

## Principles for depth practice in harbour basins

### 1. Change in depth practice

Based on the fairway decision by Traficom on 29 May 2020, the navigation lines of the below fairways of Port of HaminaKotka have been deleted.

**5533:** 12.5 m fairway of the Container Terminal in Mussalo

**5532:** Fairway in Mussalo harbour basin

**5535:** Mussalo Deep-Water Harbour

**5570:** Fairway of centre quay of Mussalo

**5770:** 10 m fairway of Oil Harbour

**5870:** Fairway of coal storage

The Finnish channel depth practice is no longer applied to the water areas of the port subject to the decision. Instead, the depth of the quays is only given as safe clearance depth (Figures 1 and 2).

At the same time, the application of the Finnish channel depth practice also ends in the following water area:

EU basin in Hamina (berths EU1-4 and PK1-3)

### 2. Port operator's responsibilities and duties

The port operator is responsible for the correctness of the safe clearance depths of the port area stated in official navigation map products and ensures their correctness in accordance with the maintenance programme of the port.

The port operator shall inform changes in safe clearance depths without delay to vessels and their agents, pilots and other parties.

The port operator is not responsible for ships' draught at each quay. Safe draught of the vessel at each quay is to be decided by the shipmaster.

### 3. Responsibilities and duties of shipmaster

The shipmaster is responsible for the safe draught of the vessel and for sufficient under keel clearance (UKC), considering the following issues:

- ✓ safe clearance depths of quay and port area
- ✓ authorised draught of fairway sea water level and forecasted changes in it
- ✓ weather conditions

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- ✓ dimensions, positions and manouvering of vessel impact of engine power of vessel and impact of tug
- ✓ other relevant matters.

If the under keel clearance of the vessel while stationary is less than 10 per cent of the draught of the vessel, the master shall follow the sea water level forecasts with particular care in order to ensure that sufficient under keel clearance is retained until the end of the call at the port.

The sea water level forecasts of the closest measuring stations in Hamina and Porvoo can be found at the website of the Finnish Meteorological Institute in Finnish: <https://www.ilmatieteenlaitos.fi/vedenkorkeus> and in English: <https://en.ilmatieteenlaitos.fi/sea-level>.

#### 4. [Additional guidelines concerning vessels using pilot](#)

If the difference between the static draught of the vessel and the safe clearance depth is less than 10 per cent of the static draught of the vessel, the shipmaster shall give Finnpilot the information stated in Finnpilot's guideline <https://finnpilot.fi/en/for-customers/service-terms-for-pilotage/>. This information shall be given 24 hours before ordering a pilot. The agent of the vessel shall ensure that the master is aware of the obligation to give this information.

In order to ensure vessel safety, 15 § of the Port Regulations shall be considered. *“The master of the vessel shall keep himself informed of the current water depth at the berth.”*

The appended table (Table 1) lists the safe clearance depths of the quays covered by this guideline, the authorised draughts of the deepest fairways related to such quays, and the safe draught of a vessel when the sea water level is zero (Finnpilot's limit for giving relevant information).

