



Sailing directions for Finnish waters

Part 2 - Main approach channels

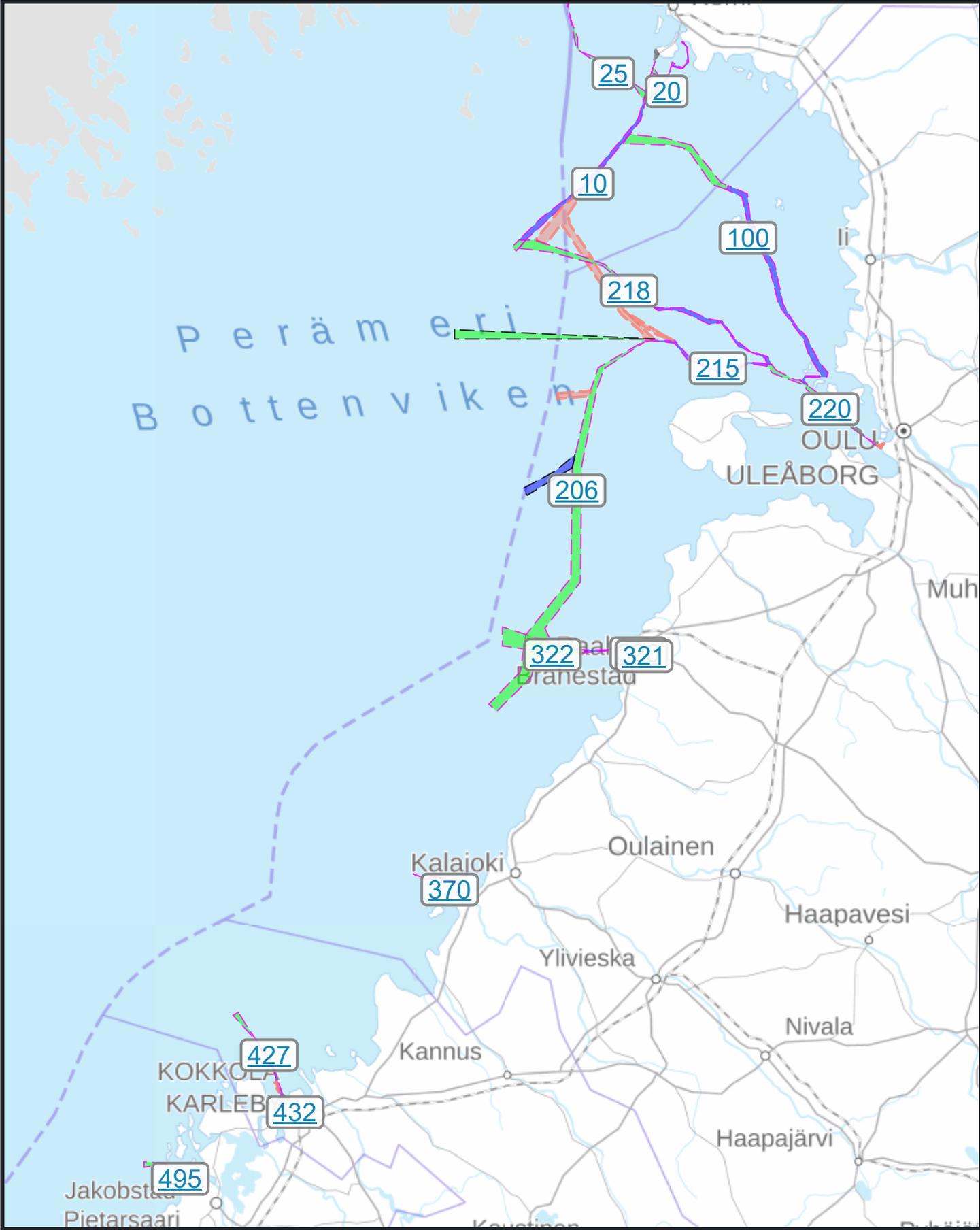
2.3.3 - Bay of Bothnia / 2024-02-08



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Overview chart



General information

Traficom

The Finnish Transport and Communications Agency (Traficom) is the national authority in approval and safety matters. Traficom also has been assigned the responsibilities of a national Hydrographic office, including the production of Finnish nautical charts and publications.

Sailing Directions for Finnish waters - Part 2

This publication contains data of the main Finnish approach channels, divided over several parts. Sailing directions for Finnish waters - Part 1, contains general information, guidelines and links to further information.

The data content

The information given is based on design data. Vertical datum used is N2000.

The fairway authority is responsible for maintaining the minimum depth within the fairway area, as indicated in nautical charts. Fairway users are responsible for all use of the fairway, and for always maintaining a safe underkeel clearance.

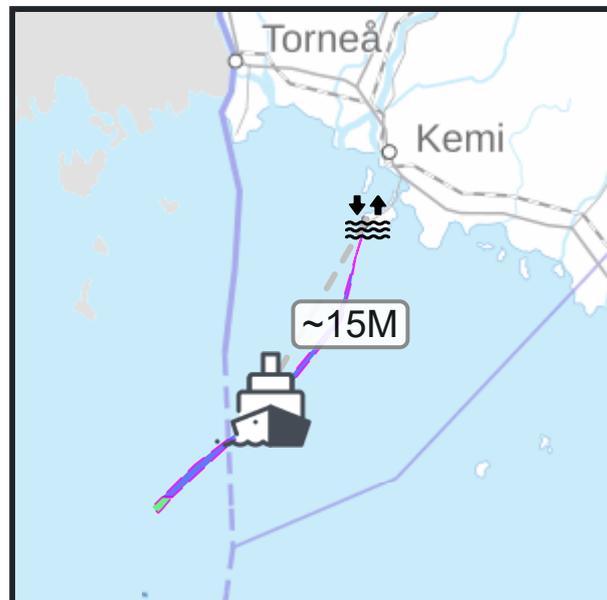
Kemi Ajos fairway

(65 27.7N / 24 14.0E)

An extension of the breakwater east of the fairway is not displayed on the background-chart.

Fairway dimensions

Fairway design draught is **12 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 200 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Kemi Ajos, 65 40N / 24 31E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(10)	1	Kemi Ajos fairway	205	31.0	12.0	0.70

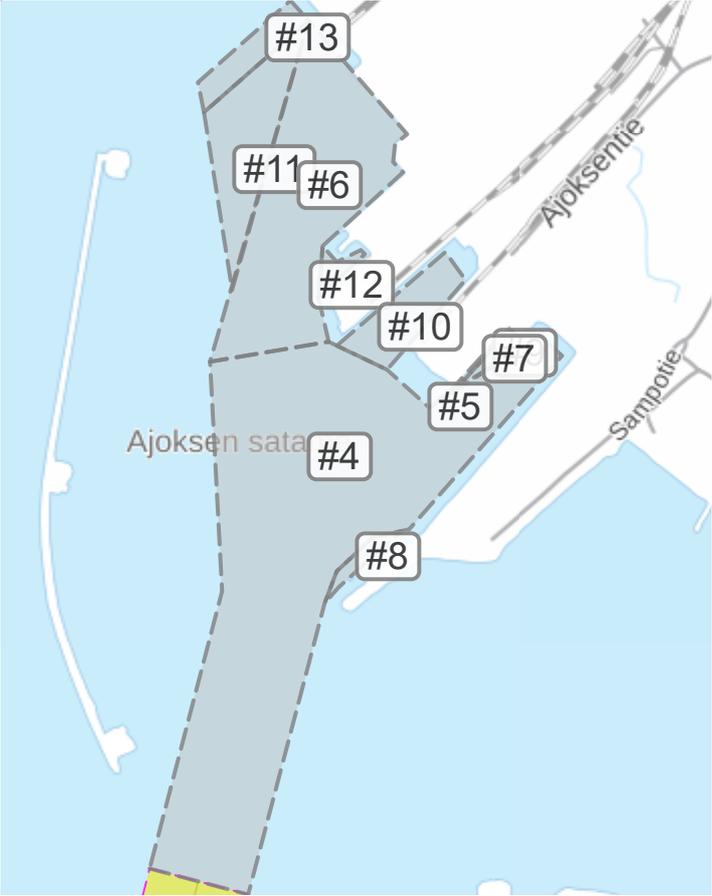
Fairways nearby

25 (25) Tornio Röyttä fairway ~15M	20 (20) Veitsiluodon väylä ~15M	100 (100) Oulu - Kemi fairway ~20M
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Areas in table

		Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1	(10)	14.8m	12.5m	2.3m	0.5m	1.8m	14.3m	15.0kn
#2	(10)	14.8m	12.0m	2.8m	0.5m	2.3m	14.3m	15.0kn
#3	(10)	14.0m	12.0m	2.0m	0.5m	1.5m	13.5m	11.0kn
#4	(10)	13.5m						
#5	(10)	11.2m						
#6	(10)	11.2m						
#7	(10)	11.2m						
#8	(10)	10.6m						
#9	(10)	10.6m						
#10	(10)	9.0m						
#11	(10)	8.8m						
#12	(10)	6.3m						
#13	(10)	5.8m						

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

Veitsiluodon väylä

(65 37.0N / 24 31.9E)

Fairway dimensions

Fairway design draught is **6,6 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Farway minimum width is 80 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Kemi Ajos, 65 40N / 24 31E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(20)	1	Veitsiluodon väylä	140	22.0	6.6	0.76

