2.96

CamScanner

23- MAY-26	0525	3.64	8.14	0440	2.57
	1749	3.86	8.36	1705	2.83
24- MAY-26	0635	3.54	8.04	0606	2.56
	1905	3.74	8.24	1824	2.75
25- MAY-26	0823	3.60	8.10	0725	2.64
	2039	3.72	8.22	1934	2.71
26- MAY-26	0934	3.77	8.27	0833	2.77
	2139	3.74	8.24	2035	2.70
27- MAY-26	1024	3.91	8.41	0924	2.89
	2228	3.76	8.26	2127	2.70
28- MAY-26	1102	3.99	8.49	1002	2.97
	2309	3.78	8.28	2209	2.72
29- MAY-26	1133	4.04	8.54	1033	3.04
	2346	3.80	8.30	2246	2.75
30 -MAY-26	1159	4.07	8.57	1100	3.09
	.....	.....	.....	2319	2.78
31- MAY-26	0019	3.83	8.33	1127	3.13
	1220	4.09	8.59	2350	2.80

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:

a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).

b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).

c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.

d. Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the April–June period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

CamScanner

MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF JUNE 2026
(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- JUNE-26	0048	3.84	8.34	1155	3.15
	1240	4.11	8.61	.....	.....
2- JUNE-26	0116	3.85	8.35	0021	2.80
	1306	4.13	8.63	1227	3.14
3- JUNE-26	0147	3.85	8.35	0055	2.79
	1340	4.12	8.62	1302	3.13
4- JUNE-26	0222	3.82	8.32	0133	2.77
	1419	4.10	8.60	1343	3.09
5- JUNE-26	0301	3.77	8.27	0214	2.73
	1500	4.05	8.55	1427	3.05
6- JUNE-26	0345	3.72	8.22	0258	2.70
	1546	4.00	8.50	1513	3.01
7- JUNE-26	0437	3.69	8.19	0346	2.69
	1648	3.94	8.44	1604	2.96
8- JUNE-26	0538	3.69	8.19	0442	2.71
	1801	3.89	8.39	1701	2.91
9- JUNE-26	0639	3.74	8.24	0547	2.77
	1904	3.87	8.37	1804	2.87
10- JUNE-26	0742	3.85	8.35	0700	2.89
	2007	3.87	8.37	1913	2.86
11- JUNE-26	0847	4.01	8.51	0808	3.05
	2112	3.91	8.41	2022	2.88
12- JUNE-26	0946	4.17	8.67	0902	3.19
	2212	3.98	8.48	2119	2.93
13- JUNE-26	1028	4.30	8.80	0946	3.31
	2301	4.05	8.55	2208	2.99
14- JUNE-26	1105	4.40	8.90	1024	3.39
	2347	4.11	8.61	2255	3.04
15- JUNE-26	1147	4.46	8.96	1104	3.45
	.....	.....	.....	2343	3.07
16- JUNE-26	0035	4.15	8.65	1150	3.46
	1233	4.47	8.97	.....	.....
17- JUNE-26	0129	4.15	8.65	0035	3.07
	1324	4.42	8.92	1244	3.42
18- JUNE-26	0227	4.11	8.61	0130	3.04
	1421	4.33	8.83	1343	3.36
19- JUNE-26	0321	4.06	8.56	0223	2.99
	1525	4.24	8.74	1437	3.27
20- JUNE-26	0412	3.99	8.49	0314	2.93
	1623	4.15	8.65	1527	3.16
21- JUNE-26	0502	3.92	8.42	0407	2.87
	1718	4.03	8.53	1619	3.03
22- JUNE-26	0555	3.86	8.36	0509	2.83

	1814	3.89	8.39	1718	2.88
23- JUNE-26	0656	3.80	8.30	0618	2.82
	1919	3.75	8.25	1826	2.75
24- JUNE-26	0817	3.79	8.29	0724	2.84
	2036	3.64	8.14	1934	2.66
25- JUNE-26	0926	3.84	8.34	0826	2.89
	2141	3.61	8.11	2040	2.62
26- JUNE-26	1021	3.91	8.41	0921	2.96
	2235	3.63	8.13	2139	2.64
27- JUNE-26	1106	3.97	8.47	1007	3.03
	2322	3.67	8.17	2227	2.68
28- JUNE-26	1143	4.02	8.52	1045	3.08
	.....	.....	.....	2305	2.73
29- JUNE-26	0000	3.72	8.22	1115	3.13
	1210	4.05	8.55	2335	2.79
30 - JUNE-26	0031	3.78	8.28	1139	3.18
	1223	4.10	8.60	.....	.....

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:

a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).

b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).

c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.

d. Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-Meter Under Keel Clearance (UKC) for the April–June period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

CamScanner

MONGLA PORT AUTHORITY
MONGLA, BAGERHAT.

CIRCULAR NO-08/2026

Subject: Declaration of Anticipated Permissible Draughts – Pussur River From Fairway Buoy to Base creek (July 2026 to September 2026).

This is to notify all concerned that Mongla port revised declaration of Anticipated Permissible Draughts – Pussur River from Fairway Buoy to Base creek (July 2026 to September 2026).

