

Pilot/Master exchange.

Information to ships calling at Geiranger.

Geiranger has special and unpredictable local wind conditions. It is therefore necessary to inform about necessary precautions during your stay.

Mooring: (Aft mooring to bollards ashore or to the buoys in the Sea-walk).

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| Make sure all mooring lines are equally tensioned, and fed out as close to the center of the ship as possible. This is also important when the vessel is moored between the Sea-Walk buoys. | |
| All ropes must be fastened by brakes or on bollard, never on "tension" . | |

Sea-walk: special precautions.

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| When between the buoys, ship must be positioned so that the Sea-Walk can move freely in and out. (It is important not to stretch the SeaWalk too far.) | |
| Use aft gangway, - this gives the Sea-walk best possibility of movement. | |

Watch keeping on bridge and in engine.

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| Keep in contact with Geiranger port on ch. 13. | |
| Contact Geiranger port when wind increases above 15 knots. | |
| Always keep main engines ready on short notice, and consider having engines running if the wind increases. The "Officer of the watch" must be informed of the importance of this. | |
| Consider if the pilot should be present on the bridge together with the bridge team if the weather or wind conditions requires. | |
| The pilot leaves his mobile telephone number if he leaves the bridge. Mob..... | |
| Use special weather forecast for Geiranger. https://luna.met.no User westcoast /Password Norway#fjords! Portwind Geiranger: https://www.portwind.no/index.html#VS1285 Portwind Geiranger S: https://www.portwind.no/index.html#VS1424 | |

Alf Arne Borgund

Pilot Master