

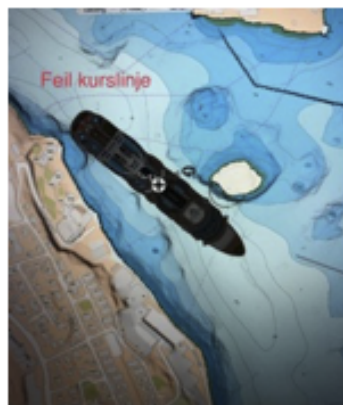
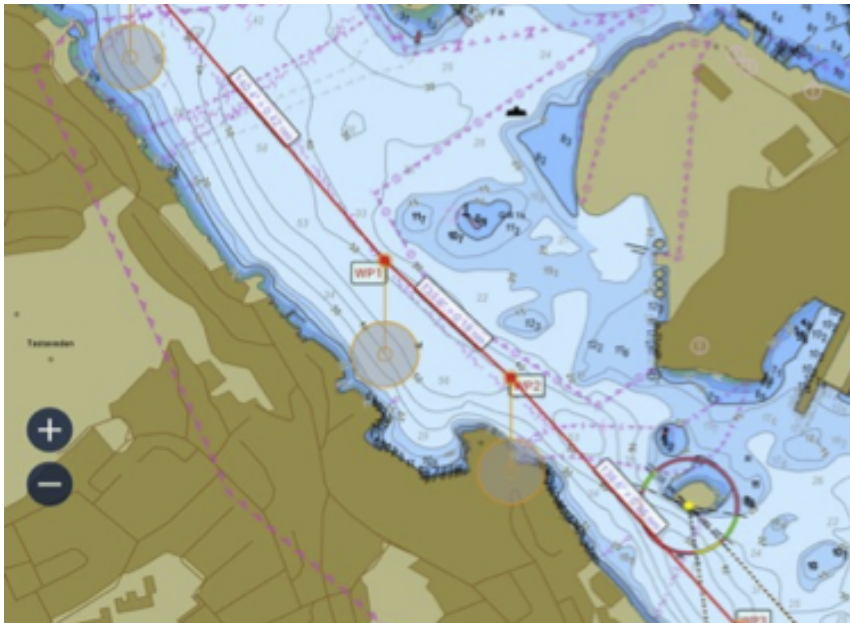
Sailing into the Port of Stavanger with larger cruise vessels

In connection with the Workshop: Stavanger Harbour case S-100 Demonstrator Project, the pilotage service has been asked to comment on the sailing routes (before and after planned excavation) to the Port of Stavanger with larger cruise vessels.

Existing Route Choice (before excavation)