Kotka, Finland, 18 August 2020

Markku Koskinen

Director, Traffic Operations

Port of HaminaKotka Ltd

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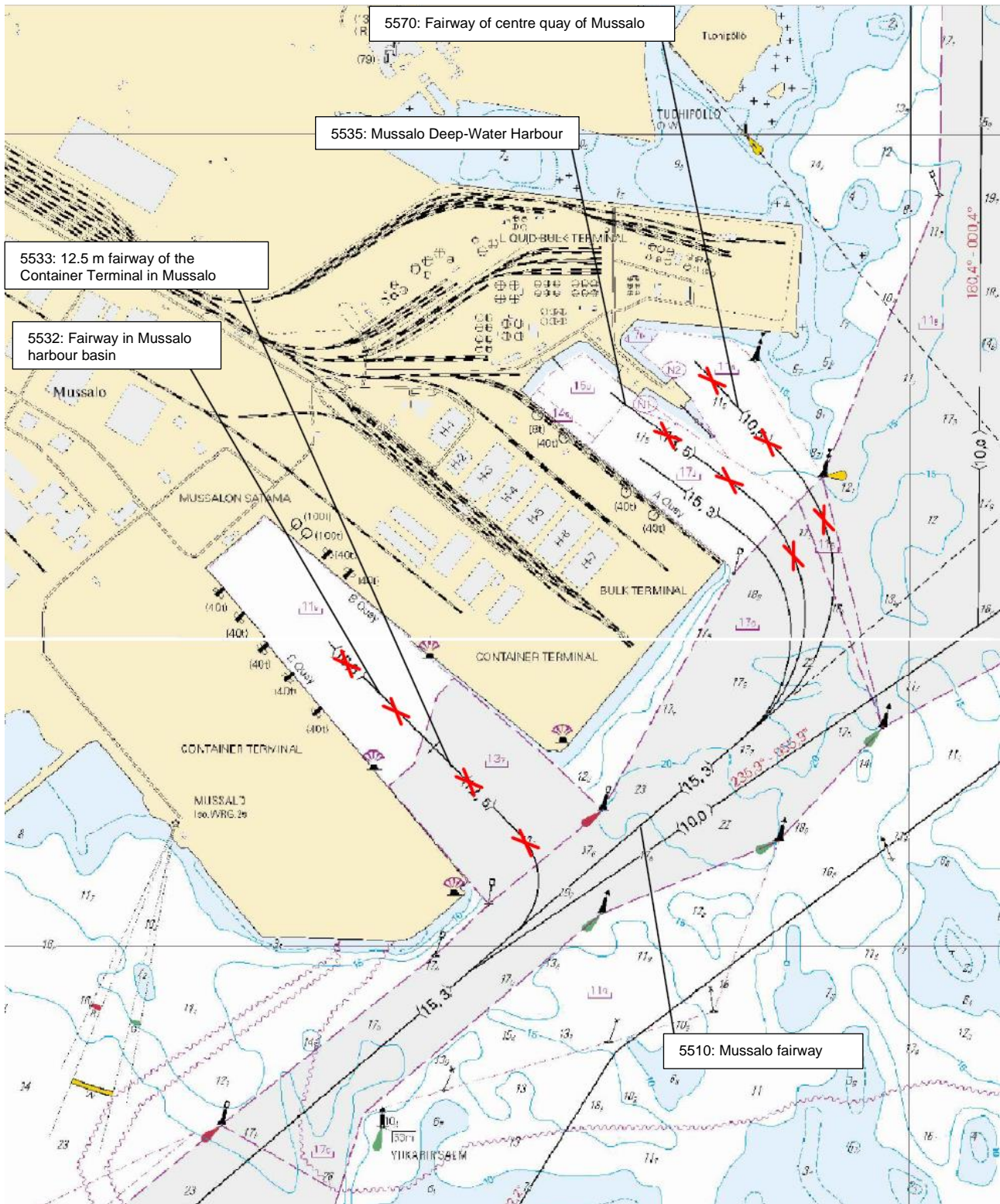


Figure 1: Navigation lines to be deleted at Mussalo, extract from the general map of fairway decision (Meritaito 2020)