The relevant draught charts, indicating the permissible draught limits during this period, are enclosed herewith for reference and necessary compliance.

All relevant stakeholders are requested to take appropriate action in accordance with the declared draught limits.

Capt.Mohammad Shafiqul Islam
(G), psc, BN
Harbour Master

Circular Reference No- 18.14.0158.313.03.077(P-3).2026- 389 Date: 14/06/2026

Distribution:

.....
.....
.....

Copy to:

1. Member ( ), MPA, Mongla.
2. Director (Admin), MPA, Mongla.
3. Programmer, MPA, Mongla. → With a Request to Publish at MPA
4. P S to Chairman, MPA, Mongla.

MONGLA PORT AUTHORITY (BANGLADESH)

ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER

FOR THE MONTH OF JULY 2026

(FAIRWAY BUOY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- JULY-26	1121	3.23	9.23	0821
	2339	2.90	8.90	2039
2- JULY-26	1153	3.25	9.25	0853
	---.	---.	---.	---.
3- JULY-26	0013	2.93	8.93	2 JULY AT 2113
	1226	3.25	9.25	0926
4- JULY-26	0048	2.94	8.94	3 JULY AT 2148
	1302	3.23	9.23	1002
5- JULY-26	0126	2.94	8.94	4 JULY AT 2226
	1340	3.18	9.18	1040
6- JULY-26	0207	2.94	8.94	5 JULY AT 2307
	1421	3.12	9.12	1121
7- JULY-26	0254	2.94	8.94	6 JULY AT 2354
	1507	3.03	9.03	1207
8- JULY-26	0348	2.94	8.94	0048
	1600	2.92	8.92	1300
9- JULY-26	0457	2.95	8.95	0157
	1706	2.81	8.81	1406
10- JULY-26	0626	3.01	9.01	0326
	1836	2.76	8.76	1536
11- JULY-26	0738	3.13	9.13	0438
	1956	2.81	8.81	1656
12- JULY-26	0839	3.26	9.26	0539
	2102	2.91	8.91	1802
13- JULY-26	0934	3.39	9.39	0634
	2159	3.03	9.03	1859
14- JULY-26	1024	3.49	9.49	0724
	2249	3.13	9.13	1949
15- JULY-26	1110	3.54	9.54	0810
	2336	3.18	9.18	2036
16- JULY-26	1154	3.53	9.53	0854
	---.	---.	---.	---.
17- JULY-26	0021	3.19	9.19	16 JULY AT 2121
	1236	3.46	9.46	0936
18- JULY-26	0104	3.15	9.15	17 JULY AT 2204
	1317	3.34	9.34	1017
19- JULY-26	0145	3.09	9.09	18 JULY AT 2245
	1354	3.19	9.19	1054
20- JULY-26	0224	3.01	9.01	19 JULY AT 2324
	1430	3.03	9.03	1130
21- JULY-26	0306	2.92	8.92	0006
	1509	2.86	8.86	1209
22- JULY-26	0357	2.83	8.83	0057
	1555	2.69	8.69	1255

23- JULY-26	0510	2.76	8.76	0210
	1703	2.53	8.53	1403
24- JULY-26	0630	2.75	8.75	0330
	1841	2.46	8.46	1541
25- JULY-26	0742	2.82	8.82	0442
	2005	2.50	8.50	1705
26- JULY-26	0845	2.94	8.94	0545
	2112	2.62	8.62	1812
27- JULY-26	0933	3.06	9.06	0633
	2155	2.74	8.74	1855
28- JULY-26	1010	3.17	9.17	0710
	2228	2.86	8.86	1928
29- JULY-26	1041	3.25	9.25	0741
	2257	2.97	8.97	1957
30 -JULY-26	1107	3.31	9.31	0807
	2324	3.06	9.06	2024
31- JULY-26	1133	3.36	9.36	0833
	2353	3.13	9.13	2053

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.
2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:
   a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
   b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
   c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
   d. Fishing stakes and restricted visibility may pose navigational challenges along the route.
3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the July–September period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC
4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.
5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.
6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.
7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.
8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.
9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

MONGLA PORT AUTHORITY (BANGLADESH)

ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER

FOR THE MONTH OF AUGUST 2026

(FAIRWAY BUOY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- AUGUST-26	.....	.....	.....	.....
	1202	3.37	9.37	0902
2- AUGUST-26	0026	3.17	9.17	1 AUGUST AT 2126
	1235	3.33	9.33	0935
3- AUGUST-26	0102	3.18	9.18	2 AUGUST AT 2202
	1312	3.26	9.26	1012
4- AUGUST-26	0140	3.16	9.16	3 AUGUST AT 2240
	1351	3.16	9.16	1051
5- AUGUST-26	0222	3.12	9.12	4 AUGUST AT 2322
	1435	3.04	9.04	1135
6- AUGUST-26	0311	3.05	9.05	0011
	1525	2.88	8.88	1225
7- AUGUST-26	0414	2.95	8.95	0114
	1631	2.72	8.72	1331
8- AUGUST-26	0555	2.91	8.91	0255
	1818	2.63	8.63	1518
9- AUGUST-26	0725	3.01	9.01	0425
	1952	2.71	8.71	1652
10- AUGUST-26	0837	3.17	9.17	0537
	2107	2.88	8.88	1807
11- AUGUST-26	0935	3.34	9.34	0635
	2202	3.06	9.06	1902
12- AUGUST-26	1020	3.47	9.47	0720
	2246	3.21	9.21	1946
13- AUGUST-26	1059	3.54	9.54	0759
	2324	3.30	9.30	2024
14- AUGUST-26	1135	3.53	9.53	0835
	2359	3.33	9.33	2059
15- AUGUST-26	.....	.....	.....	.....
	1210	3.44	9.44	0910
16- AUGUST-26	0033	3.30	9.30	15 AUGUST AT 2133
	1244	3.31	9.31	0944
17- AUGUST-26	0107	3.23	9.23	16 AUGUST AT 2207
	1316	3.16	9.16	1016
18- AUGUST-26	0139	3.13	9.13	17 AUGUST AT 2239
	1347	2.99	8.99	1047
19- AUGUST-26	0213	3.02	9.02	18 AUGUST AT 2313
	1421	2.83	8.83	1121
20- AUGUST-26	0252	2.88	8.88	19 AUGUST AT 2352
	1500	2.65	8.65	1200
21- AUGUST-26	0345	2.72	8.72	0045
	1553	2.47	8.47	1253
22- AUGUST-26	0536	2.61	8.61	0236
	1757	2.33	8.33	1457
23- AUGUST-26	0714	2.68	8.68	0414
	1951	2.42	8.42	1651
24- AUGUST-26	0826	2.85	8.85	0526

23- SEPT-26	0843	2.92	8.92	0543
	2112	2.84	8.84	1812
24- SEPT-26	0921	3.07	9.07	0621
	2144	3.04	9.04	1844
25- SEPT-26	0951	3.18	9.18	0651
	2211	3.20	9.20	1911
26- SEPT-26	1018	3.25	9.25	0718
	2237	3.33	9.33	1937
27- SEPT-26	1045	3.29	9.29	0745
	2305	3.42	9.42	2005
28- SEPT-26	1115	3.28	9.28	0815
	2336	3.44	9.44	2036
29- SEPT-26	1150	3.21	9.21	0850
	.....	.....	.....	.....
30 -SEPT-26	0013	3.39	9.39	29 SEPTEMBER AT 2113
	1229	3.09	9.09	0929

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.
2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:
   a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
   b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
   c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
   d. Fishing stakes and restricted visibility may pose navigational challenges along the route.
3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0 -meter Under Keel Clearance (UKC) for the July–September period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC
4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.
5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.
6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.
7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.
8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.
9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

MONGLA PORT AUTHORITY (BANGLADESH)

ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER

FOR THE MONTH OF AUGUST 2026

(FAIRWAY BUOY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- AUGUST-26	.....	.....	.....	.....
	1202	3.37	9.37	0902
2- AUGUST-26	0026	3.17	9.17	1 AUGUST AT 2126
	1235	3.33	9.33	0935
3- AUGUST-26	0102	3.18	9.18	2 AUGUST AT 2202
	1312	3.26	9.26	1012
4- AUGUST-26	0140	3.16	9.16	3 AUGUST AT 2240
	1351	3.16	9.16	1051
5- AUGUST-26	0222	3.12	9.12	4 AUGUST AT 2322
	1435	3.04	9.04	1135
6- AUGUST-26	0311	3.05	9.05	0011
	1525	2.88	8.88	1225
7- AUGUST-26	0414	2.95	8.95	0114
	1631	2.72	8.72	1331
8- AUGUST-26	0555	2.91	8.91	0255
	1818	2.63	8.63	1518
9- AUGUST-26	0725	3.01	9.01	0425
	1952	2.71	8.71	1652
10- AUGUST-26	0837	3.17	9.17	0537
	2107	2.88	8.88	1807
11- AUGUST-26	0935	3.34	9.34	0635
	2202	3.06	9.06	1902
12- AUGUST-26	1020	3.47	9.47	0720
	2246	3.21	9.21	1946
13- AUGUST-26	1059	3.54	9.54	0759
	2324	3.30	9.30	2024
14- AUGUST-26	1135	3.53	9.53	0835
	2359	3.33	9.33	2059
15- AUGUST-26	.....	.....	.....	.....
	1210	3.44	9.44	0910
16- AUGUST-26	0033	3.30	9.30	15 AUGUST AT 2133
	1244	3.31	9.31	0944
17- AUGUST-26	0107	3.23	9.23	16 AUGUST AT 2207
	1316	3.16	9.16	1016
18- AUGUST-26	0139	3.13	9.13	17 AUGUST AT 2239
	1347	2.99	8.99	1047
19- AUGUST-26	0213	3.02	9.02	18 AUGUST AT 2313
	1421	2.83	8.83	1121
20- AUGUST-26	0252	2.88	8.88	19 AUGUST AT 2352
	1500	2.65	8.65	1200
21- AUGUST-26	0345	2.72	8.72	0045
	1553	2.47	8.47	1253
22- AUGUST-26	0536	2.61	8.61	0236
	1757	2.33	8.33	1457
23- AUGUST-26	0714	2.68	8.68	0414
	1951	2.42	8.42	1651
24- AUGUST-26	0826	2.85	8.85	0526

