

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 Jättersön.

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 or VHF ch 12

Berth information

Jättersön								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximal boa (m)	Depth (m) acc. MVY	Maximum draft (m)	Remarks
North and South		318 ⁰ / 138 ⁰	340m	165m	26m		7.5m	

Visibility restrictions

Arrival: Ship over 140m minimum 1nm

Departure: To be decided by pilot in consultation with the captain

Wind restrictions

Depending on wind direction and the ship's maneuverability and cargo condition.

Decided by the pilot on duty after consultation with the captain.

Ship over 140m, max 10m/s mean wind

Source: according to VIVA Stötbotten.

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Tugboat

See guidelines below.

The following are general guidelines. The Pilot has the right, after consultation with the captain of the vessel, to require an **increase** of the number of tugboats if deemed necessary due to wind.

All tugboats used should be of ASD (Asimuth Stern Drive) or Tractor (Voith-Schneider) type. Minimum 50 ton – No conventional tugboats, unless agreed with **Swedish Maritime Administration (Oskarshamn)**.

Number of tugboats – Standard for Jättersön						
Loa (m)	No bow thruster	Bow thruster + Fixed prop	Bow thruster + CPP or Azipod or twin screw	Remarks		
<130	1	0	0			
130 - 150	1	1	0			
150 – 165	2	2	2	if the vessel has turned around on arrival, the number of tugboats might be reduced		

Two-man pilotage

Normally not applicable.

Ice restrictions

Normally not applicable.

Other restrictions

Normally not applicable.