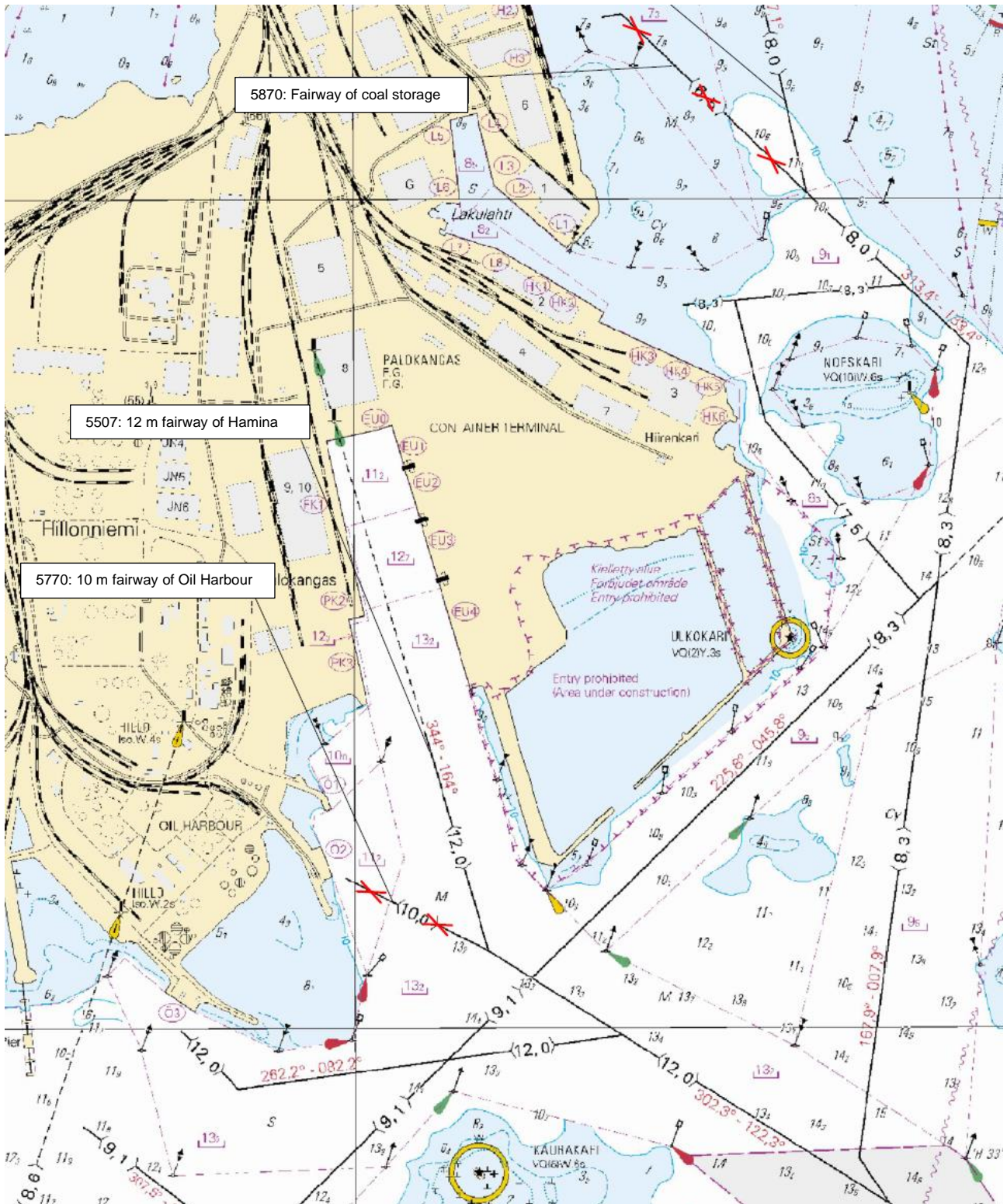


Figure 2: Navigation lines to be deleted in Hamina, extract from the general map of fairway decision (Meritaito 2020)

Table 1: Safe clearance depths of quays, authorised draughts of fairways and safe draught of vessel (Finnpilot's limit for giving relevant information)

## Safe clearance depths of quays, authorised draughts of fairways and safe draught of vessel at Port of HaminaKotka

The guideline of the Port concerning the principles of depth practice (10 July 2020) is followed at the below quays. The shipmaster shall also take into account the **water level** and other factors affecting a safe draught.

### HAMINA

Quay	Length of berth or quay (m)	Safe clearance depth of quay (m), MW	Authorised draught of fairway (m)	Finnpilot's limit for giving information (draught = SCD/1.1)
EU1	185	11.2	12	10.18
EU2	190	12.75	12	11.59
EU3-4	234	13.2	12	12
PK1	200	11.2	12	10.18
PK2	200 (excl. ramp)	12.3	12	11.18
PK3	192	12.3	12	11.18
Ö1	35	10	12	9.09
Ö2	72	11.2	12	10.18

### MUSSALO

Quay	Length of berth or quay (m)	Safe clearance depth of quay (m), MW	Authorised draught of fairway (m)	Finnpilot's limit for giving information (draught = SCD/1.1)
D		17.5	15.3	-
C1-C3	650	11.5	15.3	10.45
C4	286	13.7	15.3	12.45
B1-B3	567	11.5	15.3	10.45
B4(-B5)	284	13.7	15.3	12.45
A1	n. 30 -> 200 =170	14.5	15.3	13.18
A2-A4	410	17.3	15.3	-
N1	69	15	15.3	13.63
N2	60	11.5	15.3	10.45
<b>Responsibilities</b>		Port of HaminaKotka	Finnish Transport Infrastructure Agency	Shipmaster