

Framtagen/ändrad av: David Kårsjö

Fastställd av: Tobias Chroner

Status: Aktiv

Granskad av:
Mats Hjort, Andreas Johansson

Dokumenttyp: Checklista

Dnr: 23-01718

Purpose

To be used by pilots, ship owners, charterer, cargo owners, ship agents or other interests for guidance about limitations and restrictions in the port of Flivik.

General information

If no deficiencies have been reported upon pilot ordering, the vessel must be suitably ballasted so that propeller, rudder and any bow- and/or stern thruster operates with optimum efficiency. If not, due to safety reasons, the pilot has the right to postpone the arrival/departure until the malfunctions have been corrected.

Communication and linesmen

There is no Port control.

Linesmen are ordered by Ships Agency or by ships crew.

Communication is normally by telephone.

Berth information

Flivik								
Berth	Cargo	Direction	Length (m)	Maximum löa (m)	Maximal boa (m)	Depth (m) acc. MVY	Maximum draft (m)	Remarks
1	Bulk	335° / 155°	55m	120m	17m		6m	All ship must have a functional bowthruster.

Framtagen/ändrad av: David Kårsjö

Fastställd av: Tobias Chroner

Status: Aktiv

Granskad av:
Mats Hjort, Andreas Johansson

Dokumenttyp: Checklista

Dnr: 23-01718

Visibility restrictions

Tugboat with barge minimum 1 nm visibility.

Daylight restrictions

Tugboat with barge only daylight.

Wind restrictions

Tugboat with barge max 10 m/s

Source: According VIVA Simpevarp (SKB)

Tugboat

Normally not applicable

Two-man pilotage

Normally not applicable

Ice restrictions

Normally not applicable.

Other restrictions

Normally not applicable.