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Reg.No:

## Guidelines and Restrictions – Port of Strå (SEKAF)

### 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 Strå.

### 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

- Strå ( 1,6nm/ SE Bungeor ) N57° 48,2 E018° 08,8

### 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, VHFCh. 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.
- Headlines and Stern lines is collected from shore side by heaving line.

### Fairway information

Fairway to/from Strå								
Port	Distance from pilot boarding							Remark
Strå	7 nm							

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## Anchorage and use of anchor inside port

- **Anchorage areas:**
  - Stå/Fårösund N57° 58,75 E019° 07,78
- **Unsuitable areas:**
  - Close to fairway line and underwater cables
- **Prohibited areas:**
  - When passing electrical cables between Gotland and Fårö (marked in the chart).
  - Anchoring forbidden area from a line passing Bungeor light to a line abt 0,5 NM north of Fårösund S light. (marked in chart)
  - Anchoring forbidden in the area close to and the passage through North gate (marked in Chart)
- **Use of anchor inside port:**
  - No limitations

## Berth information and maximum dimensions

Berth	Cargo	Direction	Length (m)	Max Loa (m)	Max Boa (m)	Depth (m) acc. MVY	Max draft (m)	Remarks
Spontkajen	Lime-stone	0023 <sup>0</sup> / 203 <sup>0</sup>	50m	118m	N/A	5,6m	5,0m	
Strå-brygga	Lime-stone	074 <sup>0</sup> / 254 <sup>0</sup>	88m	80m	N/A	5,6m	5,0m	

## 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 three 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.

### 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)

For tug with tow, pusher and barges see table below

Number of tugs – Standard for Strå						
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 Strå						
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			
N/A	1	1	1			
<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						

### Visibility restrictions

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- Normally no restrictions

### Daylight restrictions

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- Normally no restrictions

### Wind restrictions

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- Normally no restrictions

*Source: According to Viva station Slite*

### 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).

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**Other restrictions**

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- For vessels not covered in above 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.