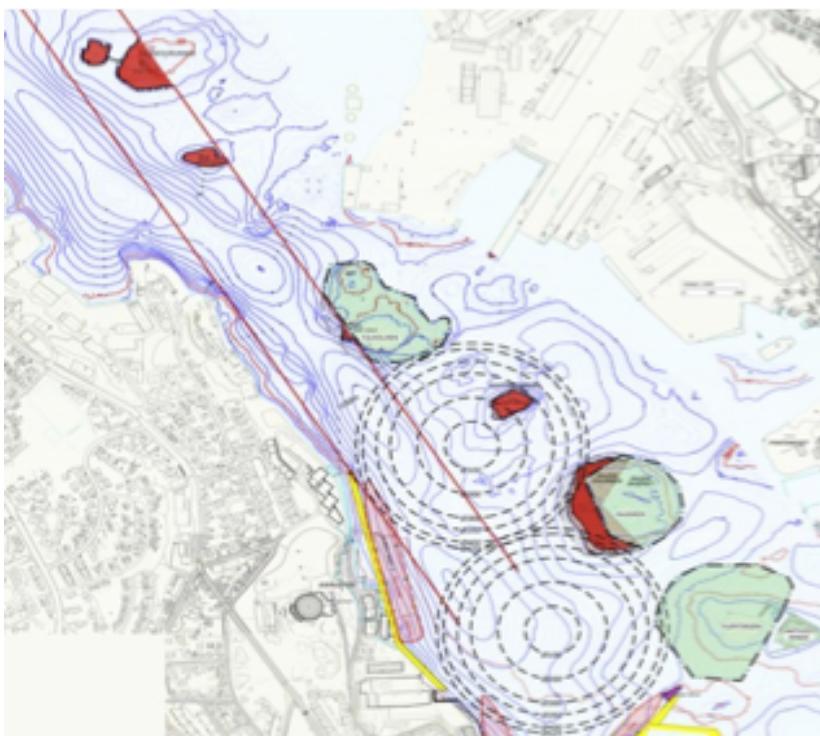
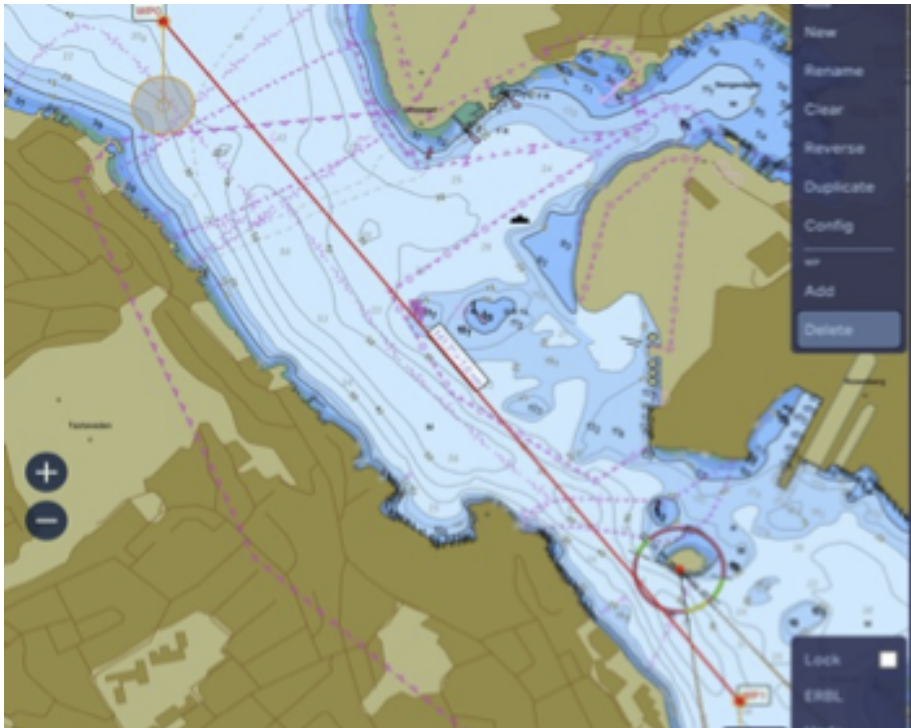
The waypoints where you enter the narrowest point, at the entrance to the Port of Stavanger, are plotted in the picture. At waypoints 0 to 1, we try to stay as far to starboard in the waters as possible so that the course change at Ulsnesgrunnen (WP 1) will be as small as possible. As soon as one is clear of Ulsnesgrunnen, the starboard side turns to get the largest possible opening in Tjuvholmsundet. At WP 2 you will start to turn port again to set course in the middle of Tjuvholmsundet.

This does not look particularly complicated on the drawing board, but when you have external stresses such as currents and not least wind, this becomes a bigger challenge. One must then compensate for drift, in addition to the course changes, and the chance of entering the narrowest with the wrong course increases.



Improved Route Choice (after excavation)

The following images describe what it would look like if you could deepen the grounds at Ulsnesgrunnen, as well as the snag northwest of Tjuvholmen. Then we will have a straight entrance corridor 150 meters wide, where we only need to correct for external influences, and do not need the course changes at Ulsnesgrunnen and Kalhammeren as today.



Regards
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