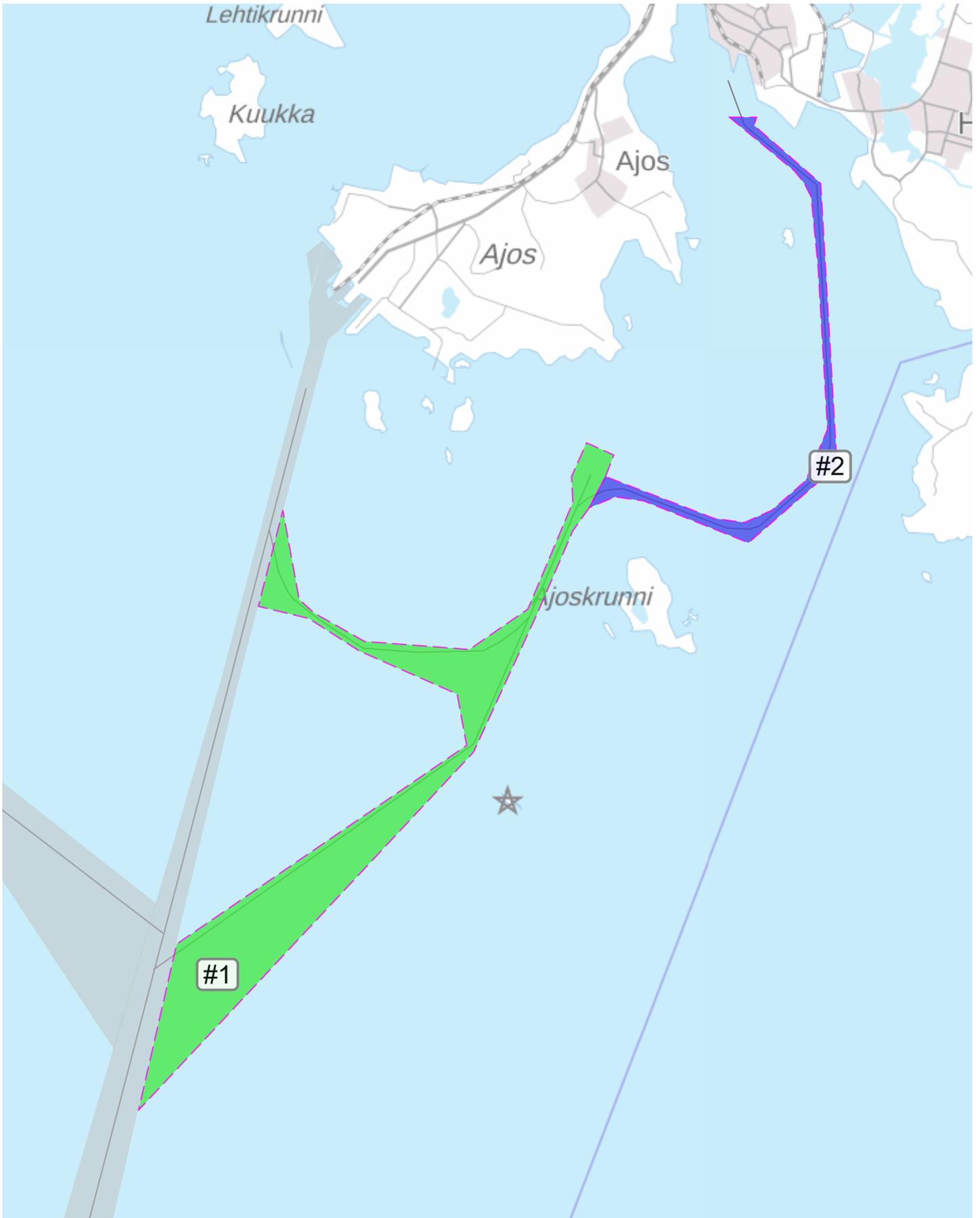
Fairways nearby

25 (25) Tornio Röyttä fairway ~10M	10 (10) Kemi Ajos fairway ~15M	100 (100) Oulu - Kemi fairway ~20M
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Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (20)	8.9m	8.0m	0.9m	0.5m	0.4m	8.4m	13.0kn
#2 (20)	7.6m	6.6m	1.0m	0.5m	0.5m	7.1m	6.0kn

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

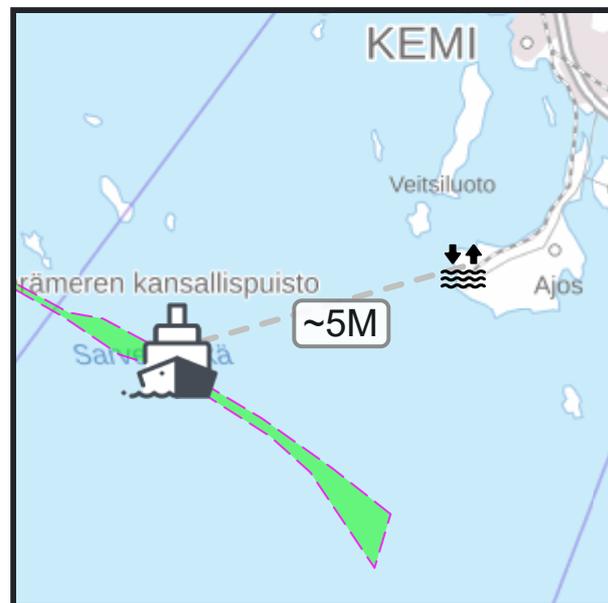
Tornio Röyttä fairway

Tornio Röyttä fairway - 25 (25) - 1/4

(65 38.8N / 24 19.2E)

Fairway dimensions

Fairway design draught is **9 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Farway minimum width is 120 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Kemi Ajós, 65 40N / 24 31E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(25)	1	Tornio Röyttä fairway	164	24.0	9.0	0.76

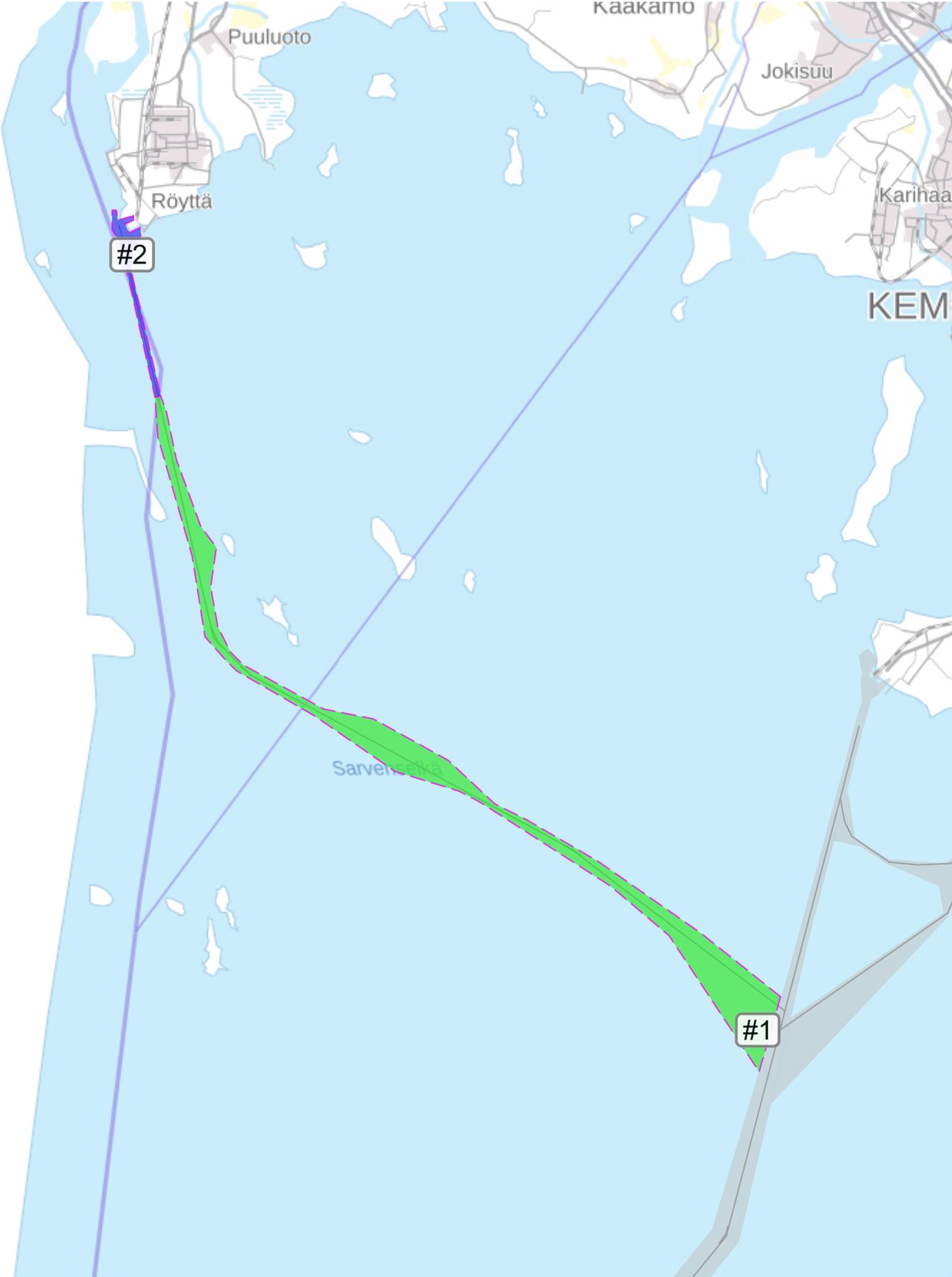
Fairways nearby

20 (20) Veitsiluodon väylä ~10M	10 (10) Kemi Ajós fairway ~15M	100 (100) Oulu - Kemi fairway ~25M
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Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (25)	10.6m	9.0m	1.6m	0.5m	1.1m	10.1m	11.0kn
#2 (25)	10.0m	9.0m	1.0m	0.5m	0.5m	9.5m	6.0kn

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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Oulu - Kemi fairway

(65 22.3N / 24 49.6E)

Oulu - Kemi fairway - 100 (100) - 1/4

Fairway dimensions

Fairway design draught is **9,8 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 312 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Oulu Toppila, 65 02N / 25 25E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways

Num	Class	Fairway name	Length	Breadth	Draft	bC
(100)	1	Oulu - Kemi fairway	210	30.0	9.8	0.76

