

Framtagen/ändrad av: J. Kristoffersson

Fastställt av: Tobias Chroner

Status: Aktiv

Granskad av:  
Rydqvist, A Severin

J-E

Dokumenttyp: Checklista

Dnr: 23-01718

**Purpose**

To be used by Pilots, Shipowners, Shippers, Cargo owners, Ship agents or other interests for guidance about limitations and restrictions in the Kalmar straight.

**General information**

If no deficiencies have been reported upon pilot ordering, the vessel must be suitably ballasted so that the Propeller, rudder, and existing bowthusters are working 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**

There are no VTS or port control.

Communication with tug is made by vhf (ch.12)

**Fairway information Kalmar Straight**

Kalmar straight								
Fairway	Air draught	course	Fairway with	Max loa (m)	Max beam (m)	Depth (m) enl. MVY	Max draught (m)	Notes
Kalmar straight	34.9m	203 <sup>0</sup> / 023 <sup>0</sup>	80m	185m	25m	7.5	6.8	Max air draught: 34.9m  The fairway is affected by current that can be strong.

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### **Visibility restrictions**

Normally not applicable

### **Daylight restrictions**

Normally not applicable

### **Wind restrictions**

Normally not applicable

### **Current restrictions**

Normally not applicable, The fairway can however occasionally be affected by strong current.

### **Two-man pilotage**

Normally not applicable .

### **Ice restrictions**

Normally not applicable .

### **Other restrictions**

Normally not applicable .

### **Tugboat**

The following are general guidelines. The pilot has the right, after consultation with the ships Captain of the vessel, to require an increase of the number of tugboats if deemed necessary due to the wind/current conditions.

The tug/tugs must be of Tractor/ASD(Asimuth stern drive) type with a minimum of 25t BP. No conventional tugs to be used, unless agreed with **Swedish Maritime Administration (Kalmar)**. The use of a braking tug when piloting tug and tow is decided in each case, between the pilot and ships captain if required by the weather/current and/or ship/barge size.