	2100	2.61	8.61	1800
25- AUGUST-26	0916	3.02	9.02	0616
	2140	2.80	8.80	1840
26- AUGUST-26	0952	3.16	9.16	0652
	2211	2.96	8.96	1911
27- AUGUST-26	1021	3.26	9.26	0721
	2238	3.10	9.10	1938
28- AUGUST-26	1045	3.34	9.34	0745
	2302	3.23	9.23	2002
29- AUGUST-26	1109	3.38	9.38	0809
	2329	3.32	9.32	2029
30 -AUGUST-26	1137	3.39	9.39	0837
	.....	.....	.....	.....
31- AUGUST-26	0000	3.36	9.36	30 AUGUST AT 2100
	1210	3.33	9.33	0910

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.
2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:
   a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
   b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
   c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
   d. Fishing stakes and restricted visibility may pose navigational challenges along the route.
3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the July–August period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC
4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.
5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.
6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.
7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.
8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.
9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

MONGLA PORT AUTHORITY
MONGLA, BAGERHAT.

CIRCULAR NO-09/2026

Subject: Declaration of Anticipated Permissible Draughts – Pussur River From Base creek to PP Jetty (July 2026 to September 2026).

This is to notify all concerned that Mongla port declared Anticipated Permissible Draughts – Pussur River from Base creek to PP Jetty (July 2026 to September 2026).

The relevant draught charts, indicating the permissible draught limits during this period, are enclosed herewith for reference and necessary compliance.

All relevant stakeholders are requested to take appropriate action in accordance with the declared draught limits.

Capt. Mohammad Shafiqul Islam
(G), psc, BN
Harbour Master

AME (TCT)

Circular Reference No- 18.14.0158.313.03.077(P-3).2026- 391/03 Date: 16/06/2026

Distribution:

.....
.....
.....

Copy to:

1. Member ( ), MPA, Mongla.
2. Director (Admin), MPA, Mongla.
3. Programmer, MPA, Mongla. ⟶ With a Request to Publish at MPA
4. P S to Chairman, MPA, Mongla.

MONGLA PORT AUTHORITY (BANGLADESH)

ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER

FOR THE MONTH OF JULY 2026

(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise+UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- JULY-26	0058	3.86	8.36	0003	2.86
	1240	4.19	8.69	1205	3.23
2- JULY-26	0127	3.95	8.45	0034	2.92
	1311	4.28	8.78	1235	3.26
3- JULY-26	0203	4.02	8.52	0110	2.95
	1349	4.31	8.81	1310	3.26
4- JULY-26	0244	4.03	8.53	0149	2.96
	1430	4.29	8.79	1351	3.23
5- JULY-26	0326	4.02	8.52	0229	2.96
	1512	4.23	8.73	1435	3.18
6- JULY-26	0409	4.01	8.51	0311	2.97
	1557	4.16	8.66	1522	3.13
7- JULY-26	0457	4.02	8.52	0358	2.99
	1701	4.08	8.58	1614	3.05
8- JULY-26	0551	4.05	8.55	0452	3.01
	1817	4.01	8.51	1712	2.97
9- JULY-26	0650	4.07	8.57	0554	3.03
	1921	3.93	8.43	1814	2.87
10- JULY-26	0753	4.08	8.58	0708	3.06
	2027	3.86	8.36	1930	2.81
11- JULY-26	0902	4.12	8.62	0825	3.14
	2144	3.86	8.36	2049	2.82
12- JULY-26	1013	4.20	8.70	0924	3.24
	2250	3.95	8.45	2151	2.90
13- JULY-26	1101	4.31	8.81	1012	3.34
	2340	4.05	8.55	2244	3.00
14- JULY-26	1141	4.42	8.92	1055	3.43
	-------	--------	--------	2333	3.09
15- JULY-26	0027	4.15	8.65	1138	3.48
	1223	4.48	8.98	-----	-----
16- JULY-26	0118	4.22	8.72	0021	3.15
	1308	4.48	8.98	1225	3.48
17- JULY-26	0212	4.24	8.74	0108	3.17
	1359	4.42	8.92	1313	3.42
18- JULY-26	0302	4.23	8.73	0154	3.15
	1455	4.33	8.83	1400	3.33
19- JULY-26	0345	4.19	8.69	0236	3.12
	1547	4.22	8.72	1444	3.22
20- JULY-26	0425	4.14	8.64	0317	3.06
	1634	4.11	8.61	1526	3.08
21- JULY-26	0505	4.08	8.58	0401	2.99
	1723	3.96	8.46	1612	2.92
22- JULY-26	0551	3.98	8.48	0453	2.91
	1815	3.78	8.28	1706	2.74
23- JULY-26	0645	3.86	8.36	0600	2.83
	1913	3.59	8.09	1812	2.58
24- JULY-26	0756	3.74	8.24	0724	2.79
	2031	3.45	7.95	1945	2.48

