

## Guidelines and Restrictions – Port of Barsebäck

### 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 port of Barsebäck.

### 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  $\pm 0$  RH2000 (BSCD) – Reference RH2000 in ViVa.

### Pilot boarding position

- For vessel coming from the south pilot boarding position is abeam the Malmö Redd-buoy, in position N 55°38,64' E 012°56,9'
- For vessels coming from the north pilot boarding position is located west of the west cardinal buoy Vikhög, in position N 55°42,6'E 012° 53,7'.
- For vessels carrying radioactive wastes (INF-cargoes), the IMO resolution 138 (76) recommend pilot from M1-buoy, 55° 07,5'E 012° 30,0' (vessels coming from the north) and from Flintrännen SV, 55° 28,2'E 012° 43,0' (vessels coming from the south).

### Communication and Reports

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 82.
- Communication with pilot boat, Vhf ch. 82.
- Communication with linesmen, verbally from poopdeck and forecastle onboard.
- Communication with tugboats, Vhf ch. 08 (69).
- Report, according to ALRS volume 6 (2), shall be sent to Sound traffic (online, email or verbally, Vhf ch. 71) 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

- Ships agent or Master of the vessel orders linesmen separately in advance.

**Fairway information**

Fairway to/from Port of Barsebäck							
Port	Distance from pilot boarding position – Malmö Redd – to turning basin	Distance from pilot boarding position - Vikhög – to turning basin	Distance from M1 to pilot boarding position	Distance from Flintrännan SV to pilot boarding position	Distance from B, C anchorage Pilot boarding	Minimum depth in the fairway	Minimum width in fairway
Barsebäck	7 NM	2,5 NM	29 NM	13,5 NM	0,6/1,0 NM	5,8 m	85 m
Remarks							

**Anchorage and use of anchor inside port**

- **Anchorage areas:**
  - Anchorage area “B” in the bay of Lomma, approximately 3 NM northwest of Swede Harbour. Holding ground: Clay. Minimum depth: 11,9 meters. Recommended maximum draft: 9 meters.
  - Anchorage area “C”, west of anchorage “B”. Holding ground: Clay. Minimum depth: 13,5 meters. Recommended maximum draft: 9 meters.
- **Unsuitable areas:**
  - Outside designated anchorage areas.
- **Prohibited areas:**
  - Not Applicable.
- **Use of anchor inside port:**
  - No – emergency anchoring only

**Berth information and maximum dimensions**

Port of Barsebäck (Maximum dimensions in the harbour, loa 90 m, boa:20 m)								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
Barsebäck	RoRo/general cargo	282°/102°	105	90 (100*)	20	5,8	5,1	
<b>Explanatory notes</b> Good maneuvering capabilities. * M/V Sigrid has a permanent exemption for calls at Barsebäck.								

## 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).
  - Recommendations are applicable during normal weather conditions (wind 0-12 m/s)
  - Definition “tug” = ASD or Tractor (Voith-Schneider) type minimum 50 MT bollard pull.
  - PEC. Vessel specific recommendations apply, which are agreed with PEC-holder.
  - Active rudder meaning “Flap type” or “Fishtail type” (e.g. Becker or Schilling).
  - A standard rudder with high angle (e.g. 35-70°) **is not** considered as an active rudder.
  - The wind stated in the spreadsheet below is gust wind from reference: Barsebäck ViVa station (ViVa – Vind och Vatten – Sjöfartsverket (www.sjofartsverket.se))
  - The wind forecast is based on SMHI Bizmet “special forecast” which is forwarded to the pilots.
- **Escort tug requirements**
    - None
  - **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**
    - Tugboats are normally not used in Barsebäck.

Number of tugboats Barsebäck - General						
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 + FP or CPP or Azipod	Bow thruster Two rudders Twin screw or two Azipods
<99	1	0	0	0	0	0
Explanatory notes						

### Visibility restrictions

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- Good visibility, minimum 2 NM – the leading lights must be visible.

### Daylight restrictions

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- Yes - daylight only.

### Wind restrictions

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- Gusts of wind – maximum 8 m/s on ViVa.

### Wave and swell restrictions

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- No restrictions.

### Current restrictions

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- No restrictions.

### Two-man pilotage

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- Normally Not Applicable.

### Ice restrictions

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- Normally Not Applicable.

### Other restrictions

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- Good maneuvering capabilities.