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## Guidelines and Restrictions – Port of Storugns (SESUS)

### 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 Storugns.

### 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

- Storugns (Kappelshamnsviken) N57° 53,7 E018° 47,6

### 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.15
- Tugboats work on VHF Ch. 08

### Linesmen

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

### Fairway information

Fairway to/from Storugns								
Port	Distance from pilot boarding							Remark
Storugns	3,1nm							

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### Anchorage and use of anchor inside port

- **Anchorage areas:**
  - Storugns (Kappelshamnsviken Outer) N57° 52,75 E018° 48,15
  - Storugns (Kappelshamnsviken Inner) N57° 51,89 E018° 47,36
- **Unsuitable areas:**
  - Close to fairway line
- **Prohibited areas:**
  - Normally not applicable
- **Use of anchor inside port:**
  - No limitations

### Berth information and maximum dimensions

Storugns								
Berth	Cargo	Direction	Length (m)	Max Loa (m)	Max Boa (m)	Depth (m) ref. RH 2000	Max draft (m)	Remarks
1	Limestone	006° / 186°	170m	167m	N/A	8,8m	8,1m	*Outside pier
2	Limestone	006° / 186°	115m	110m	N/A	6,1m	5,6m	*Inside pier
3	Quicklime	104° / 284°	105m	90m	N/A	6,1m	5,6m	
4	Limestone	014° / 194°	40m	90m	N/A	6,0 m	5,5m	

- 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

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- **Local tugboat and requirements**

Vessel arriving/departing have to comply with these requirements for safe maneuvering of the vessel in wind conditions up to 15 m/s. Restriction is divided in four steps (see below, Bow thruster power requirements), by length over all and sets the request of bow thruster power depending on the vessels actual draught. Wind conditions exceeding 15 m/s need tug assistance.

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

Ports included is Storugns and Kappelshamn

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 114m shall be equipped with a bow thruster power of min 60Hp/meter actual draught (Dm)

**Step 3**

Length over all 115m up to 134m shall be equipped with a bow thruster power of min 80Hp/meter actual draught (Dm)

**Step 4**

Length over all 135m and greater up to max allowed length over all in port shall be equipped with a bow thruster power of min 100Hp/ meter actual draught(Dm)

For tug with tow, pusher and barges see table below

Number of tugs – Standard for Storugns						
Loa (m)	No bowthruster or bowthruster power <35hp /m draught	Bowthruster with power 35 hp /m draught and wind > 15m/s	No bowthruster or bowthruster power < 60hp /m draught	Bowthruster with power 60 hp /m draught and wind > 15m/s	No bowthruster or bowthruster power < 80hp /m draught	Bowthruster with power 80 hp /m draught and wind >15m/s
70-89	1*	1				
90-114			1*	1		
115-134					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.

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

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Number of tugs – Standard for Storugns						
Loa (m)	No bowthruster or bowthruster power <100 hp /m draught	Bowthruster with power 100 hp /m draught and wind > 15m/s				
>135	Minimum 1*	Minimum 1				
<p><b>Note:</b> 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</p> <p>*Vessels not meeting the minimum requirements stipulated is requested to present data concerning maneuverability not later than 24h prior to arrival for evaluation.</p>						

Number of tugs – Standard for Storugns						
Loa (m)	Tug with tow	Pusher barges without bow thruster	Pusher barges with bow thruster must be able to maneuver in wind force up to 10 m/s, otherwise			
N/A	1	1	1			
<p><b>Note:</b> 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</p>						

### Visibility restrictions

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- Normally no restrictions

### Daylight restrictions

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- Normally no restrictions

### Wind restrictions

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- Berth No 1 (Vessels Loa > 150m) max 10 m/s in gusts
- Berth No 1 (Vessels Loa ≤ 150m) max 15 m/s in gusts
- Berth No 2 (Vessels Loa > 90m) max 10 m/s in gusts
- Berth No 3 (Vessels Loa >90m) max 10 m/s in gusts
- Berth No 4 (Vessels with max dimension /90m) max 10 m/s in gusts

Source: According to Viva station Visby

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### Wave and swell restrictions

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

### Current restrictions

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- Normally no restrictions

### Two man pilotage

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- Normally not applicable

### Ice restrictions

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- According to [www.sjofartsverket.se/winternavigation](http://www.sjofartsverket.se/winternavigation).

### Other restrictions

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- 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.