Design vessel data

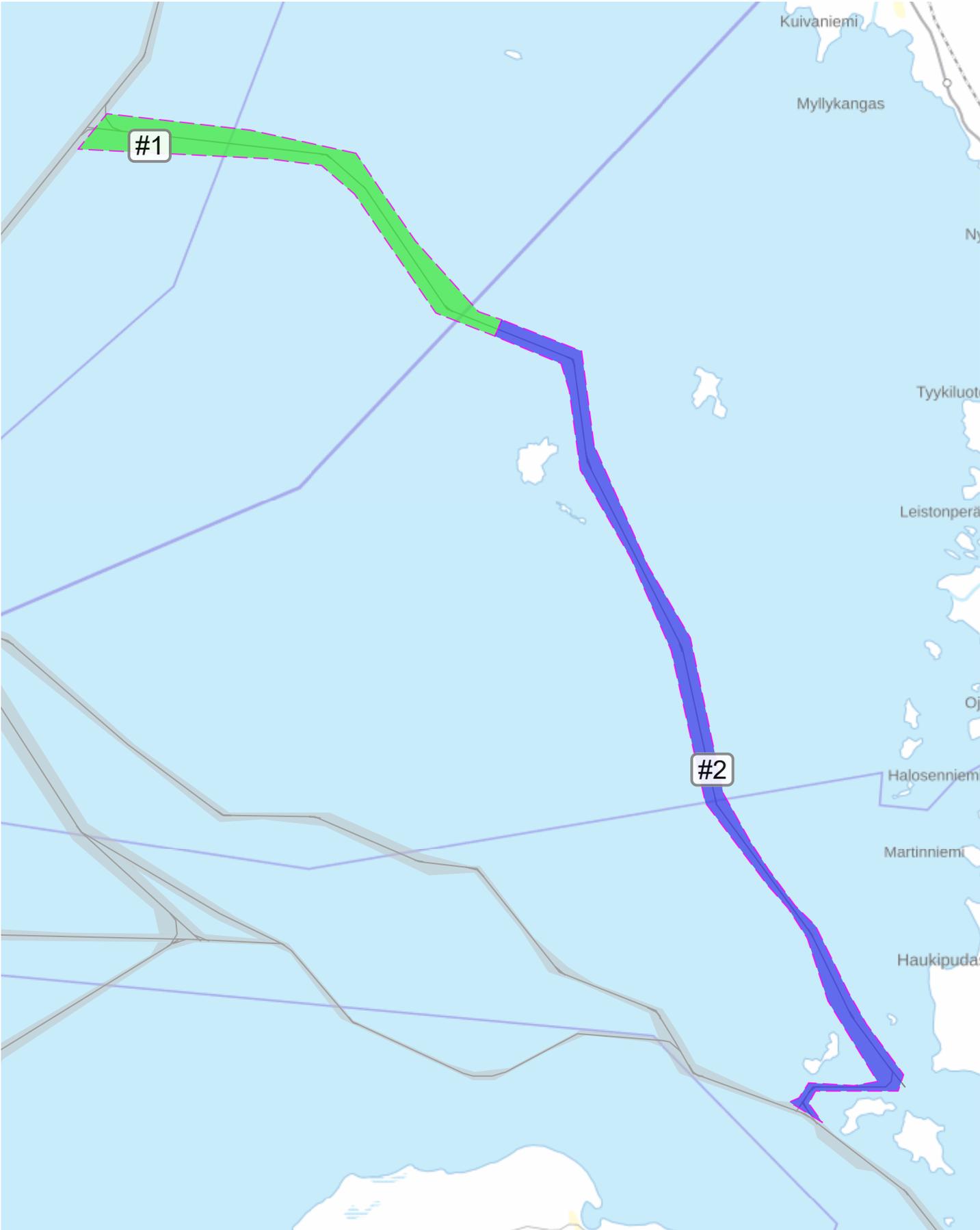
Fairways nearby

10 (10) Kemi Ajos fairway ~20M	20 (20) Veitsiluodon väylä ~20M	25 (25) Tornio Röyttä fairway ~25M
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Areas in table

	Swept depth / Minimum depth (N2000)	Design draft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (100)	11.8m	9.8m	2.0m	0.5m	1.5m	11.3m	11.0kn
#2 (100)	11.3m	9.8m	1.5m	0.5m	1.0m	10.8m	8.0kn

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

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Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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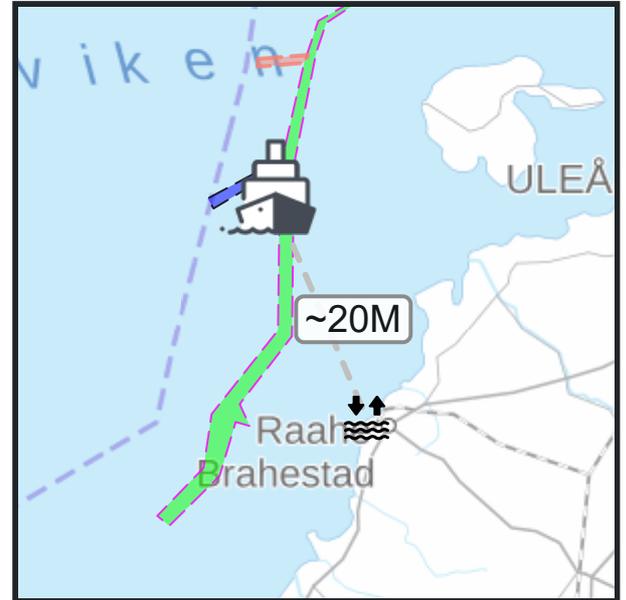
Raahe-Oulu-Kemi rannikkoväylä

(64 56.5N / 24 08.7E)

Raahe-Oulu-Kemi rannikkoväylä - 206 (206) - 1/4

Fairway dimensions

Fairway design draught is **8 & 10 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 211 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Raahe Lapaluoto, 64 40N / 24 25E)

Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(211)	1	Raahe-Oulu-Kemi luoteis väylä	210	30.0	10.0	0.74
(206)	1	Raahe-Oulu-Kemi rannikkoväylä	210	30.0	10.0	0.74
(206)	1	Raahe-Oulu-Kemi rannikkoväylä	165	23.0	8.0	0.76

Fairways nearby

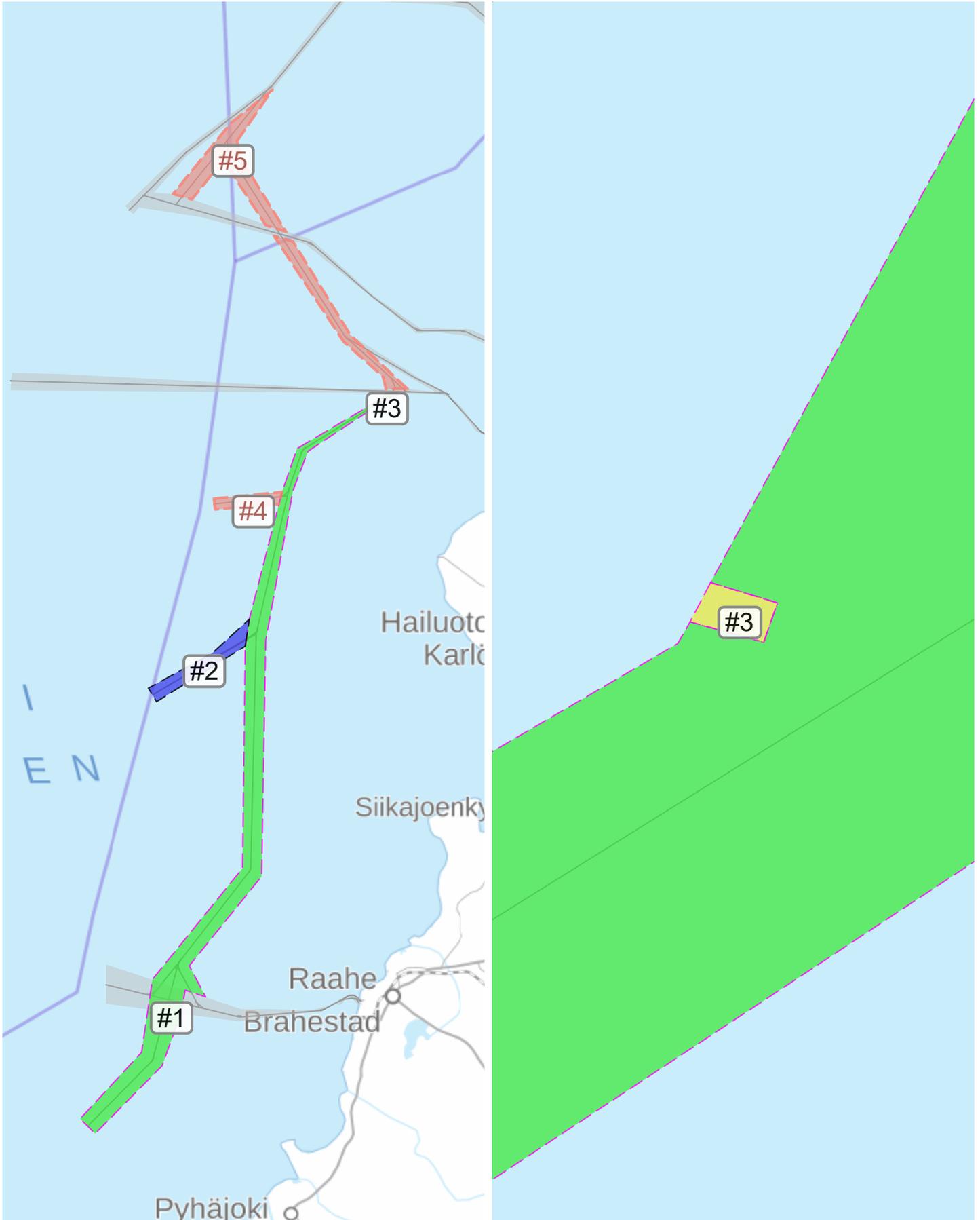
[215](#) (215) Oulu 1 - Kattilankalla ~20M

[218](#) (218) Oulu fairway (outer part) ~25M

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (206)	11.8m	10.0m	1.8m	0.5m	1.3m	11.3m	11.0kn
#2 (211)	11.8m	10.0m	1.8m	0.5m	1.3m	11.3m	11.0kn
#3 (206)	11.6m	10.0m	1.6m	0.5m	1.1m	11.1m	11.0kn
ⓘ #4 (206)	11.4m	9.5m	1.9m	0.5m	1.4m	10.9m	13.0kn
ⓘ #5 (206)	9.8m	8.0m	1.8m	0.5m	1.3m	9.3m	12.0kn

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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Oulu 1 - Kattilankalla

Oulu 1 - Kattilankalla - 215 (215) - 1/4

(65 09.0N / 24 42.5E)

Fairway dimensions

Fairway design draught is **10 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 116 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Oulu Toppila, 65 02N / 25 25E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways

Num	Class	Fairway name	Design vessel data			
			Length	Breadth	Draft	bC
(212)	1	Hailuoto approach - Oulu 1	210	30.0	10.0	0.74
(215)	1	Oulu 1 - Kattilankalla	210	30.0	10.0	0.74
(207)	2	Oulu 1 luode - Oulu 2 väylä	105	16.0	6.0	0.76

