Guidelines and restrictions for ports in the bay of Hanö

	Daylight restr.	Depth	Max draft ref to MVY	Max draft ref to RH2000	Max loa	Max beam	Notes	Fairway No.
Simrishamn	Daylight	4,5	4	3,86	90		Working bowthruster required, daylight. Active rudder recommended. LOA > 82 m, shall request tug.	240
Åhus Bollard A-H		6,6	5,9	5,76	95		Be able to debalast to a forward draft of 2.5m.	245
Bollard 1-28		7,2	6,5	6,36	130	20	be able to debalast to a forward draft of 2,5111	
Bollard 28-41		8,3	7,6	7,46	145	23	See restrictions below.	
Sölvesborg								251
Berth 8-10		6,4	5,5	5,36			See restrictions below.	
Berth 10-16		6,4	5,9	5,76	120			
Outer harbour berth 50 - 59		7	6,5	6,36	140	23	Berth 50: max loa 120m. Dist. bow to center should not exceed 58m.	
Karısnamn Kölö Oilharbour		14	13	12.86	245		13.3 m for tanker with double bottom.	261A
Oxhaga		13	12	11,86	230		12,5 m for tanker with double bottom.	261A
Stillerydsharbour West			10,1 / 7,5	9,96/7,36	200		,.	261A
Stillerydsharbour East			7,5/7,2	7,36/7,06			7,2 m from bollard No. 12.	261A
Sutudden			10	9,86	180	32		261B
Sutudden Oceanberth/Soyaberth			10 8,5	9,86 8,36	185 160	28 28		261B 261B
Western pier, 0-100 m			6,5	6,36	160	20	From corner and 100 m north.	261B
Western pier, 100-200 m			5	4,86			From 100 m-200 m north.	261B
Sternö Windharbour		6	5,5	5,36	120	16		261B
Elleholm			5,6	5,46	110	16,5	Max wind 10 m/s W-S-E. Active rudder preferred. Working bowthruster required for vessels LOA > 82m.	2611
Ronneby			5	4,86	116			265
Eastern berth			4	3,86			Max 60m along the berth.	
Western berth Western berth in south			5 5	4,86 4,86				
Karlskrona								271
Verkö 1			8,9	8,76	160			2711
Verkö 2			8,9	8,76	140			2711
Ferryterminal (Verkö 3)			8,4	8,26				2711
ABB Pier South			7	6,86	135		Max beam 25m, buoymooring only in daylight.	
							160m - 200m may be permitted after request to	
ABB Pier North		9,3	8,8	8,66	160		pilotarea	
ABB Berth Oiljetty			5,2	5,06	110		Min. height below overhead crane 21 m. Berth closed	2711 272
							From 100m, daylight restrictions and 2 Nm visibility. Ships 130m-160m may be permitted after request	
Handelshamnen North part			6,5	6,36	130		to pilotarea	
Handelshamnen South part			5,3	5,16			Marking on berth	272

Restrictions Åhus

Max LOA for ships turning in outer turning area is 145m. Containerberth must be clear from other vessels when turning vessels with LOA 125-145m in the outer turning area.

Max LOA for ships turning in the inner turning area is 130m. Approx 250 of the berth, from the Ro-ro ramp and eastward, should be clear of vessels when turning vessels with LOA 110-130m in the inner turning area.

Wind limitation for vessles with LOA > 130m and barges is 10m/s

Visibillity
Minimum visibillity for vessels with LOA > 130m is 2 Nm
Daylight is a requirement for vessels with LOA > 130m and barges.

LOA	Arrival	Departure
100-115m	1	1

115-130m 2 130-145m 3/one ASD Barges 2

At departure, if vessel is turned and wind conditions are favorable, the number of tugs may be reduced.

Guidlines for tugs applies to normal weather and current conditions. Factors that **may** reduce the number of tugs are; bowthruster, active rudder/stern thruster, twin propellers in the stern, azipod. No defects accepted.

During adverse wind conditions the number of tugs may be extended.

At exceptional occations excemtion for ASD tug may be permitted if vessel is well known by the pilots.

Recommended power in bowthruster is 100hp/m draft.

