

Guidelines and Restrictions – IPOS/KEMIRA Port – Bulkhamnen/Bulk harbour

Purpose

To be used by pilots, port authorities, ship owners, charterers, cargo owners, ship agents or other stakeholders for guidance about limitations and restrictions in the IPOS/Kemira port.

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 deficiencies have been rectified.
- A vessel is considered *Dead ship* when the main propulsion is out of order.
- Pilotage of Dead ship vessels shall be carried out with two pilots onboard.
- All depths and drafts at ± 0 RH2000 (BSCD) – Reference RH2000 in ViVa.

Pilot boarding position

- For vessels coming from the north, the normal pilot boarding position is abeam the M3-buoy (alternatively 0,8 NM west-northwest of M1-buoy).
- For vessel coming from the south, the normal boarding position is 1,1 NM southeast of the M7-buoy.

Communication and Reports

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 80.
- 1 hour before arrival and departure, report to Helsingborg Port Control, Vhf ch. 11. Confirm ETA/ETD, deepest draft and current berth.
- Communication with pilot boat, Vhf ch. 80
- Communication with linesmen, Vhf ch. 11.
- Communication with tugboats, Vhf ch. 69 (08).
- Report, according to ALRS volume 6(2), shall be sent to Sound traffic (online, email or verbally, vhf ch. 73) before departure. Upon departure confirm that Sound traffic has received the report and confirm maximum draft.

Arrival/departure may, if communication with linesmen cannot be established, have to be postponed due to safety reasons until line of communication is established.

Linesmen

- Linesmen are compulsory for all vessels with loa equal to or more than 50 meters.
- Ships agent or Master of the vessel orders linesmen separately in advance.

Fairway information

Fairway to/from IPOS/KEMIRA – Bulkhamnen/Bulk harbour								
Distance from M1 (pilot) to turning basin	Distance from M3 (pilot) to turning basin	Distance from M7 (pilot) to turning basin	Distance from Ven/Råå anchorage to turning basin	Minimum fairway width in TSS	Minimum depth outside 15- and 12-meter curve	Minimum depth outside 10- and 5 meter curve	Minimum depth in the fairway	Minimum fairway width into the harbour
13,6 NM	9,0 NM	2,3 NM	4,4/2,1 NM	0,4 NM	16,5/12,5	10,5m – N/A	12,0	79 m
Remarks Ferries between Helsingborg and Helsingør cross the TSS regularly 24/7. Vessels inbound on a northerly course will normally have an easterly drift when the current is setting south and a westerly drift when the current is setting north. A small marina is located on the east side between the port and the south breakwater with occasional in- and outbound traffic.								

Anchorage and use of anchor inside port

- **Anchorage areas:**
 - Ven anchorage 0,5 NM north of island Ven. Holding ground: clay. Minimum depth: 27 meters.
 - Råå anchorage 1,4 NM south-southeast of Bulkhamnen. Holding ground: clay. Minimum depth: 14 meters. For vessels up to maximum 8,0 meters draft or < 180 meters only.
- **Unsuitable areas:**
 - In inshore traffic zone.
- **Prohibited areas:**
 - Anchoring is not allowed in separation scheme (TSS)
 - An area bounded by the eastern limitation line of the TSS between the E5 buoy and 1,1 NM south of the E7 buoy and a line approximately 0,2 NM east of and parallel to the eastern limitation line of the TSS.
 - A rectangle area with a northern line between W7-M7-E7 buoys and 0,9 NM southward.
 - When passing electrical cables between Sweden and Denmark (marked in the chart).
- **Use of anchor inside port:**
 - Prohibited to use anchor inside the port

Berth information and maximum dimensions

IPOS/KEMIRA -Bulkhamnen/Bulk harbour (Maximum dimensions in the harbour, loa 190 m, boa:32,5 m)								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
800-803	Bulk	009°/189°	219	190	32,5	10,5	9,8	Bollard 3-19
804	Chemicals	009°/189°	95,5	190	32,5	9,0	8,5	Bollard 19-27
805	Chemicals	009°/189°	47,5	190	32,5	9,0	8,1	Bollard 27-31
806	Chemicals	009°/189°	38,5	--	32,5	6,5	6,0	Bollard 31-34
810-811	Chemicals/ Bulk	343°/163°	81	110	32,5	6,9	6,4	Draft limitation: north dolphin
Explanatory notes The turning basin in the south part of the harbour has a diameter of approximately 220 meters.								

Tugboat information and requirements

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

- Tugboats are ordered by the Master of the vessel or the ships agent.
 - All tugboats used should be of ASD (Azimuth Stern Drive) or Tractor (Voith-Schneider) type – No conventional tugboats unless agreed with Swedish Maritime Administration (Malmö).
 - On arrival/departure with a tugboat there must be a minimum distance of 30 meters forward and aft of the vessel.
- **Escort tug requirements**
 - Normally Not Applicable
 - **Bollard pull/safe working load requirements – SWL (bollards and fairleads)**
 - No specific requirements but the vessel to have sufficient SWL for the current operation concerning weather and loading conditions.
 - **Local tugboat requirements**

Number of tugboats – Standard for Helsingborg pilotage area						
Loa (m)	Conventional No bow thruster Normal rudder Fixed propeller (FP)	Bow thruster Normal rudder Fixed propeller (FP)	Bow thruster Normal rudder Controlable Pitch Propeller (CPP)	Bow thruster Active rudder Controlable Pitch Propeller (CPP)	Bow thruster Active rudder stern thruster or Azipod	Bow thruster Two rudders Twin screw or two Azipods
<110	0	0	0	0	0	0
110- <130	1	0	0	0	0	0
130-250	2	1	1	0	0	0
Draught ≥9,5m	2	2	2	2	2	2
Explanatory notes						

Visibility restrictions

- In dense fog restrictions may apply. Decision by on-duty pilot after consultation with the Master of the vessel.

Daylight restrictions

- For vessels with a loa equal to or greater than 180 meters or a boa equal to or greater than 30 meters: no arrival or departure during dark hours.

Wind restrictions

- For vessels with a loa equal to or greater than 180 meters or a boa equal to or greater than 30 meters and in ballast condition: maximum wind 8-10 meters/second.
- For vessels with a loa less than 180 meters, restrictions may be in force – decision by on-duty pilot.

Wave and swell restrictions

- Normally not applicable, but in a combined assessment of wind and current, restrictions may apply. Decision by on-duty pilot after consultation with the Master of the vessel.

Current restrictions

- For vessels with a loa equal to or greater than 180 meters or a boa equal to or greater than 30 meters, weak current only (< 1 knot).
Source of information ViVa current at Knähaken and/or appreciated by on-duty pilot.

Two-man pilotage

- All vessels with a loa ≥ 150 meters.
- All movements of Dead ship vessels.

Ice restrictions

- Normally Not Applicable.

Other restrictions

- For vessels with a loa equal to or greater than 150 meters to be swung in the turning basin, the following applies:
 - Berth 800-801 shall be empty.
- For vessels with a loa equal to or greater than 180 meters or a boa greater than 30 meters the following applies:
 - Cranes placed midships, crane arms along the quay.
 - Loading/unloading facilities must not obstruct the leading lights.
- On arrival/departure without tugboats there must be a minimum distance of 15 meters forward and aft of vessel.