

Date 2024-05-22

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#### **Guidelines and Restrictions – Port Sölvesborg**

#### 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 Sölvesborg.

#### **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

Spättgrund

N55 57,80 E014 36,29

## **Communication and Reports**

- There is no Port control. A general call on VHF ch 16 and 18 is highly recommended before entering the fairway.
- Linesmen work on VHF ch. 13.
- Tugboats work on VHF ch. 13

#### Linesmen

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

## **Fairway information**

Fairway to/from/Sölvesborg									
Port	Distance from pilot boarding								
Sölvesborg	5,0 nm								



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N55 58,5 E014 36,7

# Anchorage and use of anchor inside port

- Anchorage areas:
  - (S) 1,3 nm south Sillnäsudde
- Unsuitable areas:
  - Close to fairway line
- Prohibited areas:
- Use of anchor inside port:
  - No limitations

# Berth information and maximum dimensions

	Sölvesborg								
Berth	Cargo	Direction	Length (m)	Max Loa (m)	Max Boa (m)	Depth (m) acc. MVY	Max draft (m)	Remarks	
50	Oil/Chem	030°/210°	50m	120m	23m	7.0m	6,5m	Maximum distance center-manifold to bow must not exceed 58 m	
52-58	Bulk/GC	030°/210°	354m	140m	23m	7,0m	6,5m		
8-10 10-16	Bulk/GC							Not in use	

# **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 an **increase** of the number of tugboats if deemed necessary.
- **No exceptions from tugboats on first time calls.** (Excemptions must be noted as a ship- and area-specific comment in Fenix.).
- Where it says "ASD" a Tractor-type tug is also acceptable.
- When a tugboat is used, visibility must be at least 200 m.
- Escort tug requirements
  - N/A
- 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 requirements

Number of tugs – Standard for Sölvesborg berth No 50/oil jetty								
Loa (m)	No bowthruster	Bowthruster + FPP	Bowthruster +CPP +Normal rudder	Bowthruster +CPP +Active rudder	Bow+Stern thruster and Twin screw /POD	Remarks		
<100	1 /ASD	0	0	0	0			
>100-110	1/ASD	0	0	0	0			
>110-120	1/ASD	1/ASD	1/ ASD	0	0			

Number of tugs – Standard for Solvesborg berth No 52 - 58									
Loa (m)	No bowthruster	Bowthruster + FPP	Bowthruster +CPP +Normal rudder	+CPP +Normal Bowthruster +CPP +Active rudder		Remarks			
>100-110	1	0	0	0	0				
>110-120	1	1	1	0	0				
>120-130	2 tugboats, one of which ASD	1 ASD	1	1	0				
>130-140	3 tugboats, one of which ASD or 2 ASD	2 tugboats, one of which ASD	2 tugboats, one of which ASD	1 ASD	Consult pilots				
	Barges of LOA >70m always 1 tug								

# Visibility restrictions

• All vessels >130m:

Minimum 2 nm

# **Daylight restrictions**

- All vessels >130m
- All barges

Arrival one hour before sunset. Departure one hour before sunset. Pilotage commence earliest 30 min before sunrise.

# Wind restrictions

- All vessels >130m max 10m/s forecasted gust
- All barges max 10m/s forecasted gust

Source: According to SMHI/Bizmet



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# Wave and swell restrictions

• N/A

## **Current restrictions**

• N/A

# Two man pilotage

• Normally not applicable

#### **Ice restrictions**

• According to <u>www.sjofartsverket.se/winternavigation</u>.

# **Other restrictions**

• Normally not applicable.