25- JULY-26	0939	3.76	8.26	0844	2.84
	2203	3.47	7.97	2112	2.50
26- JULY-26	1049	3.89	8.39	0948	2.93
	2310	3.59	8.09	2215	2.59
27- JULY-26	1138	4.02	8.53	1034	3.03
	2356	3.72	8.22	2257	2.70
28- JULY-26	-------	--------	--------	1107	3.11
	1214	4.09	8.59	2325	2.81
29- JULY-26	0027	3.84	8.34	1130	3.19
	1230	4.16	8.66	2348	2.94
30 -JULY-26	0048	3.97	8.47	1148	3.27
	1225	4.29	8.79	------	-----
31- JULY-26	0108	4.13	8.63	0013	3.06
	1247	4.44	8.94	1211	3.35

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry in Mongla Port.

2. Passage Planning Requirements:

The passage plan should incorporate the following key elements:

a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM an average speed of 12 knots).

b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average spe of 12 knots).

c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assesse Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.

d. Fishing stakes and restricted visibility JULY pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UK for the July–September period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point JULY differ by 30–40 minutes from the tide table predictions

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel spee throughout the passage.

7. Navigational Constraints:

Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels JULY encounter varying tid conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer

Harbour Master

MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF AUGUST 2026
(BASE CREEK TO PP JETTY)
Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- AUGUST-26	0136	4.27	8.77	0042	3.15
	1322	4.52	9.02	1240	3.38
2- AUGUST-26	0212	4.33	8.83	0115	3.20
	1401	4.49	8.99	1316	3.35
3- AUGUST-26	0250	4.32	8.82	0151	3.20
	1441	4.40	8.90	1355	3.27
4- AUGUST-26	0328	4.28	8.78	0229	3.19
	1523	4.29	8.79	1438	3.17
5- AUGUST-26	0407	4.25	8.75	0312	3.15
	1610	4.18	8.68	1528	3.05
6- AUGUST-26	0454	4.21	8.71	0404	3.09
	1723	4.02	8.52	1629	2.90
7- AUGUST-26	0603	4.11	8.61	0509	3.00
	1847	3.85	8.35	1740	2.74
8- AUGUST-26	0721	4.00	8.50	0634	2.93
	2006	3.72	8.22	1913	2.63
9- AUGUST-26	0854	3.97	8.47	0820	2.99
	2144	3.74	8.24	2049	2.69
10- AUGUST-26	1037	4.12	8.62	0929	3.13
	2255	3.90	8.40	2157	2.84
11- AUGUST-26	1123	4.28	8.78	1020	3.28
	2344	4.08	8.58	2249	3.01
12- AUGUST-26	1147	4.42	8.92	1059	3.39
	------	-----	----	2328	3.15
13- AUGUST-26	0021	4.24	8.74	1131	3.46
	1217	4.52	9.02	-----	----
14- AUGUST-26	0059	4.36	8.86	0003	3.25
	1253	4.56	9.06	1206	3.46
15- AUGUST-26	0142	4.42	8.92	0038	3.29
	1333	4.51	9.01	1244	3.41
16- AUGUST-26	0223	4.42	8.92	0115	3.29
	1412	4.40	8.90	1322	3.30
17- AUGUST-26	0258	4.36	8.86	0152	3.24
	1444	4.28	8.78	1400	3.17
18- AUGUST-26	0326	4.30	8.80	0227	3.17
	1519	4.15	8.65	1436	3.03
19- AUGUST-26	0357	4.21	8.71	0305	3.07
	1603	3.99	8.49	1517	2.87
20- AUGUST-26	0441	4.08	8.58	0351	2.94
	1709	3.77	8.27	1608	2.68
21- AUGUST-26	0543	3.88	8.38	0450	2.78
	1817	3.53	8.03	1709	2.47
22- AUGUST-26	0653	3.67	8.17	0617	2.64
	1929	3.33	7.83	1841	2.32

23- AUGUST-26	0844	3.59	8.09	0809	2.66
	2132	3.33	7.83	2052	2.37
24- AUGUST-26	1028	3.81	8.31	0924	2.81
	2259	3.58	8.08	2200	2.55
25- AUGUST-26	1121	4.03	8.53	1013	2.97
	2345	3.82	8.32	2239	2.73
26- AUGUST-26	1157	4.18	8.68	1047	3.10
	------	------	-----	2307	2.91
27- AUGUST-26	0012	4.00	8.50	1112	3.21
	1218	4.27	8.77	2329	3.08
28- AUGUST-26	0028	4.17	8.67	1130	3.31
	1213	4.38	8.88	2349	3.24
29- AUGUST-26	0039	4.36	8.86	1149	3.40
	1227	4.54	9.04	------	----
30 -AUGUST-26	0102	4.52	9.02	0013	3.36
	1259	4.63	9.13	1216	3.43
31- AUGUST-26	0136	4.59	9.09	0042	3.42
	1338	4.59	9.09	1249	3.39

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.
2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:

a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
d. Fishing stakes and restricted visibility AUGUST pose navigational challenges along the route.