Fairways nearby

[218](#) (218) Oulu fairway (outer part) ~15M

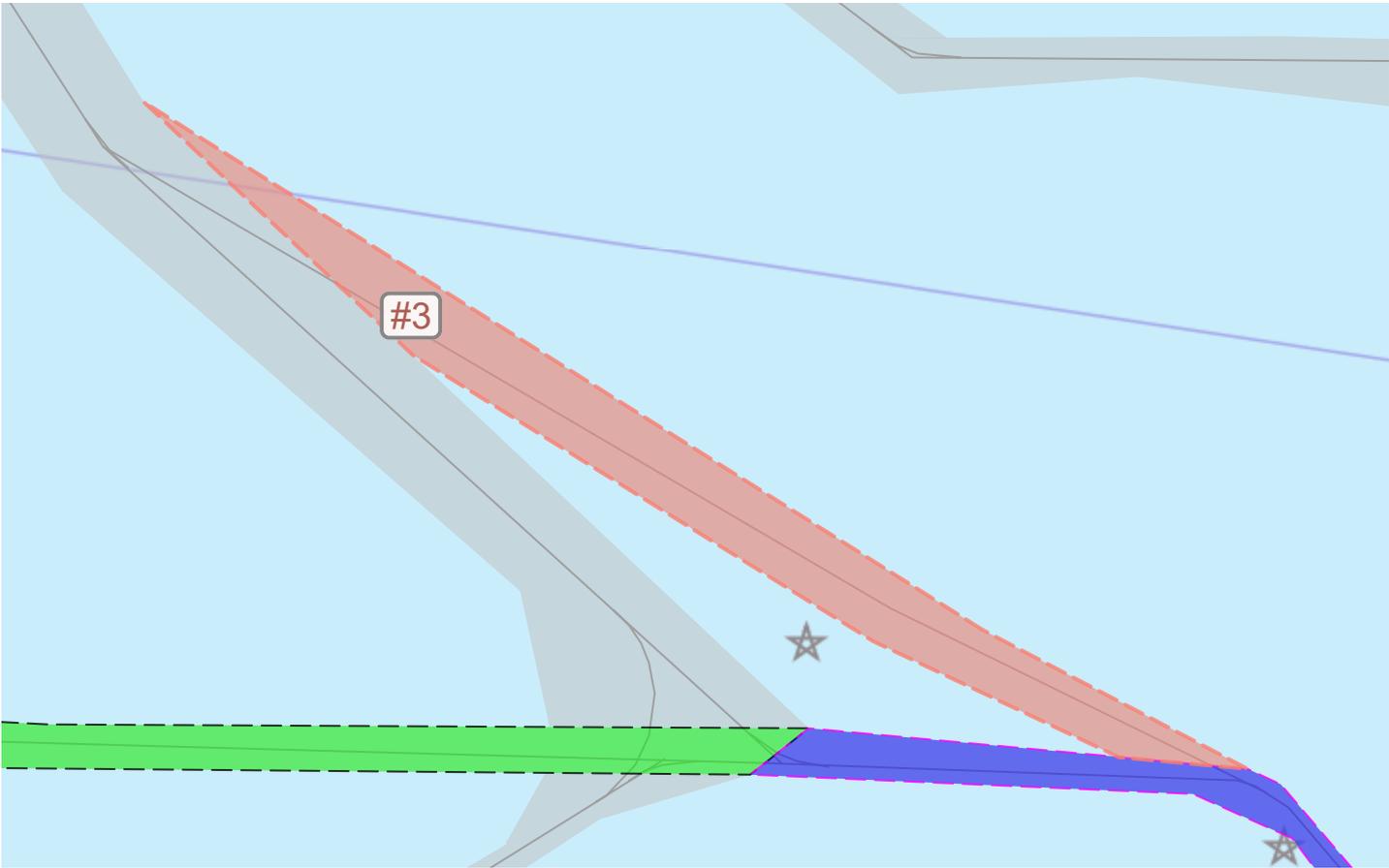
[220](#) (220) Oulu fairway ~15M

[206](#) (206) Raahе-Oulu-Kemi rannikkoväylä ~20M

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (212)	11.8m	10.0m	1.8m	0.5m	1.3m	11.3m	12.0kn
#2 (215)	11.8m	10.0m	1.8m	0.5m	1.3m	11.3m	12.0kn
! #3 (207)	7.8m	6.0m	1.8m	0.5m	1.3m	7.3m	

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

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Additional information

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Fairwaycard

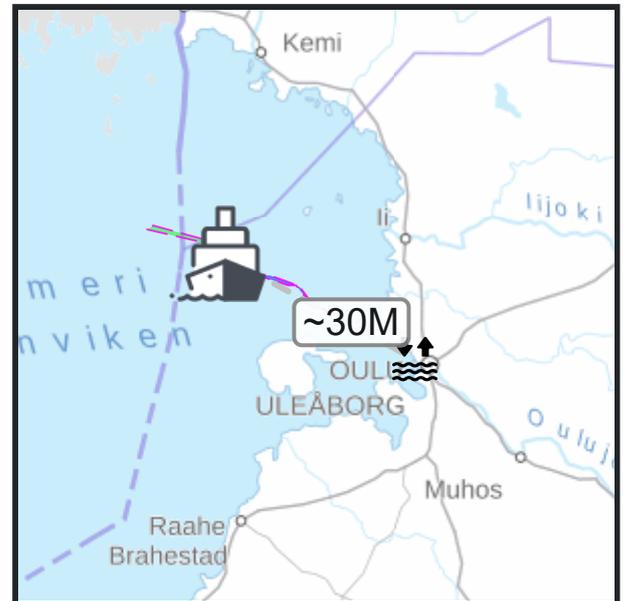
Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

Oulu fairway (outer part)

(65 16.9N / 24 21.0E)

Fairway dimensions

Fairway design draught is **12,5 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 116 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Oulu Toppila, 65 02N / 25 25E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(218)	1	Oulu fairway (outer part)	240	33.0	12.5	0.75

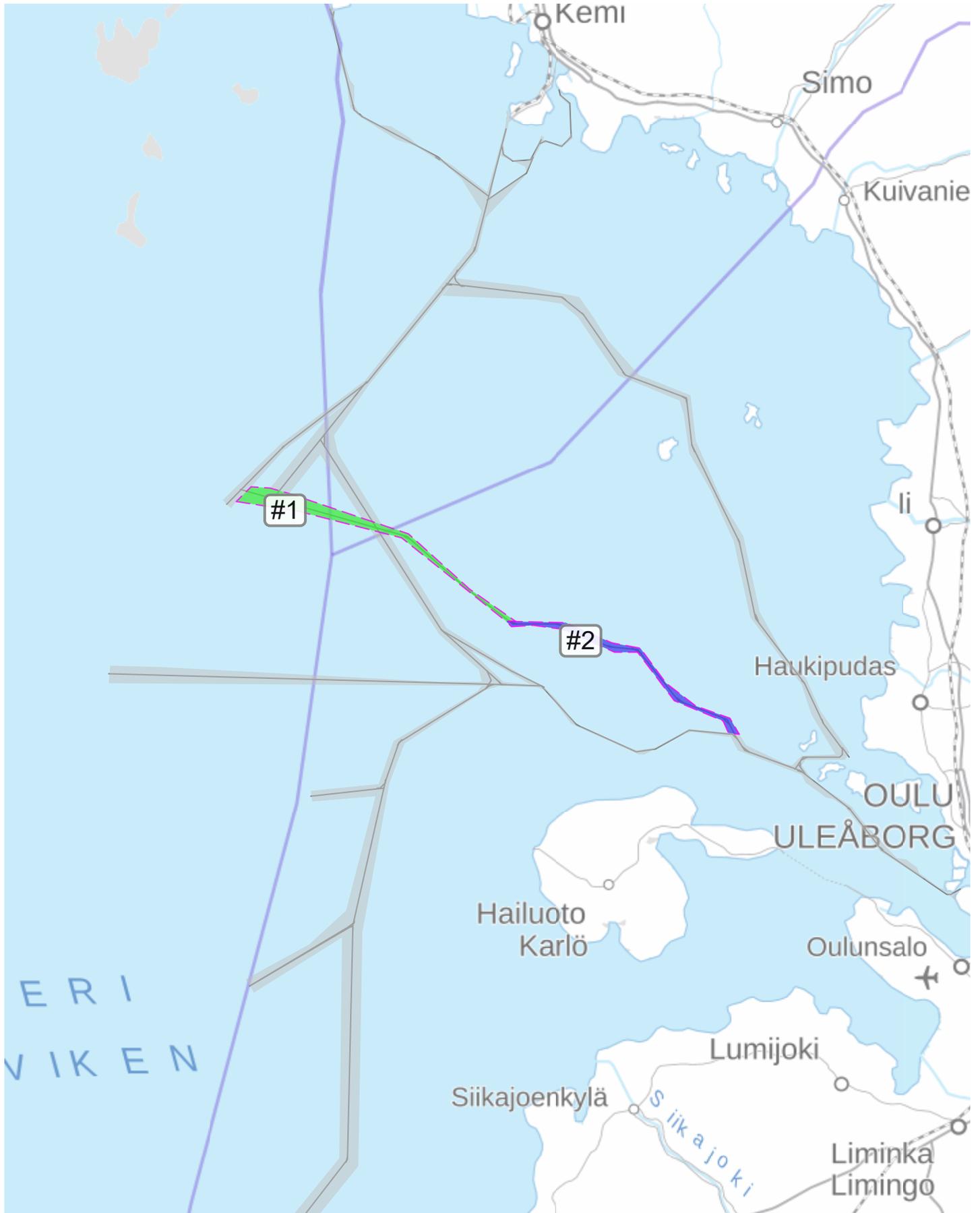
Fairways nearby

215 (215) Oulu 1 - Kattilankalla ~15M	206 (206) Raahen-Oulu-Kemi rannikkoväylä ~25M	220 (220) Oulu fairway ~25M
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Areas in table

	Swept depth / Minimum depth (N2000)	Design draft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (218)	14.8m	12.5m	2.3m	0.5m	1.8m	14.3m	13.0kn
#2 (218)	14.3m	12.5m	1.8m	0.5m	1.3m	13.8m	11.0kn

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

Oulu fairway

Oulu fairway - 220 (220) - 1/4

(65 04.9N / 25 09.5E)

Temporary changes in depths, see: <https://fiho.fi/n/2022/72>

Fairway dimensions

Fairway design draught is **12,5 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 116 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Oulu Toppila, 65 02N / 25 25E) Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways

