

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 Oskarshamn.

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

Oskarshamn								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximal boa (m)	Depth (m) acc. MVY	Maximum draft (m)	Remarks
50 - 54	Bulk	309 ⁰ / 129 ⁰	475m	220m	33m		10.3	Max 190m to berth 53-54 if there is a ship at berth 50-51 at arrival
Oil	Oil	050 ⁰ / 230 ⁰	50m incl dolphin	145m	33m		10	
31-33	Bulk / RoRo	127 ⁰ / 307 ⁰	215m	155m	33m	7.1m	6.6	Max draft 6.4m when turning
34-37	Bulk	070 ⁰ / 250 ⁰	235m	135m 155m	33m	7.8-5.0	6.6 5.0	Max draft 6.4m when turning. Ship are not allowed at berth 34-35 when passenger ferries arriving

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Visibility restrictions

Arrival: Ship over 150m minimum 1.5nm

Departure: Ship over 150m minimum 1.5nm.

Daylight restrictions

Ship over 190m arrival and departure only in daylight.

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 150m, max 12m/s mean wind

Source: according to VIVA Stötbotten.

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 Berth 50-54						
Loa (m)	No bow thruster	Bow thruster + Fixed prop	Bow thruster + CPP or Azipod or twin screw	Remarks		
<140	1	0	0			
140-150	2	1	0			
150 - 170	2	2 (A)	2 (A)	(A) May be reduced after first arrival		
170 – 220	2	2	2			

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Number of tugboats – Standard for Oskarshamn Oilberth						
Loa (m)	No bow thruster	Bow thruster + Fixed prop	Bow thruster + CPP or Azipod or twin screw	Remarks		
<120	1	0	0			
120-145	1	1	0			

Number of tugboats – Standard for Oskarshamn inner berth (except RoPAX)						
Loa (m)	No bow thruster	Bow thruster + Fixed prop	Bow thruster + CPP or Azipod or twin screw	Remarks		
<130	1	0	0			
130-155	2	2	1*	* if the vessel has turned around on arrival = No tug		

Two-man pilotage

Ship over 190m

Ice restrictions

Normally not applicable.

Other restrictions

Normally not applicable.