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Guidelines and Restrictions – Port of Klintehamn (SEKLI)

Purpose

To be used by pilots, port authorities, ship owners, charterers, cargo owners, ship agents or other stakeholders for guidance about limitations and restrictions in the port of Klintehamn

General information

If no deficiencies have been reported when ordering pilot, the vessel must be suitably ballasted so that propeller, rudder and any bow- and/or stern thrusters operates with optimum efficiency. If not, due to safety reasons, the pilot has the right to postpone the arrival/departure until this has been corrected.

Pilot boarding position

- Klintehamn N57° 21,8 E018° 07,0

Communication and Reports

- There is no Port control. A general call on VHF Ch. 16 should be made before arrival and departure.
- Communication with Pilot Dispatch Center and pilot boat, VHF Ch. 10
- Linesmen work on VHF Ch.12
- Tugboats work on VHF Ch. 08

Linesmen

- Ships agent or captain of the vessel orders linesmen separately in advance.

Fairway information

Fairway to/from Klintehamn								Remark
Port	Distance from pilot boarding							
Klintehamn	2.7 nm							Depth in Klintehamn reference to RH 2000

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Anchorage and use of anchor inside port

- **Anchorage areas:**
 - Klintehamn N57° 22,7 E018° 07,0
- **Unsuitable areas:**
 - Close to fairway line
- **Prohibited areas:**
 - Normally not applicable
- **Use of anchor inside port:**
 - Only in emergency

Berth information and maximum dimensions

Klintehamn								
Berth	Cargo	Direction	Length (m)	Max Loa (m)	Max Boa (m)	Depth (m) Ref. RH2000	Max draft (m)	Remarks
1	Bulk	0078° / 258°	130m	100m	16,5 m	4,6m	4,1m	
2-3	Bulk	0078° / 258°	225m	100m	16,5m	5,5m	5,0m	
4	Bulk	0078° / 258°	128m	100m	16,5m	6,1m	5,4m	

Depth and draft at +/- 0 water level RH 2000 (BSCD), referens RH 2000 in Viva or local WL gauges

Tugboat information and requirements

- See guidelines below. The following are general guidelines.
- The Pilot has the right, after consultation with the captain of the vessel, to require tugboats if deemed necessary.
- *When a tugboat is ordered or will be used report to pilot area at least 24 hrs. in advance*
- *When and if a conventional tugboat is used the swell must not exceed 2 m.*
- **Escort tug requirements**
 - Normally not applicable
- **Bollard pull/Safe working load requirements - SWL (bollards and fairleads)**
 - No specific requirements, but vessel to have sufficient SWL for the current operation concerning weather and loading conditions

- **Local tugboat and requirements**

Vessel arriving/departing have to comply with these requirements for safe maneuvering of the vessel in wind conditions up to **12 m/s**. Restriction is divided in two steps (see below, Bow thruster power requirements), by length over all and sets the request of bow thruster power depending on the vessels actual draft.

Vessels not meeting the minimum requirements stipulated is requested to present data concerning maneuverability not later than 24h prior to arrival for evaluation.

For tug with tow, pusher and barges see table below

Bow thruster power requirements

Step 1

Length over all 70m up to 89m shall be equipped with a bow thruster power of min 35Hp/ meter actual draught (Dm)

Step 2

Length over all 90m up to 115m shall be equipped with a bow thruster power of min 60Hp/meter actual draught (Dm)

Number of tugs – Standard for Klintehamn						
Loa (m)	No bowthruster or bowthruster power < 35hp /m draught		No bowthruster or bowthruster power < 60hp /m draught			
70-89	1*					
90-115			1*			
115-134						

Note: Bow thrusters shall be in accordance with the minimum bow thruster requirements and must be capable of operating at full capacity for a period of not less than 30 minutes.

*Vessels not meeting the minimum requirements stipulated is requested to present data concerning maneuverability not later than 24h prior to arrival for evaluation

Number of tugs – Standard for Klintehamn						
Loa (m)	Tug with tow	Pusher barges without bow thruster	Pusher barges with bowthruster must be able to maneuver in wind force up to 10 m/s otherwise.			
N/A	1	Min 1	1			
Note: Bow thrusters shall be in accordance with the minimum bow thruster requirements and must be capable of operating at full capacity for a period of not less than 30 minutes						

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Visibility restrictions

- For all berths Visibility \geq 2NM

Daylight restrictions

- Normally no restrictions

Wind restrictions

- Berth No 1 max 6 m/s
- Berth No 2-4 max 12 m/s, Vessels \geq 100m LOA 9m/s
- If passing moored vessel max 6 m/s

Source: According to Viva station Visby

Wave and swell restrictions

- Normally no restrictions
- When and if a conventional tugboat is used the swell must not exceed 2 m

Current restrictions

- Normally no restrictions

Two man pilotage

- Normally not applicable

Ice restrictions

- According to www.sjofartsverket.se/winternavigation.

Other restrictions

- For vessels not covered in this guidelines and restrictions e.g. tug and barges, special restrictions may apply. Vessels representative are requested to present data concerning maneuverability 48 hrs. prior to arrival for evaluation.