Num	Class	Fairway name
(220)	1	Oulu fairway

Design vessel data

Length	Breadth	Draft	bC
240	33.0	12.5	0.75

Fairways nearby

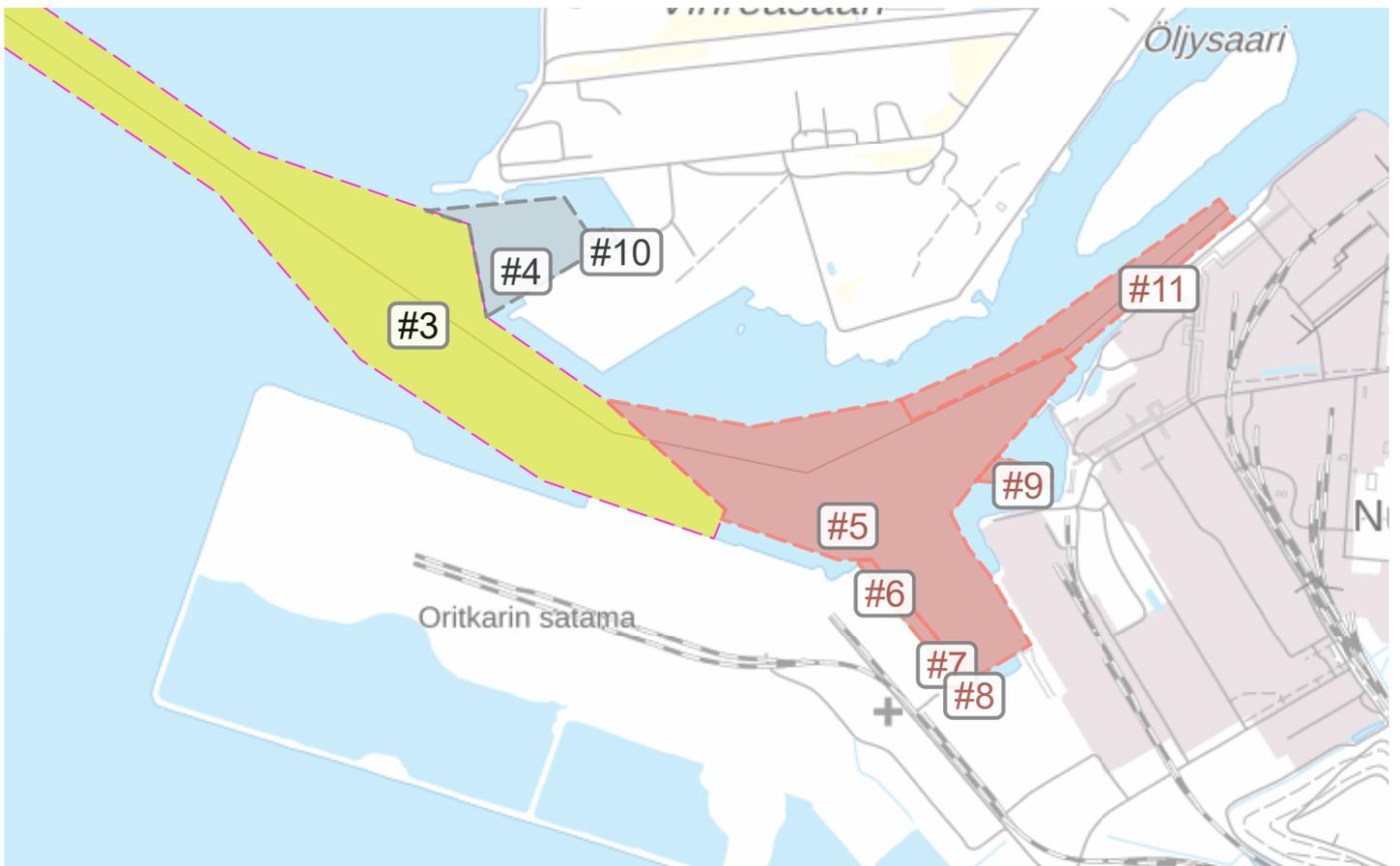
[215](#) (215) Oulu 1 - Kattilankalla ~15M

[218](#) (218) Oulu fairway (outer part) ~25M

Areas in table

		Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1	(220)	14.3m	12.5m	1.8m	0.5m	1.3m	13.8m	11.0kn
#2	(220)	14.3m	12.5m	1.8m	0.5m	1.3m	13.8m	
#3	(220)	13.6m	12.5m	1.1m	0.5m	0.6m	13.1m	8.0kn
#4	(220)	11.3m						
ⓘ #5	(220)	10.8m	10.0m	0.8m	0.5m	0.3m	10.3m	
ⓘ #6	(220)	9.7m	9.0m	0.7m	0.5m	0.2m	9.2m	
ⓘ #7	(220)	9.4m	8.8m	0.6m	0.5m	0.1m	8.9m	
ⓘ #8	(220)	9.2m	8.6m	0.6m	0.5m	0.1m	8.7m	
ⓘ #9	(220)	8.0m	7.3m	0.7m	0.5m	0.2m	7.5m	
#10	(220)	6.9m						
ⓘ #11	(220)	6.8m	6.2m	0.6m	0.5m	0.1m	6.3m	

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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Raahen aallonmurtajan väylä

(64 39.7N / 24 23.3E)

Fairway dimensions

Fairway design draught is **7,5 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Raahelapaluoto, 64 40N / 24 25E)

Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(320)	1	Raahen aallonmurtajan väylä			7.5	

Fairways nearby

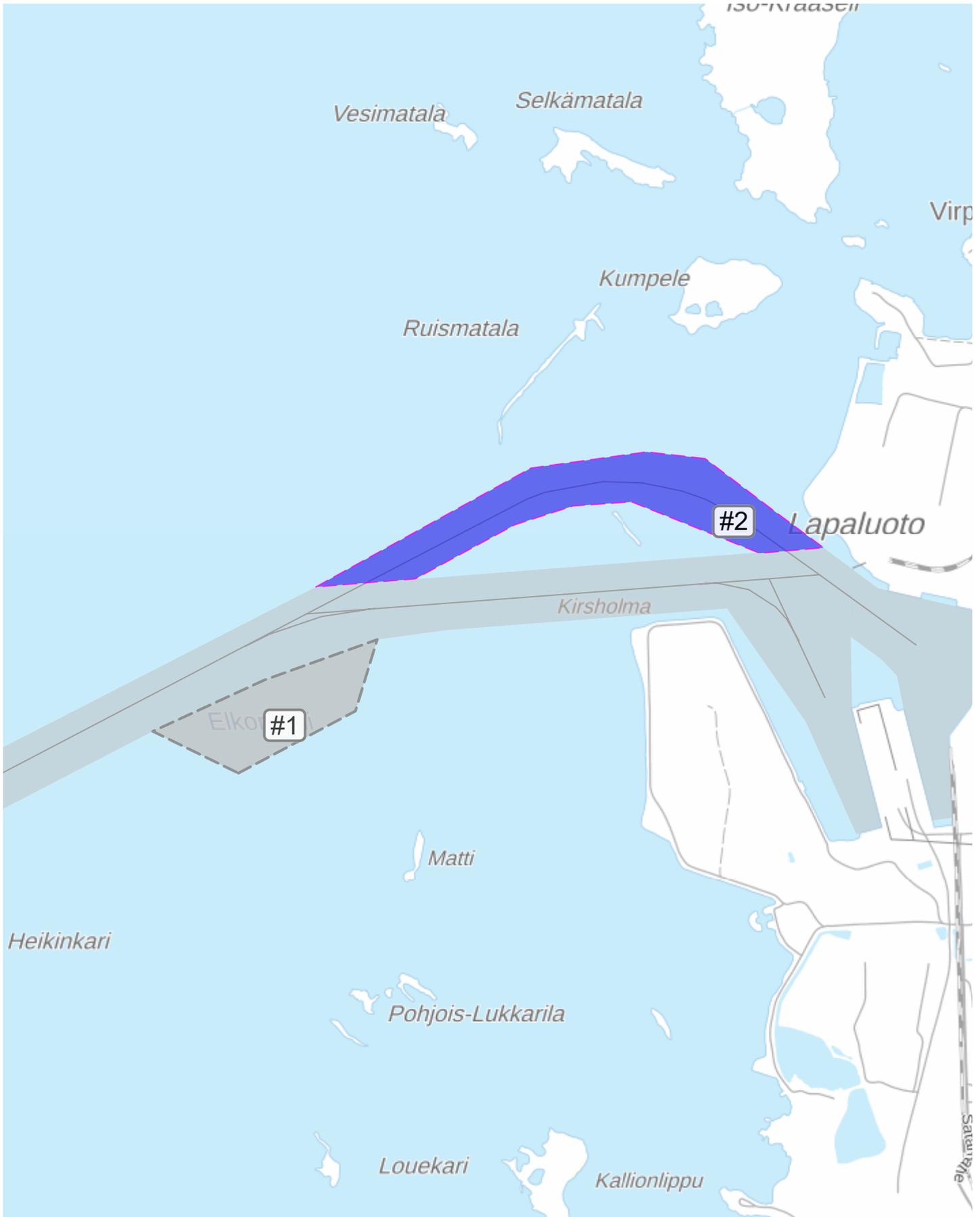
[321](#) (321) Raahen sataman väylä ~5M

[322](#) (322) Raahelapaluoto fairway ~10M

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (320)	8.9m	8.0m	0.9m	0.5m	0.4m	8.4m	
#2 (320)	8.3m	7.5m	0.8m	0.5m	0.3m	7.8m	

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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Raahen sataman väylä

Raahen sataman väylä - 321 (321) - 1/4

(64 39.5N / 24 24.6E)

Fairway dimensions

Fairway design draught is **8 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Raahelapaluoto, 64 40N / 24 25E)

Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways

Num	Class	Fairway name
(321)	1	Raahen sataman väylä

Design vessel data

Length	Breadth	Draft	bC
		8.0	

Fairways nearby

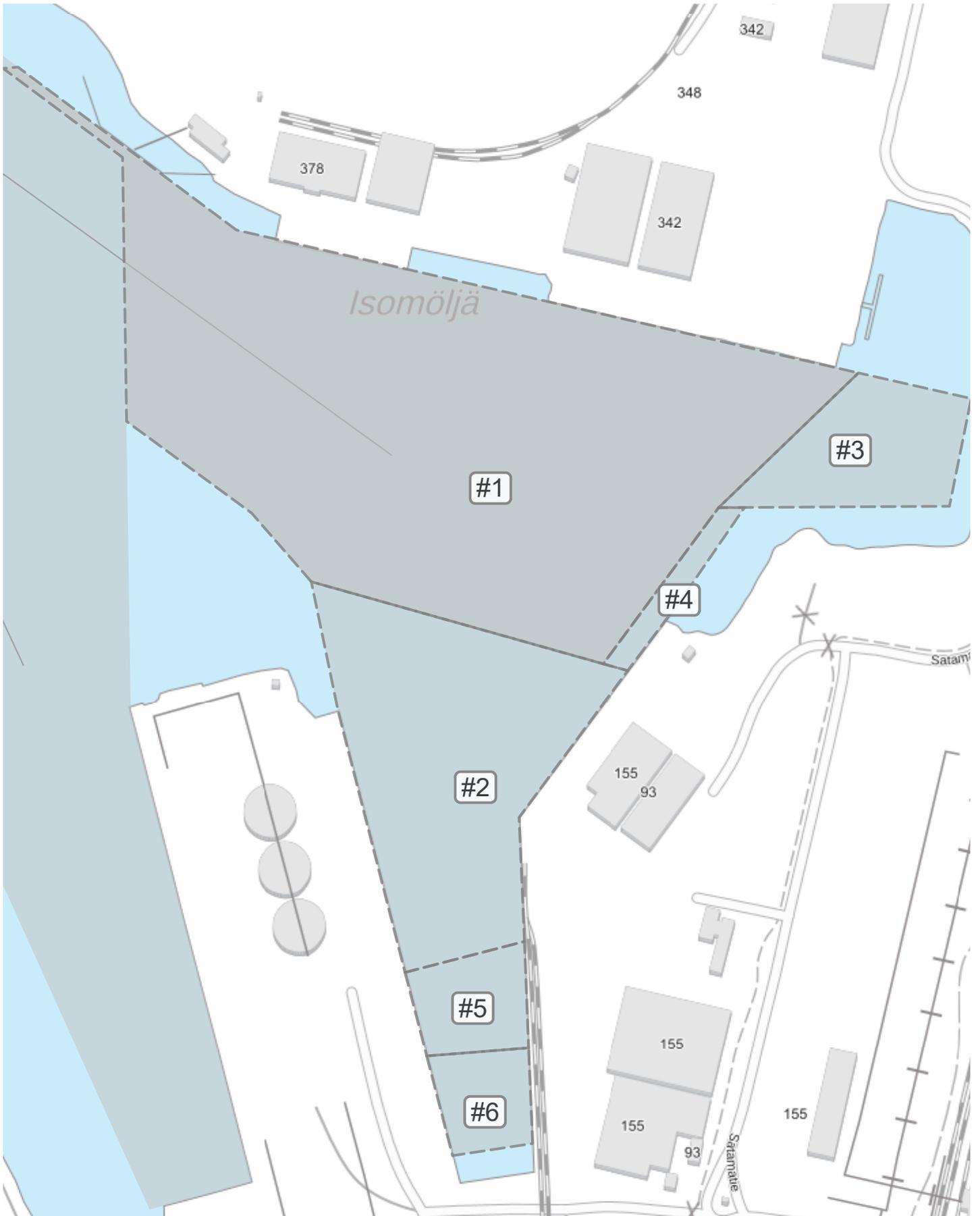
[320](#) (320) Raahen aallonmurtajan väylä ~5M

