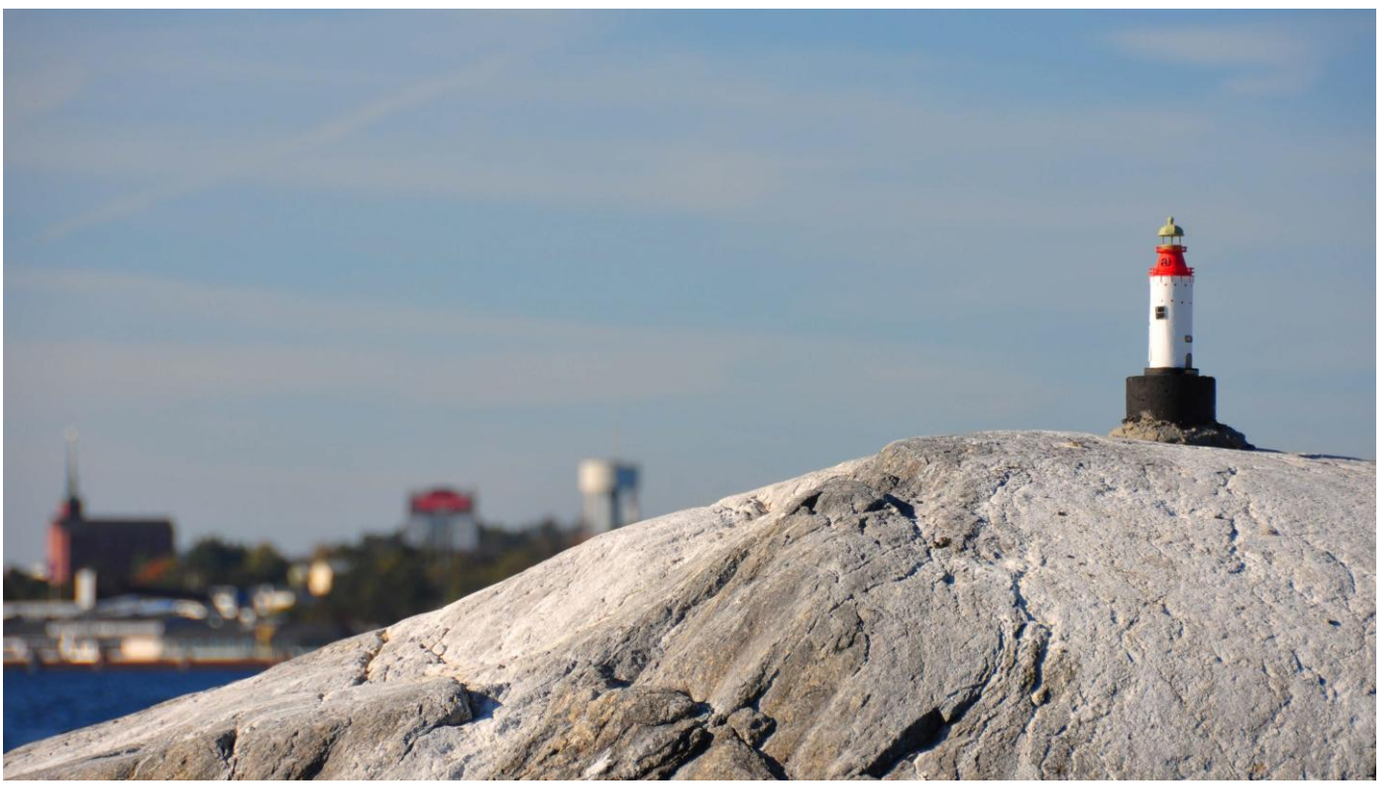
SWEDISH MARITIME ADMINISTRATION

STOCKHOLMS HAMNAR



Tugboat regulations Norvik

2025-12-19

Regulations for tug boat assistance in Norvik

Regulations for tugboat assistance at Norvik Port have been developed in co-operation with Ports of Stockholm and provide information regarding the number of tugboats required for arrivals at and departures from Norvik Port. The calculation of the number of tugboats is based on the assumption of normal current conditions and wind speeds of up to 10 m/s.

Under adverse conditions or with wind speeds exceeding 10 m/s, it may be necessary to order more tugboats than otherwise prescribed. In each individual case, the pilot, in consultation with the vessel's master, will determine whether a planned vessel operation can be carried out with sufficient safety margins.

To assist in the ordering of tugboats, specifications are provided for each quay, indicating the number of tugboats to be used under normal conditions.

A "high-efficiency rudder" is defined as a rudder that, at its maximum angle, generates significant lateral force while producing little to no longitudinal (forward/aft) force. Examples of high-efficiency rudders include the Schilling rudder, the Becker flap rudder, or other products with equivalent functionality. A standard spade rudder—even one capable of being set to a large angle—is not considered a high-efficiency rudder. As not all rudders labeled as "high-efficiency" necessarily qualify as such, the Södertälje Pilotage Area reserves the right to define and assess the capacity of any given rudder. If a vessel wishes to demonstrate that it is equipped with a high-efficiency rudder—consistent with the description above—it must submit a technical description and a "vector diagram" of the rudder (showing "ahead force" and "side force" as percentages) to the Head of the Pilotage Area for evaluation. A bow thruster is defined as one that has sufficient power for the size of the vessel and can be utilized to its full capacity (100%). If a vessel is equipped with an undersized bow thruster, it shall be considered as having no bow thruster at all.

CONTAINER and RORO berths

Arrivals

NUMBER OF TUGS					
LOA (m)		**Bow thruster**	**Bow thruster + high efficient rudder**	**Bow thruster + stern thruster**	**Bow thruster + 2 prop + 2 rudders alt. azipod**
120 - 149	**1**	**0**	**0**	**0**	**0**
150 - 169	**2**	**1 (0*)**	**1 (0*)**	**1 (0*)**	**0**
170 – 199	**2**	**2 (1*)**	**2 (1*)**	**1 (0*)**	**0**
200 – 299	**3**	**2**	**2**	**2**	**1 (0*)**
300 –	**Number of tugs is decided after evaluation of each vessel.**				

***The number of tugs can be adjusted upon request from either captain or shore representative, the evaluation shall contain both arrival and departure.**

Departures **

NUMBER OF TUGS					
LOA (m)		**Bow thruster**	**Bow thruster + high efficient rudder**	**Bow thruster + stern thruster**	**Bow thruster + 2 prop + 2 rudders alt. azipod**
120 - 149	**1**	**0**	**0**	**0**	**0**
150 - 169	**2**	**1 (0*)**	**0**	**0**	**0**
170 – 199	**2**	**2 (1*)**	**1 (0*)**	**1 (0*)**	**0**
200 – 299	**3**	**2**	**2 (1*)**	**2 (1*)**	**1 (0*)**
300 –	**Number of tugs is decided after evaluation of each vessel.**				

***The number of tugs can be adjusted upon request from either captain or shore representative, the evaluation shall contain both arrival and departure.**

** **The vessel shall be moored with starboard side to be considered as departing.**

When only one tug is used it should be of ASD type or similar, min BP 45 t.

When two tugs are used one should be of ASD type or similar, min BP 45 t.
The other one shall have min BP 35 t.

When three tugs are used two should be of ASD type or similar, min BP 45 t.
The third one shall have min BP 35 t.