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Guidelines and Restrictions – Port Söderhamn (SESOL)

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 Sörvästerviken.

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.
- Communication with Pilot Dispatch Center and pilot boat, Vhf Ch. 18
- 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

Anchorage and use of anchor inside port

- **Anchorage areas:**
 - (S) – 1,3 nm south Sillnäsudde N55 58,5 E014 36,7
- **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.RH 2000	Max draft (m)	Remarks
50	Oil/Chem	030 ⁰ / 210 ⁰	50m	120m	23m	6,9m	6,4m	Maximum distance center-manifold to bow must not exceed 58 m
52-58	Bulk/GC	030 ⁰ / 210 ⁰	354m	140m	23m	6,9m	6,4m	
8-10 10-16	Bulk/GC							Not in use

- Depth and draft at +/- 0 water level RH 2000 (BSCD), referens RH 2000 in Viva or local WL gauges

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.** (Exemptions 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 Söderborg berth No 52 - 58						
Loa (m)	No bowthruster	Bowthruster + FPP	Bowthruster +CPP +Normal rudder	Bowthruster +CPP +Active rudder	Bow+Stern thruster and Twin screw /POD	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

Wave and swell restrictions

- N/A

Current restrictions

- N/A

Two man pilotage

- Normally not applicable

Ice restrictions

- According to www.sjofartsverket.se/winternavigation.

Other restrictions

- Normally not applicable.