[322](#) (322) Raahelapaluoto fairway ~10M

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (321)	8.8m	8.0m	0.8m	0.5m	0.3m	8.3m	
#2 (321)	8.6m						
#3 (321)	8.5m						
#4 (321)	8.1m						
#5 (321)	7.7m						
#6 (321)	7.1m						

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

Raahe fairway

Raahe fairway - 322 (322) - 1/4

(64 39.6N / 24 02.5E)

Fairway dimensions

Fairway design draught is **10 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 160 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Raahe Lapaluoto, 64 40N / 24 25E)

Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(322)	1	Raahe fairway	181	32.0	10.0	0.74

Fairways nearby

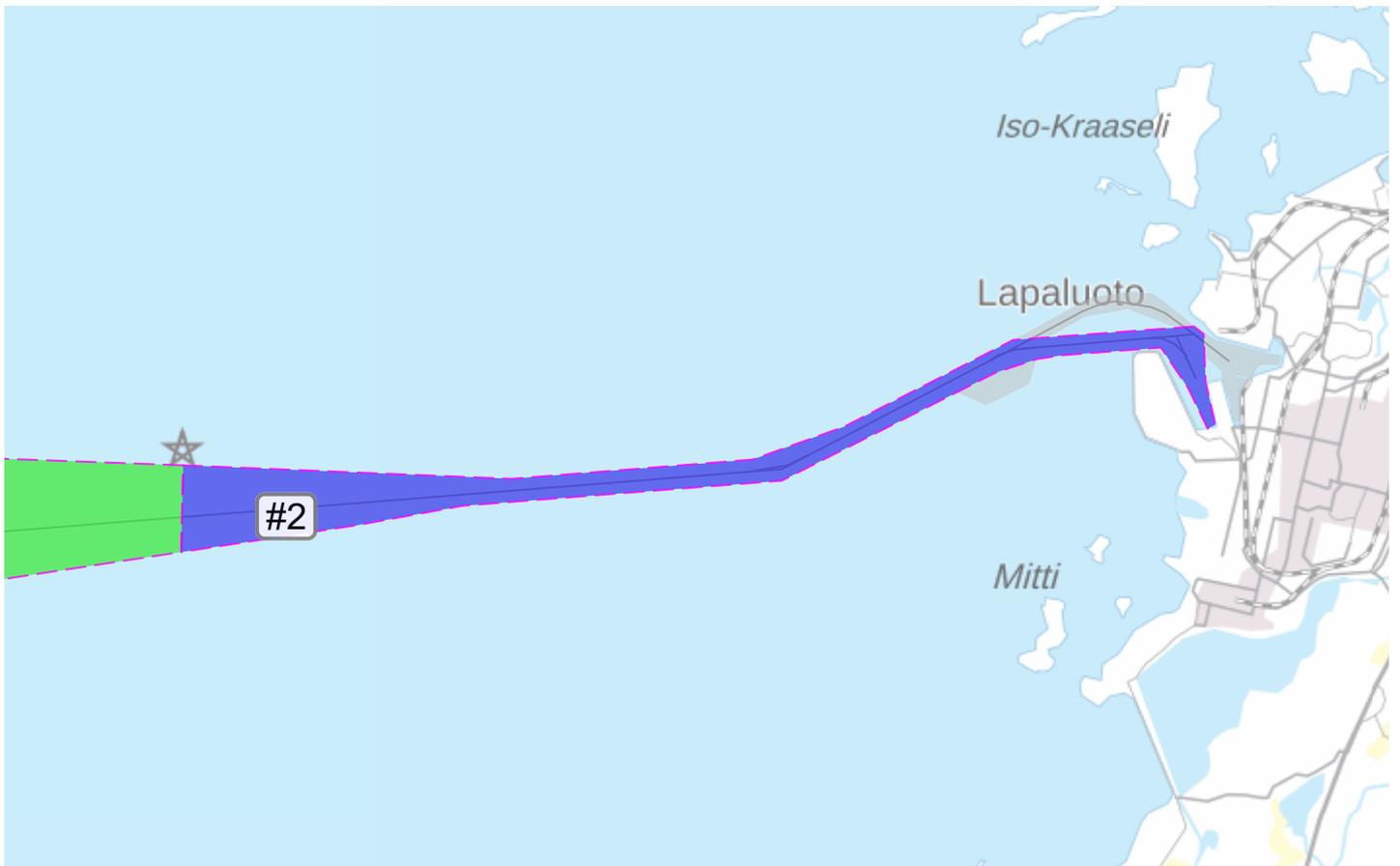
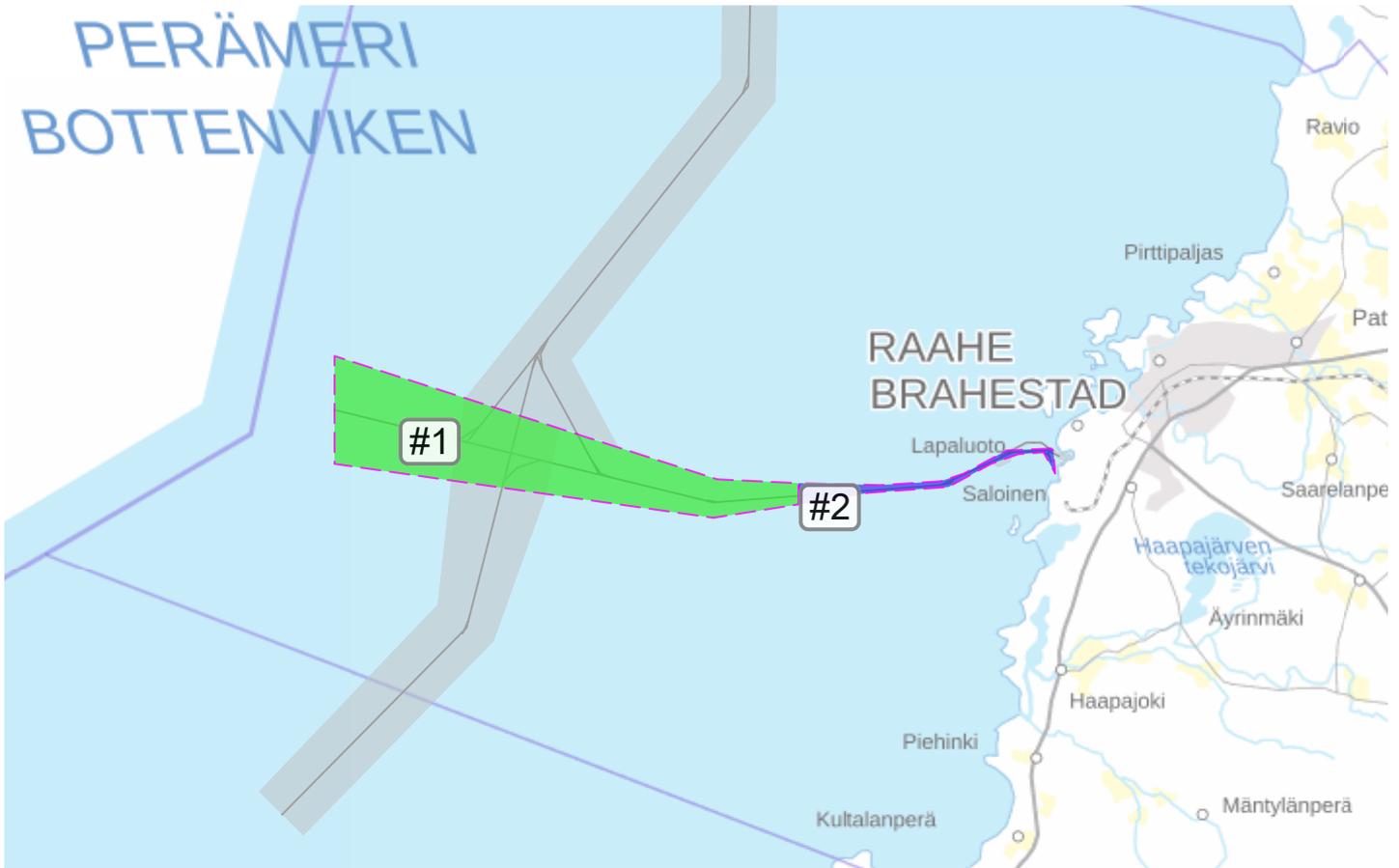
[320](#) (320) Raahen aallonmurtajan väylä ~10M

[321](#) (321) Raahen sataman väylä ~10M

Areas in table

	Swept depth / Minimum depth (N2000)	Design draft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (322)	11.8m	10.0m	1.8m	0.5m	1.3m	11.3m	11.0kn
#2 (322)	11.3m	10.0m	1.3m	0.5m	0.8m	10.8m	8.0kn

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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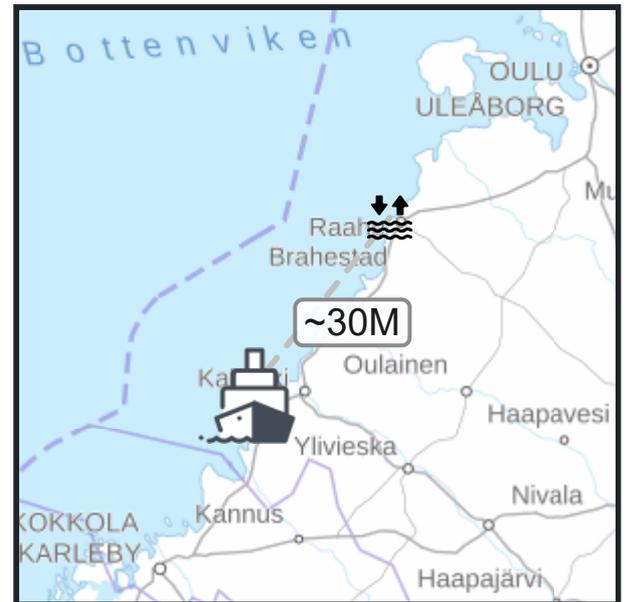
Kalajoki Rahja väylä

