



## ANNEX I

### General description (rev. 21 October 2022)

#### 1. Location

The Port of Thisvi is part of the institutionalized Industrial Area of Thisvi - Prefecture of Viotia - (total area 3.987.000 sq.m.). The Port is serving companies established in the industrial area. It is located at NOUSAS bay, and is defined by longitude 22 57' 06" East, latitude 38 13' 30" North, 16 nautical miles North from the port of Corinth. Port facility name: DIA.VI.PE.THI. V. S.A., IMO LOCODE:GRTHP-0000 / FACILITY NAME: DIA.VI.PE.THI.V. S.A.

#### 2. Docks

There are four docks in the port, A, B, C, D having the following features:

**A dock:** depth 12.60m. and 200m. length.

**B dock:** depth 06.90m. and 150m. length.

**C dock:** depth 10.50 m. and 90 m. length.

**D dock: (ship support boats):** depth 05.90m. and 38m. length.

There are no restrictions related to the width and freeboard of vessels.

#### 3. Navigational charts

- Hellenic Hydrographic Service Map No. 232 Gulf of Corinth, Cape of Psaromyta up to Corinth Canal.
- British Admiralty BA 1600.

#### 4. Weather forecast

The latest weather forecast is obtainable via local coast guard authorities either through phone or VHF channel, 12 and 24 hours per day.

#### 5. Time Zone

GMT + 2 hours, GMT + 3 hours during summer period.

#### 6. Loadline: Summer zone

#### 7. Water density: 1,025



### 8. Low sulphur bunkers consumption

Vessel's must changeover to Low Sulphur Bunkers ,as soon as possible after arrival or berthing or anchoring (within about 2 hours) as per EU directive 2016/802 .

### 9. Pilotage

Pilotage is compulsory, pilot shall be arranged by the vessel's agent.

#### A. Pilot embarkation and disembarkation

Pilot ladders are to be in good condition and properly rigged. Pilot may refuse to board if the ladder is found to be defective or not rigged properly. The IMO Convention for Safety of Life at Sea (SOLAS Chapter V, Regulation 23) sets out the principal requirements for the rigging of pilot ladders. There is further detailed technical specification for pilot ladder in IMO Resolution A. 1045 (27).

**REQUIRED BOARDING ARRANGEMENTS FOR PILOT**  
In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION  
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org  
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

#### B. Pilot boarding position

At the East point (red light) of Fonias Island, between Fonias and Groboloura island position: Lat: 38 10 50 N Long: 22 58 50 E.

#### C. Suggested anchorage

Vathi Bay Lat.: 38 12 59 N Long.: 22 55 48 E. No pilot required for proceeding to the anchorage area. Vessel can anchor at the suggested position or southern from it.



## 10. Towing

Towing is compulsory for ships over 1000 G.R.T. Tugs are arranged by the ship's agent. Below table indicates the suggested number of tugs basis vessels' GRT.

GRT	Number of tugs	
1,000 – 10,000	arrival 1	departure 1
10,000 – 20,000	arrival 2	departure 1
20,000 and upwards	arrival 2	departure 2

- i. For vessel's with GRT between 10,000 and 20,000, equipped with bow thruster in working condition, berthing with one tug boat is possible on a weather permitting basis and provided that bow thruster has sufficient power.*
- ii. Number of necessary tugs may be modified depending on prevailing weather conditions, vessel's condition, vessel's and cargoes' particularities.*

## 11. Vessels' mooring / unmooring

Minimum staff required for mooring and unmooring depending on vessel's LOA.

Vessels LOA	Arrival	Departure
up to 150 m	2 persons	2 persons
From 150 m to 200 m	4 persons	4 persons

## 12. Working periods

- i. Monday to Friday from 07:00 to 15:00 and overtime 15:00-19:00.
- ii. No night operation.

## 13. Stevedore brake times

- i. First brake from 11:30 to 12:00.
- ii. Second brake from 15:00 to 15:30.



## 14. Port Equipment

The port is equipped with the following cargo handling means:

- a. Mobile crane GOTTWALD HMK 26069 40 T with a projection of 28 m.
- b. Mobile crane GOTTWALD HMK 28069, 52T with a projection of 42 μ.
- c. Movable crane on pillars PEINER KRAW VWA 1250 40T, with a projection of 24m., serving only dock A.
- d. Diesel forklift KONECRANES SMV45-1200B 40T, 1000mm X2.
- e. Diesel forklift VALMET TDC 42 38T
- f. Diesel forklift KALMAR DC 42-1200 33T, 1200mm.

## 15. Cargoes

In principle the cargoes which can be discharged or loaded at Thisvi port should be either raw materials or end products related to the companies which are operating in the industrial area of Thisvi.

## 16. Communications

- In case of emergency, cargo operations must be ceased immediately and the Port Captain office notified by telephone on (business) (+30) 6974400040.
- All vessels must have a copy of their fire/safety plan readily available at Main Deck P+S .
- Thisvi Coast Guard Department (+30) 2264 0 22466.
- Police (+30) 2268022244.
- Thiva Hospital (+30) 2262350100.
- Thiva Fire Department. (+30) 2262023775.
- Person in charge of the port of Thisvi Cpt.Vasileios Kastizas (+30) 6974400040.
- Foreman of the Port of Thisvi Mr.Michalis Christos (+30) 6974402090.