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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 ⁰ / 023 ⁰	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