(64 14.9N / 23 38.0E)

Kalajoki Rahja väylä - 370 (370) - 1/4

Fairway dimensions

Fairway design draught is **8,5 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 98 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Raahelampi, 64 40N / 24 25E)

Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

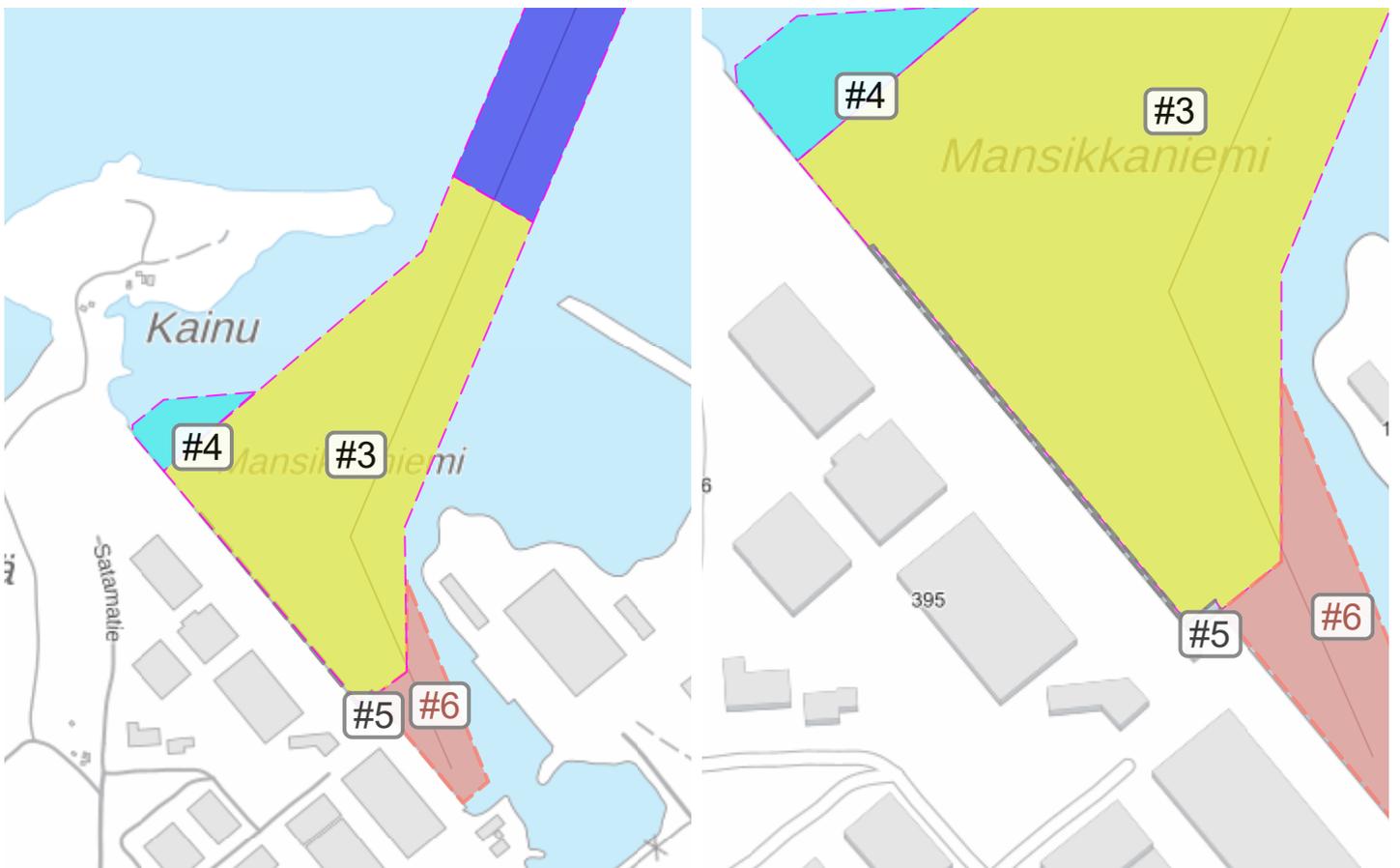
Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(370)	1	Kalajoki Rahja väylä	175	29.0	8.5	0.76

Fairways nearby

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (370)	10.3m	8.5m	1.8m	0.5m	1.3m	9.8m	11.0kn
#2 (370)	9.8m	8.5m	1.3m	0.5m	0.8m	9.3m	8.0kn
#3 (370)	9.3m	8.5m	0.8m	0.5m	0.3m	8.8m	4.0kn
#4 (370)	9.2m	8.5m	0.7m	0.5m	0.2m	8.7m	
#5 (370)	8.9m						
 #6 (370)	6.3m	5.8m	0.5m	0.5m	0.0m	5.8m	

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

Kokkolan väylä

Kokkolan väylä - 427 (427) - 1/4

(63 57.3N / 22 54.5E)

Fairway dimensions

Fairway design draught is **14 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 178 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Pietarsaari Leppäluoto, 63 43N / 22 41E)
Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(427)	1	Kokkolan väylä	240	36.5	14.0	0.84

Fairways nearby

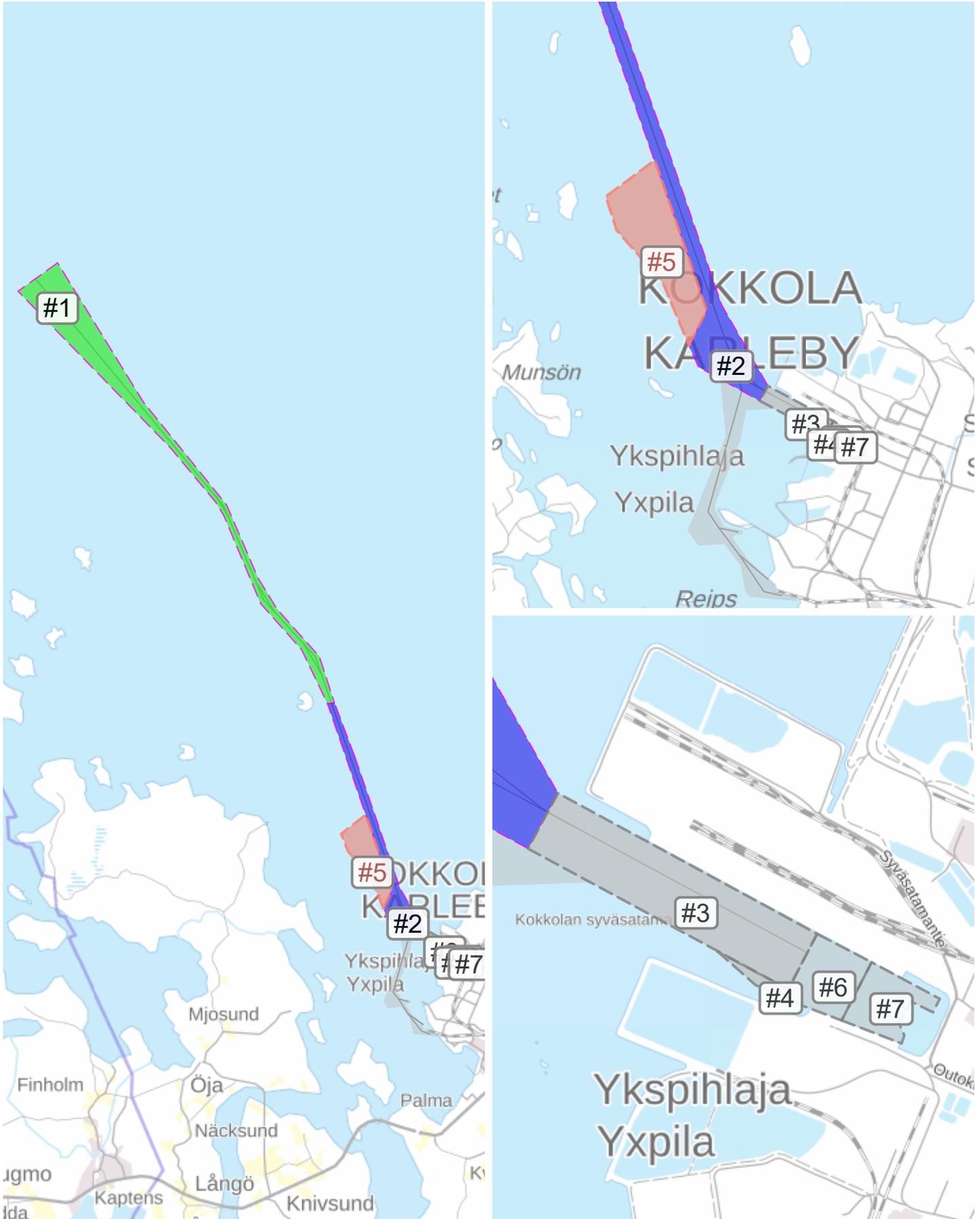
[432](#) (432) Kokkolan Kantasataman väylä ~10M

[495](#) (495) Pietarsaaren väylä ~20M

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (427)	16.2m	14.0m	2.2m	0.5m	1.7m	15.7m	13.0kn
#2 (427)	15.7m	14.0m	1.7m	0.5m	1.2m	15.2m	11.0kn
#3 (427)	15.7m	14.0m	1.7m	0.5m	1.2m	15.2m	
#4 (427)	15.7m	14.0m	1.7m	0.5m	1.2m	15.2m	
! #5 (427)	14.8m	13.0m	1.8m	0.5m	1.3m	14.3m	
#6 (427)	12.4m						
#7 (427)	10.4m						

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

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Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

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Kokkolan Kantasataman väylä

(63 51.3N / 23 00.5E)

Fairway dimensions

Fairway design draught is **9,5 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 120 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Raahe Lapaluoto, 64 40N / 24 25E)

Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(432)	1	Kokkolan Kantasataman väylä	175	25.0	9.5	

Fairways nearby

[427](#) (427) Kokkolan väylä ~10M

[495](#) (495) Pietarsaaren väylä ~15M

Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (432)	10.3m	9.5m	0.8m	0.5m	0.3m	9.8m	
! #2 (432)	9.1m	8.3m	0.8m	0.5m	0.3m	8.6m	
! #3 (432)	7.8m	7.2m	0.6m	0.5m	0.1m	7.3m	

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

Additional information is given in guideline "Principles and application of channel depths in Finland". The Sailing Directions for Finnish waters - Part 1, also presents terminology, operational requirements, available tools and best practices. Mariners are recommended to follow established best practices. <https://fiho.fi/lnk/chdepth/en> , <https://fiho.fi/lnk/sd/en>

Fairwaycard

Only the most important fairway information is reproduced here. Further fairway-related information and details regarding the fairway is found in the Fairway card, maintained by the fairway authority. <https://fiho.fi/lnk/vk/en>

Pietarsaaren väylä

(63 44.2N / 22 32.9E)

Pietarsaaren väylä - 495 (495) - 1/4

Fairway dimensions

Fairway design draught is **11 m (N2000)**. Design draught shall always be corrected for current water level (N2000). The fairway is designed for use in normal conditions, by vessels with a length, breadth, draft and block coefficient (bC) similar to the fairways design vessel. Fairway design values are guidelines. Fairway users are always responsible for use of the fairway, and for always maintaining a safe underkeel clearance, considering the prevailing conditions. Fairway minimum width is 120 m. The map shows fairway position and distance to nearest mareograph.