Restrictions Sölvesborg

Wind

Wind limitation for vessles with LOA > 130m and barges is 10m/s

Visibillity

Minimum visibillity for vessels with LOA > 130m is 2 Nm

Daylight is a requirement for vessels with LOA > 130m and barges.

Tugs

Berth 52-58

LOA	Arrival	Departure		
110-120m		1	1	
120-130m		2	2	
130-140m	3/ 1 ASI)	2	Always one tug on arr/dep
Barges		2	2	

Berth 50*

LOA	Arrival	Departure	
100-120m		1	1

^{*}Vessels intended to the oiljetty must have a working bowthruster in good working order for excemption of tug could be accepted.

Guidlines for tugs applies to normal weather and current conditions.

Factors that may reduce the number of tugs are; bowthruster, active rudder/stern thruster,

twin propellers in the stern, azipod. No defects accepted.

At rare occations excemptiom from ASD may be permitted if vessel is known by the pilots.

Tugboat regulations for port of Karlshamn

Applies from 2014-02-17, until further notice.

According to 16§ in Port regulations the port authority have the right to determine about assistance by tugs in connection with mooring, anchoring or shifting within the harbour area.

Port of Karlshamn provides, with reservation for yardstays and other downtime,

three tugs, "Delta" (ASD), "Karlshamn" and" Harry Stone". Ships agent is responsible to arrange additional tugs if necessary due to ships size.

The performance of the towings, which are carried out in consultation with serving pilots, $% \left(\frac{1}{2}\right) =\frac{1}{2}\left(\frac{1}{2}\right) \left(\frac{1$

 $\ will \ considerate \ vessels \ specifics \ such \ as \ general \ condition, \ equipment \ and \ weather \ situation \ etc.$

Following guidelines applies for tugboat assistance in port of Karlshamn (Ferrys excepted).

LOA: Number of tugs.

LOA Arrival Departure Notes

> 100 m	1	1	
120-130 m	2	1	Minimum requirement 1 tug, departure (1) refers to if vessel has been turned around
130-160 m	2	2	$\label{thm:minimum} \mbox{Minimum requirement 1 tug. Soyaberth (oceanberth): no exceptions.}$
160-180 m	2	2	Minimum requirement 1 tug. Sutudden 3 tugs of 1 to be ASD, Stilleryd no exceptions.
180-200	3	3	Minimum requirement 2 tugs, Stilleryd no exceptions.
> 200 m	4	4	Minimum requirement 3 tugs if 2 of them are ASD type.
Barges 70m	1	1	Refers primarily to arrival.

Additional

Sutudden; 185m Soyaberth; 160 m. Oxhaga: 230m Kölö: 245 m Stilleryd: 200m

Factors that may reduce the number of tugs are; bowthruster, active rudder/stern thruster, twin propellers in the stern, azipod. No defects accepted. For gastankers it is mandatory with one tug. Excepted are only vessels less tan 100m with CPP and bowthruster in good working order.

All LPG-tankers without bowthruster, despite design, must have a minimum of two tugs during arrival to Oxhaga Oil and Gas terminal. If vesselis turned around and have starboard side alongside one tugboat is enough if weather permitts.

Regarding timelimit for daylight restrictions below applies following; Arrival two hours before sunset. Departure one hour before sunset. Pilotage commences earliest 30 minutes before sunrise, applies to both arrival and departure.

	Sutudden	Kölö / Oxhaga	Stilleryd west
Daylight	> 160 m	> 200 m	> 180 m (vessels > 160m max draft 7,5m).
Visibillity	Min 2 M	Min 2 M	Min 2 M
Wind	Max 8 m/s	Max 8 m/s	Max 8 m/s

Guidelines for Captains and Brokers regarding number of tugs in Karlskrona

LOA.	Number of tugs	Number of tugs	
LOA	Arrival	Departure Notes	
> 100 m	1	1	
120-130 m	2	1	
130-180 m	2	2	
180-200 m	3	3	
> 200 m	4	4	
Barges 70/14/4,5	1	1	

Factors that may reduce the number of tugs are; bowthruster, active rudder/stern thruster, twin propellers in the stern, azipod. No defects accepted.

Oskarshamn den 17 juli 2023 Tobias Chroneer, Lotsområde Kalmar