



**General maximum ship dimensions
for passage through Södertälje kanal**

Length over all : 124 m
Beam (at draught 6.5 m): 18 m
Beam (at draught 6.8 m): 17 m

**Questionnaire for Vessels requesting to exceed canal and lock
general ship dimensions**

Item	Ship's answer and remarks	Our requirements
Ship's name		-----
IMO number		-----
Nationality		-----
Built – Year / Place		-----
Length over all		Max 135 m
Length waterline incl. bulbous bow (even if submerged)		Max 130 m
Beam		Max 19.0 m
Max draught		Max 6.8 m (See remarks)
Block coefficient		
Bow / stern thruster. Power:		Enough for safe manoeuvre in all conditions
Manoeuvre of bow / stern thruster		From centerline and both bridge wings
Type of rudder		Active rudder i.e. Becker, Shilling or similar
Rudder time from hard over to hard over		Max 15 seconds
Minimum speed for steering		Allowing safe manoeuvring.
Emergency steering changeover		Immediate changeover
Emergency steering rudder time		Same as normal steering
Rudder manoeuvre		From centerline and both bridge wings
Rudder indicators		Readable from inside of bridge as well as from outer parts of wings
Propeller (s) Type and number		
If variable pitch propeller: Acting?		Acting like right handed on astern (if single propellered)

If fixed propeller:	Right handed <input type="checkbox"/> Left handed <input type="checkbox"/>	Right handed
Time from slow ahead to slow astern?		Max 8 seconds
Lowest R.p.m.?		Max 25% of full speed
Visibility from bridge:		Good visibility all around
Window wipers and defroster		Necessary
View of flat sides		Total view of flat sides from steering pulpets on bridge wings
Mooring lines		4 lines in lock
List indicator		Easy readable
Radar		At least one X-band radar with good solution
VHF- equipment		One transceiver at each steering place
Speed indicator		Speed over ground with high accuracy at low speed
Turning rate indicator		Necessary
Information on Ship's manoeuvrability and other facts		Information on bridge: Turning radius, stop distance, squat, increase of draft due to list, etceteras
Obstructions underwater at sides		No obstructions or bilge keels on ship's underwater sides that can damage canal banks or lock sides.
Fulfils special regulations for the Södertälje Canal and the Lake of Mälaren		Fulfils the requirements of SJÖFS 1994:25, SJÖFS 1994:7, SJÖFS 1993:28

Expected conditions for the planned call		
Item	Arrival	Departure
Destination		-----
Type of cargo		
Date (ETA Pilot / Destination)		-----
Draught forward		
Draught amidships		
Draught aft		
Displacement (tonnes)		
Propeller (s) completely submerged?		
Bow thruster completely submerged?		
Air draught from water level		
Area of ship's side and super-structure exposed to wind (m ²)		

Remarks for vessels entering the Lake of Mälaren:

- **Max draught** is always measured in FW (fresh water) and has to be adjusted according to actual water level in the Lake of Mälaren. If the ship's draught exceeds the maximum allowed draught for the day of passage, no permission will be given.
- **Also note** that some of the fairways in the Lake of Mälaren has a lesser draught than the Södertälje Canal. Air draught can also be lesser in some of the fairways.
- **A permission** for a Post Max Size Vessel to enter the Lake of Mälaren can be immediately withdrawn if general and special safety standards are not complied with.
- **The Lake of Mälaren** supplies the surrounding cities, including the city of Stockholm, with drinking-water. This makes the lake **extremely vulnerable to marine pollution**. Every seafarer is requested to act with special care for the local marine environment.

Please fill in the questionnaire and return to Your agent or direct to the Swedish Maritime Administration.
Fax number: +46 8 666 66 90
E-mail: tost@sjofartsverket.se

All above information is delivered by the Master, or by the local Agent on behalf of the Master.

Date: 20 - -

Agent / Master

Contact (Telephone/ fax/ mail):