3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the July–September period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC
4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.
5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point AUGUST differ by 30–40 minutes from the tide table predictions.
6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.
7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels AUGUST encounter varying tidal conditions throughout the same day.
8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.
9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer **Harbour Master**

MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF SEPT 2026
(BASE CREEK TO PP JETTY)
Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- SEPT-26	0214	4.56	9.06	0116	3.41
	1419	4.46	8.96	1327	3.28
2- SEPT-26	0252	4.48	8.98	0154	3.33
	1501	4.31	8.81	1408	3.13
3- SEPT-26	0331	4.37	8.87	0237	3.22
	1547	4.13	8.63	1458	2.94
4- SEPT-26	0417	4.23	8.73	0332	3.06
	1650	3.90	8.40	1607	2.74
5- SEPT-26	0529	4.02	8.52	0448	2.88
	1831	3.66	8.16	1731	2.55
6- SEPT-26	0709	3.84	8.34	0637	2.79
	2009	3.55	8.05	1931	2.51
7- SEPT-26	0921	3.87	8.37	0822	2.90
	2155	3.71	8.21	2103	2.68
8- SEPT-26	1035	4.10	8.60	0929	3.07
	2304	3.97	8.47	2205	2.90
9- SEPT-26	1122	4.27	8.77	1017	3.22
	2348	4.18	8.68	2248	3.09
10- SEPT-26	1147	4.39	8.89	1052	3.32
	.....	.....	.....	2318	3.24
11- SEPT-26	0009	4.35	8.85	1121	3.37
	1209	4.48	8.98	2343	3.35
12- SEPT-26	0034	4.49	8.99	1151	3.37
	1240	4.52	9.02	.....	.....
13- SEPT-26	0105	4.56	9.06	0012	3.40
	1313	4.48	8.98	1225	3.31
14- SEPT-26	0136	4.55	9.05	0043	3.38
	1343	4.37	8.87	1258	3.20
15- SEPT-26	0205	4.47	8.97	0115	3.31
	1413	4.23	8.73	1329	3.07
16- SEPT-26	0235	4.37	8.87	0147	3.20
	1444	4.09	8.59	1400	2.92
17- SEPT-26	0308	4.25	8.75	0222	3.07
	1518	3.94	8.44	1435	2.76
18- SEPT-26	0348	4.09	8.59	0303	2.91
	1557	3.73	8.23	1520	2.58
19- SEPT-26	0443	3.85	8.35	0359	2.72
	1719	3.45	7.95	1623	2.37
20- SEPT-26	0609	3.61	8.11	0520	2.55
	1849	3.24	7.74	1755	2.21
21- SEPT-26	0737	3.49	7.99	0726	2.53
	2040	3.24	7.74	2024	2.31
22- SEPT-26	0950	3.67	8.17	0847	2.70
	2229	3.59	8.09	2129	2.56

23- SEPT-26	1046	3.96	8.46	0938	2.89
	2312	3.92	8.42	2209	2.81
24- SEPT-26	1124	4.16	8.66	1016	3.05
	2340	4.16	8.66	2240	3.02
25- SEPT-26	1149	4.27	8.77	1045	3.15
	2358	4.34	8.84	2304	3.19
26- SEPT-26	1158	4.36	8.86	1108	3.24
	.....	.....	.....	2324	3.34
27- SEPT-26	0011	4.51	9.01	1130	3.30
	1211	4.48	8.98	2347	3.45
28- SEPT-26	0033	4.66	9.16	1158	3.32
	1242	4.54	9.04	.....	.....
29- SEPT-26	0107	4.71	9.21	0016	3.50
	1322	4.48	8.98	1233	3.26
30 -SEPT-26	0146	4.65	9.15	0052	3.46
	1407	4.34	8.84	1314	3.14

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:
Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:
The passage plan should incorporate the following key elements:

a. Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).

b. Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).

c. Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.

d. Fishing stakes and restricted visibility SEPT pose navigational challenges along the route.

3. Permissible Draft:
The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the July–September period.
Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:
Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:
Local observations indicate that the actual tidal rise at Hiron Point SEPT differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:
Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speed throughout the passage.

7. Navigational Constraints:
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels SEPT encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:
Consultation with the assigned local pilot is essential before finalizing the passage plan.

Ch Hydrographer **Harbour Master**

MONGLA PORT AUTHORITY
MONGLA, BAGERHAT.

CIRCULAR NO-10 /2026

Subject: Declaration of Anticipated Permissible Draughts – Pussur River From Fairway Buoy to Hiron point-1,2 & 3 Anchorage (July 2026 to September 2026).

This is to notify all concerned that Mongla port declared Anticipated Permissible Draughts – Pussur River from Fairway Buoy to HP1,HP2 & HP3 Anchorage (July 2026 to September 2026).

The relevant draught charts, indicating the permissible draught limits during this period, are enclosed herewith for reference and necessary compliance.

All relevant stakeholders are requested to take appropriate action in accordance with the declared draught limits.

