



Requirements for piloted vessels

Finnpiilot Pilotage Ltd (Finnpiilot) 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/Kulkusyvyysskaytanto_en.pdf

These instructions apply to the port of Kokkola and the Kokkola 14,0 meter deep fairway. If the vessel's arrival or departure draught exceeds the authorised draught (14,0 m), the master of the vessel is required to deliver following information to Finnpiilot 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 Finnpiilot immediately when the information is available. This may affect the availability of pilotage service.

Information to be submitted to Finnpiilot:

- 1. Calculation of vessels dynamic UKC to fairway part or port area when authorised draught is exceeded.** Planned departure draught, current prevailing water level and water level forecast, current weather conditions, changes in vessel draft caused by external forces, changes in vessel depth caused by vessel movements.
- 2. Vessels stability information.** Stability information should clearly state vessel's Centre of Buoyancy (KB), Centre of Gravity (KG), Metacentric Height (GM) and block coefficient.
- 3. 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 Finnpiilot pilot order centre via email and it will be verified by Chief Pilot on duty.

Contact information to pilot order for Kokkola area: Pilotorder.west@finnpilot.fi, telephone: +358 400 907 979.

In cases where the requirements for the 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.

Finnpiilot Pilotage Oy
Kansakoulukuja 3
PL 520, 00101 Helsinki
Tel 0207 54 611
Y-tunnus 2375854-3

www.finnpiilot.fi

Finnpiilot Pilotage Ltd
Kansakoulukuja 3
P.O. Box 520, FI-00101 Helsinki, Finland
Tel 0207 54 611
Business ID 2375854-3



8.10.2020

Appendix to Finnpilot Pilotage Ltd Service terms for pilotage attachment on under keel clearance (UKC) during pilotage

Finnpilot Pilotage Ltd has set additional reporting requirements for vessels whose draught exceeds the authorized draught (14,0 m) in the Kookkola fairway and for vessels whose draught exceeds the Safe Draught as defined by Finnpilot, in the HaminaKotka Port area. In addition to the documents mentioned in the related Attachments to Finnpilot Pilotage Ltd's Service Terms for Pilotage (<https://finnpilot.fi/en/for-customers/service-terms-for-pilotage/>), the master of the vessel is required to deliver following information to Finnpilot 24 hours prior to pilot order time unless the information is clearly stated in the calculation of vessel's dynamic UKC to fairway part or port area where authorized draught is exceeded.

Information to be submitted to Finnpilot

The following information items used calculation of vessels dynamic UKC and stability information must be submitted Finnpilot Pilotage Ltd as defined in the Service terms for pilotage attachment <https://finnpilot.fi/wp-content/uploads/2020/07/Finnpilot-Under-Keel-Clearance-guidance-HaminaKotka-1.pdf> (HaminaKotka) and <http://finnpilot.fi/wp-content/uploads/2020/11/Finnpilot-Under-Keel-Clearance-Kookkola.pdf> (Kookkola).

Information related to calculation of vessels dynamic UKC

Vessels maximum draught (on arrival/departure) [m]	
Minimum gross UKC (static UKC) alongside [m] = Swept depth 15,77m - vessels max. draught on arrival/departure +/- predicted water level	
Minimum net UKC (dynamic UKC) on piloted fairway [m] = Static UKC as above on arrival/departure - vessels squat by safe speed	
Water level used in the calculation (+/- cm from reference level) [cm]	

Vessel's stability information

Centre of Buoyancy (KB) [m]	
Centre of Gravity (KG) [m]	
Metacentric Height (GM) [m]	
Block coefficient	

I (master of the vessel in concern) declare that the above information is correct and valid during the pilotage _____ (date) to/from the port of _____ (name of the Port).

Signature

Finnpilot Pilotage Oy
Kansakoulukuja 3
PL 520, 00101 Helsinki
Puh. 029 52 53000
Y-tunnus 2375854-3

www.finnpilot.fi

Finnpilot Pilotage Ltd
Kansakoulukuja 3
P.O. Box 520, FI-00101 Helsinki, Finland
Tel. +358 29 525 3000
Business ID 2375854-3

