

Guidelines and Restrictions – Port of Ystad

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 Ystad.

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

- Pilot boarding position is in position N 055° 23,5' E 013° 47,6' approximately 1,1 NM SSW of the first pair of buoys in the fairway.

Communication and Reports

- 2 hours before arrival report to Pilot Dispatch Center, Vhf ch. 82.
- General call, Vhf ch. 16 and ch. 10, 30 minutes before entering the fairway and the same obligation to report applies before a vessel leaves the quay.
- Communication with Pilot Dispatch Center and pilot boat on vhf ch. 82.
- Communication with linesmen, Vhf ch. 10.
- Communication with tugboats on Vhf ch. 08 (69).

Arrival/departure may, if communication with linesmen and/or Harbour Master 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 Ystad			
Port	Distance from pilot boarding position to berth	Minimum width in fairway	Minimum depth in fairway
Outer harbour	2 NM	140 m	9,5 m
Inner harbour	2,3 NM	140 m	9,5 m
Remarks			

Anchorage and use of anchor inside port

- **Anchorage areas:**
 - Anchorage area 2,2 NM southwest of the first pair of buoys in the fairway, position N 55° 23,0' E 013°45,5'. Maximum recommended draught is 7 meters. Holding ground: Sand and gravel.
- **Unsuitable areas:**
 - Not Applicable.
- **Prohibited areas:**
 - Not Applicable.
- **Use of anchor inside port:**
 - No limitations.

Berth information and maximum dimensions

Ystad Inner Port								
Depth and Draught +/-0 RH 2000 (BSCD) (Ref. RH 2000 in ViVa)								
Note! All data of lengths are in meters. Max LOA is 170 meters and max beam is 30 meters.								
Tugboat guidelines in separate chart below								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
1	RoRo	080°/260°	200	170	30	7,2	6,7	
3	RoRo	086°/266°	205	170	30	7,2	6,7	
4	RoRo	052°/232°	155		30	7,2	6,7	
5	RoRo	052°/232°	110		30	7,2	6,7	
Revhuskajen/ 6	Bulk/ RoRo	086°/266°	355	170	30	7,2	6,7	
Norra kajen	Dry cargo	060°/240°	140	*	*	7,2	6,7	After agreement with Swedish Maritime Administration (Malmö)
Packhuskajen	Dry cargo	111°/291°	105	*	*	7,2	6,7	
Västra kajen	Dry cargo	142°/322°	230	*	*	7,2	6,7	
Explanatory notes								

Ystad Outer Port Depth and Draught +/-0 RH 2000 (BSCD) (Ref. RH 2000 in ViVa) Note! All data of lengths are in meters. Max LOA is 240 meters and max beam is 36 meters. Tugboat guidelines in separate chart below								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
7	RoRo	071°/251°	250	240	36	8,8	8,2*	*Maximum vessel size and draught only applicable for outer RoRo basin.
8	RoRo	071°/251°	250	240	36	8,8	8,2*	*Maximum vessel size and draught only applicable for outer RoRo basin.
Explanatory notes								

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 the 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: Trelleborg’s hamn.
 - Wind information from Trelleborg’s Port’s web site.
 - The wind forecast is based on SMHI Bizmet “special forecast” which is forwarded to the pilots.
 - Regular ferries are excluded from the tugboat requirements.
- **Escort tug requirements**
 - Normally Not Applicable.
 - **Bollard pull/safe working load requirements – SWL (bollards and fairleads)**
 - No specific requirements, but vessel to have sufficient SWL for the current operation concerning weather and loading conditions.

- **Local tugboat requirements**

Number of tugboats Cruise ships Ystad		
Loa (m)	Bow thruster + twin screw + two rudders or Bow thruster + Azipod	Bow thruster + twin screw + two rudders or Bow thruster + Azipod
	Wind < 12 m/s	Wind > 12 m/s
<200	0	0
200-240	0	1
Remarks		

Number of tugboats Ystad 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 or Azipod	Bow thruster Two rudders Twin screw or two Azipods
<99	1	0	0	0	0	0
100-<150	2	1	0	0	0	0
150-170	2	1	1	0	0	0
170-<200	2	2	2	1	1	0
200-225	3	2	2	2	1	1
Remarks						

Visibility restrictions

- No general visibility restrictions, but during restricted visibility, the radar image shall be in good working condition – decision by on-duty pilot.

Daylight restrictions

- No restrictions.

Wind restrictions

- No restrictions.

Wave and swell restrictions

- No restrictions.

Current restrictions

- No restrictions.

Two-man pilotage

- All movements of Dead ship vessels.

Ice restrictions

- Normally Not Applicable

Other restrictions

- Vessel should always proceed in the fairway.