AME (ICT)
24/06/26

Capt.Mohammad Shafiqul Islam
(G), psc, BN
Harbour Master

Circular Reference No- 18.14.0158.313.03.077(P-3).2026-392/03 Date: 16/06/2026

Distribution:

.....
.....
.....

Copy to:

5. Member ( ), MPA, Mongla.
6. Director (Admin), MPA, Mongla.
7. Programmer, MPA, Mongla. ⟶ With a Request to Publish at MPA
8. P S to Chairman, MPA, Mongla.

MONGLA PORT AUTHORITY (BANGLADESH)

ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER

FOR THE MONTH OF JULY 2026

(FAIRWAY BUOY TO HP1,HP2,HP3 ANCHORAGE)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- JULY-26	1121	3.23	9.23	0921
	2339	2.90	8.90	2139
2- JULY-26	1153	3.25	9.25	0953
	.....	.....	.....	.....
3- JULY-26	0013	2.93	8.93	2 JULY AT 2213
	1226	3.25	9.25	1026
4- JULY-26	0048	2.94	8.94	3 JULY AT 2248
	1302	3.23	9.23	1102
5- JULY-26	0126	2.94	8.94	4 JULY AT 2326
	1340	3.18	9.18	1140
6- JULY-26	0207	2.94	8.94	0007
	1421	3.12	9.12	1221
7- JULY-26	0254	2.94	8.94	0054
	1507	3.03	9.03	1307
8- JULY-26	0348	2.94	8.94	0148
	1600	2.92	8.92	1400
9- JULY-26	0457	2.95	8.95	0257
	1706	2.81	8.81	1506
10- JULY-26	0626	3.01	9.01	0426
	1836	2.76	8.76	1636
11- JULY-26	0738	3.13	9.13	0538
	1956	2.81	8.81	1756
12- JULY-26	0839	3.26	9.26	0639
	2102	2.91	8.91	1902
13- JULY-26	0934	3.39	9.39	0734
	2159	3.03	9.03	1959
14- JULY-26	1024	3.49	9.49	0824
	2249	3.13	9.13	2049
15- JULY-26	1110	3.54	9.54	0910
	2336	3.18	9.18	2136
16- JULY-26	1154	3.53	9.53	0954
	.....	.....	.....	.....
17- JULY-26	0021	3.19	9.19	16 JULY AT 2221
	1236	3.46	9.46	1036
18- JULY-26	0104	3.15	9.15	17 JULY AT 2304
	1317	3.34	9.34	1117
19- JULY-26	0145	3.09	9.09	18 JULY AT 2345
	1354	3.19	9.19	1154
20- JULY-26	0224	3.01	9.01	0024
	1430	3.03	9.03	1230
21- JULY-26	0306	2.92	8.92	0106
	1509	2.86	8.86	1309
22- JULY-26	0357	2.83	8.83	0157
	1555	2.69	8.69	1355

23- JULY-26	0510	2.76	8.76	0310
	1703	2.53	8.53	1503
24- JULY-26	0630	2.75	8.75	0430
	1841	2.46	8.46	1641
25- JULY-26	0742	2.82	8.82	0542
	2005	2.50	8.50	1805
26- JULY-26	0845	2.94	8.94	0645
	2112	2.62	8.62	1912
27- JULY-26	0933	3.06	9.06	0733
	2155	2.74	8.74	1955
28- JULY-26	1010	3.17	9.17	0810
	2228	2.86	8.86	2028
29- JULY-26	1041	3.25	9.25	0841
	2257	2.97	8.97	2057
30 -JULY-26	1107	3.31	9.31	0907
	2324	3.06	9.06	2124
31- JULY-26	1133	3.36	9.36	0933
	2353	3.13	9.13	2153

MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF AUGUST 2026
(FAIRWAY BUOY TO HP1,HP2,HP3 ANCHORAGE)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- AUGUST-26	.....	.....	.....	.....
	1202	3.37	9.37	1002
2- AUGUST-26	0026	3.17	9.17	1 AUGUST AT 2226
	1235	3.33	9.33	1035
3- AUGUST-26	0102	3.18	9.18	2 AUGUST AT 2302
	1312	3.26	9.26	1112
4- AUGUST-26	0140	3.16	9.16	3 AUGUST AT 2340
	1351	3.16	9.16	1151
5- AUGUST-26	0222	3.12	9.12	0022
	1435	3.04	9.04	1235
6- AUGUST-26	0311	3.05	9.05	0111
	1525	2.88	8.88	1325
7- AUGUST-26	0414	2.95	8.95	0214
	1631	2.72	8.72	1431
8- AUGUST-26	0555	2.91	8.91	0355
	1818	2.63	8.63	1618
9- AUGUST-26	0725	3.01	9.01	0525
	1952	2.71	8.71	1752
10- AUGUST-26	0837	3.17	9.17	0637
	2107	2.88	8.88	1907
11- AUGUST-26	0935	3.34	9.34	0735
	2202	3.06	9.06	2002
12- AUGUST-26	1020	3.47	9.47	0820
	2246	3.21	9.21	2046
13- AUGUST-26	1059	3.54	9.54	0859
	2324	3.30	9.30	2124
14- AUGUST-26	1135	3.53	9.53	0935
	2359	3.33	9.33	2159
15- AUGUST-26	.....	.....	.....	.....
	1210	3.44	9.44	1010
16- AUGUST-26	0033	3.30	9.30	15 AUGUST AT 2233
	1244	3.31	9.31	1044
17- AUGUST-26	0107	3.23	9.23	16 AUGUST AT 2307
	1316	3.16	9.16	1116
18- AUGUST-26	0139	3.13	9.13	17 AUGUST AT 2339
	1347	2.99	8.99	1147
19- AUGUST-26	0213	3.02	9.02	0013
	1421	2.83	8.83	1221
20- AUGUST-26	0252	2.88	8.88	0052
	1500	2.65	8.65	1300
21- AUGUST-26	0345	2.72	8.72	0145
	1553	2.47	8.47	1353
22- AUGUST-26	0536	2.61	8.61	0336
	1757	2.33	8.33	1557
23- AUGUST-26	0714	2.68	8.68	0514
	1951	2.42	8.42	1751
24- AUGUST-26	0826	2.85	8.85	0626
	2100	2.61	8.61	1900

