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#### **Guidelines and Restrictions – Kalmar straight**

### 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 Kalmar straight.

### **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**

٠	Krongrundet (main boarding) vessel coming from North	N56 42,70	E016 26,30
•	Sillåsen (outer boarding) vessel coming from North	N56 46,30	E016 30,50
٠	Trädgårdsgrund (main boarding) vessel coming from South	N56 37,30	E016 21,30
•	Utgrunden (outer boarding) vessel coming from South	N56 2150	E016 14,30

### **Communication and Reports**

- There is no Port control or VTS. A general call on VHF Ch. 16 and 13 must be made before entering the fairway.
- Communication with Pilot Dispatch Center and pilot boat, Vhf Ch. 13
- Tugboats work on VHF Ch. 12.

#### Linesmen

• Not applicable

### **Fairway information**

Fairway –Kalmar straight											
Fairway	Air draft	Course	Fairway width	Max loa (m)	Max beam (m)	Depth in meters. MWL	Max draught (meters)	Notes			
Kalmar straight	34.9	203 <sup>0</sup> / 023 <sup>0</sup>	80 m	185 m	25 m	7.5 m	6.8 m	Max air draft: 34.9m The fairway is affected by current, that can be strong.			



N56 36,5 E016 21,3, Depth abt. 16 m

N56 38,3 E016 22,5, Max draft: 8.0m, pilot mandatory.

## Anchorage and use of anchor along the fairway

- Anchorage areas:
  - Kalmar (A) Main anchorage
    - Kalmar (B) Cruise vessels only
- Unsuitable areas:
  - Close to fairway and underwater cables
  - Prohibited areas:
  - N/A

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- Use of anchor along the fairway:
  - Only in emergency

## **Tugboat information and requirements**

- Normally not required. 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.
- The tug/tugs must be of Tractor/ASD (Azimuth Stern Drive) type with a minimum of 25 ton
- No conventional tugs to be used, unless agreed with Swedish Maritime Administration (Kalmar).
- When a tugboat is used, visibility must be at least 200 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 requirements
  - Normally not applicable



## Visibility restrictions

• Normally not applicable, decision by pilot on duty

# **Daylight restrictions**

• Normally not applicable

## Wind restrictions

• Normally not applicable

Source: according to SMHI/Bizmet and Viva Kalmar

### Wave and swell restrictions

• N/A

### **Current restrictions**

• Normally not applicable. The fairway can however occasionally be affected by strong current

Source: according to SMHI/Bizmet and Viva Kalmar

# Two man pilotage

• Normally not applicable.

### **Ice restrictions**

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

### **Other restrictions**

• N/A