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## Finnpilot Pilotage Guidance for piloted vessels on the application of Under Keel Clearance (UKC) in Port of HaminaKotka

Based on Traficom's fairway decision on May 29, 2020, the navigation lines of fairways in some of the HaminaKotka Port's port areas were deleted. With this change, the *Finnish channel depth practise* is no longer applied in Port of HaminaKotka water areas (harbour basins) defined in the decision. Only the swept depth of the harbour basins (and their entrances) will be informed and regularly updated. In the *Finnish channel depth practise* the *authorised draught* is defined as the maximum design draught at which a ship can use the channel. The *authorised draught* is determined from the reference level. With the Traficom's fairway decision there is no *authorised draught* in these port areas.

### Requirements for piloted vessels

Finnpilot Pilotage Ltd (Finnpilot) Under Keel Clearance (UKC) policy aims to ensure safe navigation in Finnish waterways and port areas. To ensure safe navigation in Finnish piloted waters, company's UKC Policy is based on *authorized draught* information given by the Finnish Transport and Communication Agency (Traficom) or the Port Authority that owns the water area and stated in the ENCs. When calculating the maximum authorized draught of a vessel the water depth shall always be corrected with prevailing water level information.

([https://www.traficom.fi/sites/default/files/media/file/Kulkusyvyyskaytanto\\_en.pdf](https://www.traficom.fi/sites/default/files/media/file/Kulkusyvyyskaytanto_en.pdf))

If *authorised draught* information is not marked on official ENC chart material, Finnpilot defines as a basis for the evaluation of safe draught (for the piloted vessels) a reference value from swept depth of water area and vessel's intended *static draught*.

$$\text{Safe draught} = \frac{\text{Swept depth of water area} + \text{Prevailing water level}}{110\%}$$

If the vessel's arrival or departure draught exceeds the *authorised draught* or above described *safe draught*, the master of the vessel is required to deliver following information to Finnpilot 24 hours prior to pilot order time. If this is not possible e.g. due to change in loading/discharging plans, information must be delivered to Finnpilot immediately when the information is available. This may affect the availability of pilotage service.

Information to be submitted to Finnpilot:

1. **Calculation of vessels dynamic UKC to fairway part or port area when authorised draught is exceeded.** Calculation should clearly state vessels minimum dynamic UKC which takes note to water level, weather conditions, external forces caused by e.g.

20.7.2020

tugboats, and changes in draught of a vessel due to vessel motion and manoeuvring in the water, etc.

2. **Vessels route and manoeuvring plan.** Route plan should state vessels planned speed and turning radius enroute in the area where requirements for authorised draught or safe draught is not met by the vessel. Manoeuvring plan should state ordered amount of tug boats in harbour area.
3. **Vessels stability information.** Stability information should clearly state vessel's Centre of Buoyancy (KB), Centre of Gravity (KG), Metacentric Height (GM) and block coefficient.
4. **Company UKC Policy.** Up-to-date UKC Policy of the Shipping Company shall be submitted. If there is no UKC Policy, this should be stated.

Information is to be delivered Finnpilot pilot order centre via email and it will be verified by Chief Pilot on duty.

Contact information to pilot order for Hamina and Kotka area: [Pilotorder.east@finnpilot.fi](mailto:Pilotorder.east@finnpilot.fi), telephone: +358 400 907 978.

In cases where the requirements for a safe draught as defined by Finnpilot or the requirements for an authorized draught as defined by Traficom are not met, the pilot will prior to commencing pilotage request the master of the vessel to confirm that he/she is aware of this fact and considers the draught to be safe for the vessel. When the pilot considers that vessel's UKC causes an obvious risk of grounding the vessel will not be piloted.