25- AUGUST-26	0916	3.02	9.02	0716
	2140	2.80	8.80	1940
26- AUGUST-26	0952	3.16	9.16	0752
	2211	2.96	8.96	2011
27- AUGUST-26	1021	3.26	9.26	0821
	2238	3.10	9.10	2038
28- AUGUST-26	1045	3.34	9.34	0845
	2302	3.23	9.23	2102
29- AUGUST-26	1109	3.38	9.38	0909
	2329	3.32	9.32	2129
30 -AUGUST-26	1137	3.39	9.39	0937
	.....	.....	.....	.....
31- AUGUST-26	0000	3.36	9.36	30 AUGUST AT 2200
	1210	3.33	9.33	1010

MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF SEPTEMBER 2026
(FAIRWAY BUOY TO HP1,HP2,HP3 ANCHORAGE)
Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- SEPT-26	0035	3.35	9.35	31 AUGUST AT 2235
	1247	3.23	9.23	1047
2- SEPT-26	0114	3.28	9.28	1 SEPTEMBER AT 2314
	1327	3.09	9.09	1127
3- SEPT-26	0155	3.17	9.17	2 SEPTEMBER AT 2355
	1410	2.93	8.93	1210
4- SEPT-26	0244	3.02	9.02	0044
	1503	2.74	8.74	1303
5- SEPT-26	0351	2.85	8.85	0151
	1619	2.54	8.54	1419
6- SEPT-26	0545	2.78	8.78	0345
	1827	2.51	8.51	1627
7- SEPT-26	0723	2.90	8.90	0523
	2008	2.67	8.67	1808
8- SEPT-26	0838	3.09	9.09	0638
	2114	2.92	8.92	1914
9- SEPT-26	0930	3.26	9.26	0730
	2159	3.12	9.12	1959
10- SEPT-26	1009	3.37	9.37	0809
	2234	3.27	9.27	2034
11- SEPT-26	1042	3.42	9.42	0842
	2303	3.36	9.36	2103
12- SEPT-26	1112	3.39	9.39	0912
	2331	3.39	9.39	2131
13- SEPT-26	1142	3.31	9.31	0942
	.....	.....	.....	.....
14- SEPT-26	0000	3.35	9.35	13 SEPTEMBER AT 2200
	1213	3.18	9.18	1013
15- SEPT-26	0031	3.26	9.26	14 SEPTEMBER AT 2231
	1244	3.02	9.02	1044
16- SEPT-26	0102	3.15	9.15	15 SEPTEMBER AT 2302
	1313	2.87	8.87	1113
17- SEPT-26	0134	3.01	9.01	16 SEPTEMBER AT 2334
	1344	2.73	8.73	1144
18- SEPT-26	0211	2.86	8.86	0011
	1420	2.57	8.57	1220
19- SEPT-26	0257	2.70	8.70	0057
	1510	2.39	8.39	1310
20- SEPT-26	0410	2.54	8.54	0210
	1637	2.24	8.24	1437
21- SEPT-26	0635	2.55	8.55	0435
	1926	2.36	8.36	1726
22- SEPT-26	0751	2.73	8.73	0551
	2030	2.60	8.60	1830
23- SEPT-26	0843	2.92	8.92	0643

	2112	2.84	8.84	1912
24- SEPT-26	0921	3.07	9.07	0721
	2144	3.04	9.04	1944
25- SEPT-26	0951	3.18	9.18	0751
	2211	3.20	9.20	2011
26- SEPT-26	1018	3.25	9.25	0818
	2237	3.33	9.33	2037
27- SEPT-26	1045	3.29	9.29	0845
	2305	3.42	9.42	2105
28- SEPT-26	1115	3.28	9.28	0915
	2336	3.44	9.44	2136
29- SEPT-26	1150	3.21	9.21	0950
	.....	.....	.....	.....
30 -SEPT-26	0013	3.39	9.39	29 SEPTEMBER AT 2213
	1229	3.09	9.09	1029

Harbour Master