Water level and fairway data

Average N2000-sea level at nearest gauge is cm. (Pietarsaari Leppäluoto, 63 43N / 22 41E)
Information about current sea-levels, the local difference between height-systems and the annual change is further explained by the Finnish Meteorological Institute. <https://fiho.fi/lnk/sealev/en>

Administrative fairways			Design vessel data			
Num	Class	Fairway name	Length	Breadth	Draft	bC
(495)	1	Pietarsaaren väylä	200	35.0	11.0	0.80

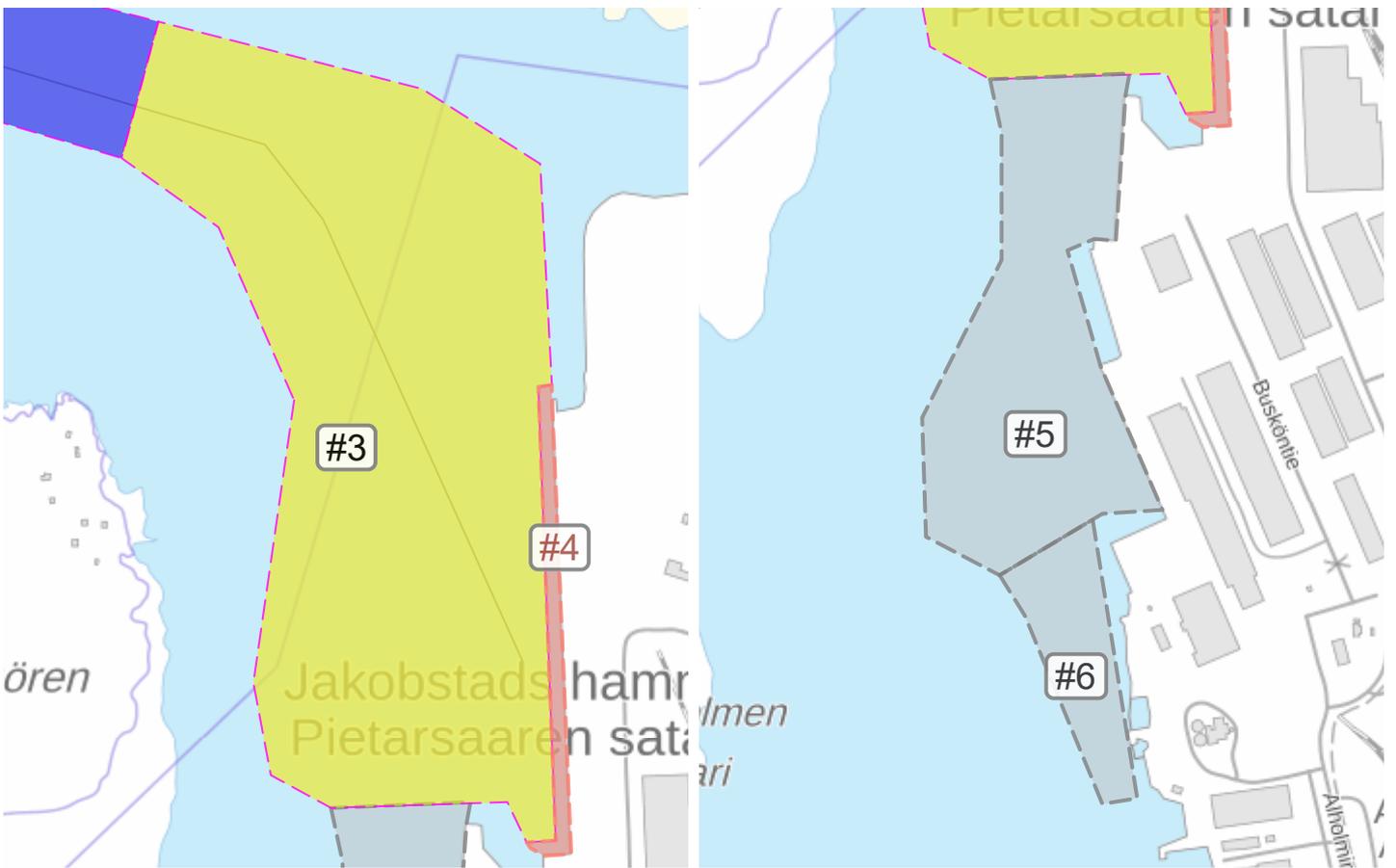
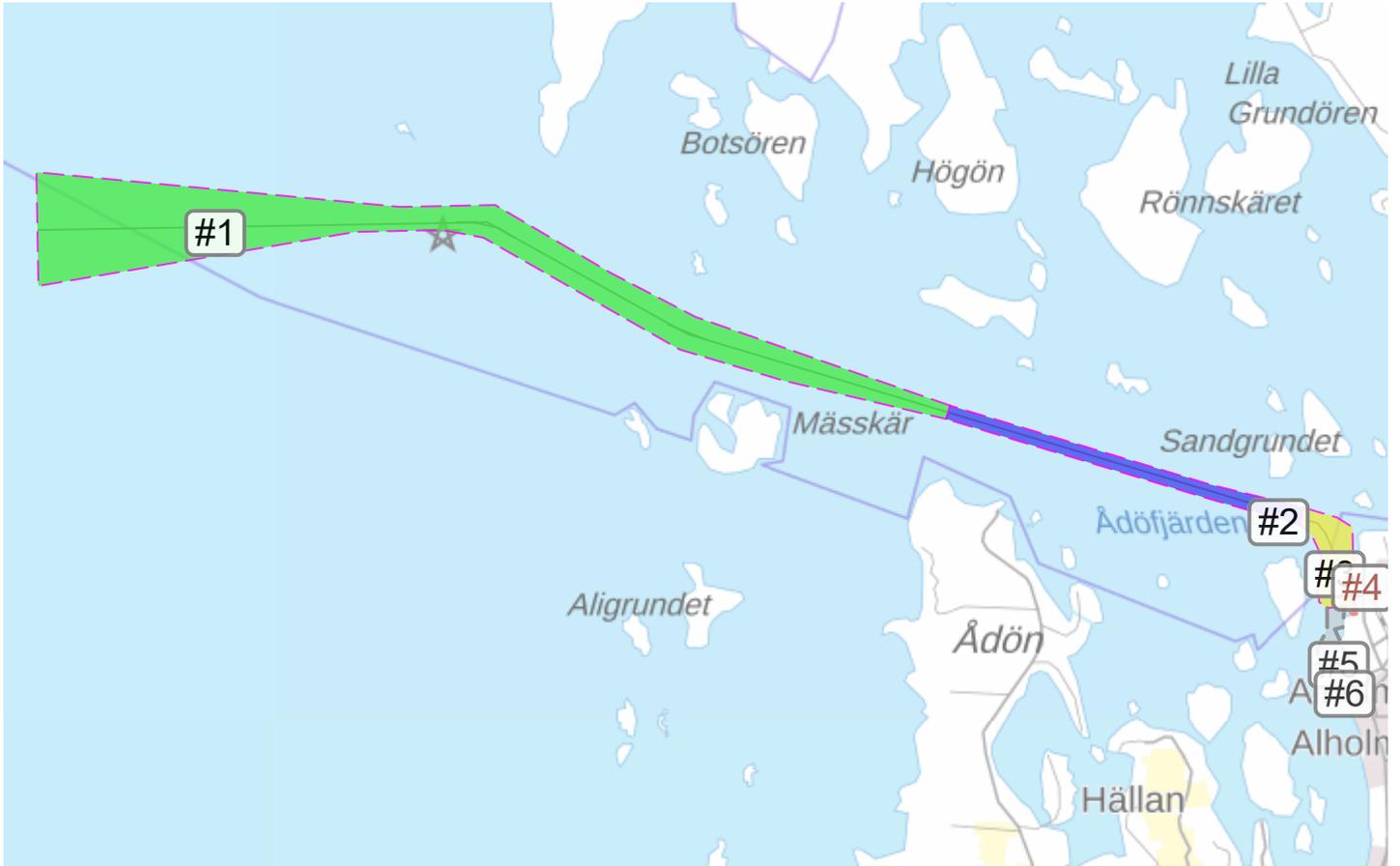
Fairways nearby

432 (432) Kokkolan Kantasataman väylä ~15M	427 (427) Kokkolan väylä ~20M	565 (565) Stubben-Munsalan öljysataman väylä ~25M
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Areas in table

	Swept depth / Minimum depth (N2000)	Designdraft	UKC (Gross) UKC	Keel margin (net UKC)	Movements	Dynam. draft	Speed
#1 (495)	12.9m	11.0m	1.9m	0.5m	1.4m	12.4m	11.0kn
#2 (495)	12.6m	11.0m	1.6m	0.5m	1.1m	12.1m	9.0kn
#3 (495)	12.1m	11.0m	1.1m	0.5m	0.6m	11.6m	6.0kn
! #4 (495)	11.5m	11.0m	0.5m	0.5m	0.0m	11.0m	
#5 (495)	8.0m						
#6 (495)	8.0m						

Areas on chart



Estimation of movement allowance case-by-case

Fairway design defines the Gross Underkeel clearance (Gross UKC), that consists of a separate motion allowance and keel margin (net UKC). These are presented, by fairway part, in the table below. In cases where conditions differ from the design, vessel movement might be estimated case-by-case. The keel margin (net UKC) should remain regardless. Estimating the needed vessel movement allowance is possible when there is adequate vessel and fairway data available, and the user is able to verify that the minimum net UKC remains. Further information is given in guideline "Principles and application of channel depths in Finland". <https://fiho.fi/lnk/chdepth/en>

Fairway design data by fairwaypart

The table contains fairway design-data for fairway areas. The information is provided as a supplement to information in the nautical chart. Areas might have different design drafts. For areas with no established design draft, only the minimum depth is displayed. Areas with a design draft less than the main design draft of the fairway, are displayed with an exclamation mark (!) and information in red color. The fairway number is displayed in brackets. Design speeds are presented if reliable information is available.

Additional information

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Fairwaycard

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