

## Port Sections Guide

# Port of Rotterdam



20-3-2022

<b>Section</b>	<b>Waalhaven 1 HBR paal 21</b>
<b>Check</b>	<b>Check Waalhaven</b>
<b>Photo/Chart</b>	<b>69</b>

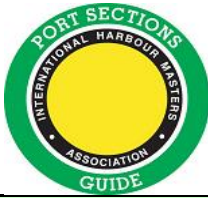
<b>Position (lat / lon)</b>	51° 53'.66N 004° 26'.8E
<b>UKC policy alongside</b>	See basin
<b>Tidal range</b>	See basin
<b>Range of water densities</b>	See basin
<b>Bottom type</b>	See basin
<b>Dredging regime</b>	N/A
<b>Free text</b>	Break bulk regime. Zone D. STS tankers conform HbvR 2010 art 5.5, 5.6, 5.7. STS mineral oils not allowed. Bunkering via barge. Cargo operations only on southside of the vessel

Manoeuvre	Arrival
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<b>UKC policy</b>	See basin
<b>Size restriction</b>	Max. loa 130 meters. Length mooring dolphin span 160 meters. Max beam 29m.
<b>Tidal restriction</b>	See basin
<b>Wind restriction</b>	N/A
<b>Visibility restriction</b>	N/A
<b>Speed restriction</b>	See basin
<b>Passing requirements</b>	See basin
<b>Tug use</b>	See basin
<b>Berthing requirements</b>	<p>The vessel should moor with her bow heading West due to limited room to drop anchor. Anchor to be dropped on windward side. Position the stern closer to the buoys than the bow. Sufficient tension on lines to submerge buoy halfway. Be aware that in Rotterdam the boatmen use lashings to secure the mooring lines on the buoys. Stand by on arrival: 5 meter 1 inch lashing rope per mooring line. At night switch on deck lights to show the outline of the vessel.</p> <p>Mooring lines to be paid out via forward shoulders and aft quarters. Pay out one line as a bight at windward side if one intends to depart without using tugs. Eye should not be placed on bollard; line should be belayed.</p>
<b>Free text option</b>	N/A

Manoeuvre	Departure
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<b>UKC policy</b>	See basin
<b>Size restriction</b>	See arrival
<b>Tidal restriction</b>	See basin
<b>Wind restriction</b>	N/A
<b>Visibility restriction</b>	N/A
<b>Speed restriction</b>	N/A



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<b>Photo/Chart</b>	<b>69</b>
<b>Passing requirements</b>	See basin
<b>Tug use</b>	See basin
<b>Unberthing requirements</b>	N/A
<b>Free text option</b>	N/A