SWEDISH MARITIME ADMINISTRATION

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Guidelines and Restrictions Ports of Falkenberg

Purpose

Guidance on restrictions and limitations to assist and inform all concerned parties involved to enable safety of vessels, facilities, environment.

General information

- The master and the ship's agent are required to report any defects on the vessel to all parties concerned, including the pilot, well in advance of arrival or departure.
- Port do not have VHF assisted Port Control or VTS.
- Pilot shall primarily be ordered by Master & agent using MSW Reportal.
- Pilot Request VHF ch18, Phone: +46 (0)771 - 630 68, southcoastpilot@sjofartsverket.se,
- Preliminary ETA 24h, Confirm 5h & 1h before ETA pilotstation.
- All depths and drafts at ± 0 RH2000 (BSCD) (Reference RH2000 in ViVa).

Pilot boarding position

- By fairway buoy, See Chart. or as Pilot advise / weather permit.

Communication and Reports

- *See ADMIRALTY List of Radio Signals Volume 6 (NP286)*
- Falkenberg pilots, and ship to ship communication VHF ch18
- Tugboats & linesmen VHF work ch12
- Dockyard VHF work ch6

Linesmen

- Compulsory when Pilot onboard.
- Compulsory for arrival at all berths.
- Compulsory departing CDM “C”.
- In general compulsory within shipyard “V1-V2” and to/from layby berth, exemptions by shipyard on request by Master / agent.
- Dockyard crew handles all lines within drydock 1&2.
- Ordered by Master & agent well in advance.

Fairway information Falkenberg

Fairway to/from Port of Falkenberg						
	Depth	Max Draught	Max LOA	Max Beam	Turning area Diameter	
Fairway buoy-Lighthouse	7,1m	NIL	NIL	NIL	N/A	
Lighthouse- Magasinkajen SW corner	6,6m	5,9m	145m	25m	N/A	
Magasinkajen "B1-3" – Drydock 2	5,8m	5,1m	145m	25m	N/A	
Drydock 2 – Lantmännen "D1-2"	5,8m	5,1m	125m	25m	N/A	
Inner turning area	5,7m	5,0m	125m	25m	145m	
Outer Turning area	7,0m	6,2m	145m	25m	165m	
Remarks: Fairway between L-lights: 50m wide.						

Anchorage and use of anchor inside port

- **Anchorage areas**: 1,6 nm SW Fairway buoy "NR F", see chart.
- **Prohibited areas**: N/A.
- **Use of anchor inside port**: Cables (2), Pipeline (1) see chart.
  - Vessel must always have anchors ready for use.

Berth information and maximum dimensions

Falkenberg									
Berth	Cargo	Depth	Max Draught	Length	Max Loa	Direction	Bollard distance	Bollard #	Remarks
"A1" RORO	Bulk/GC	6,3m	5,8m	57m*	145m	032°/212°	20	1-5	Inc. Dolphin 140m*
"B1" Magasinkajen	Bulk/GC	6,4m	5,9m	131m	145m	060°/240°	13	6-13	
"B2" Magasinkajen	Bulk/GC	6,0m	5,5m	75m		060°/240°	13	13-19	
"B3" Magasinkjajen	Bulk/GC	6,2m	5,7m	95m		060°/240°	13	19-27	
"C" CDM	Bulk/Petro	5,8m	5,3m	30m*	145m	060°/212°	30	28-34	Inc. Dolphin 140m*
"D1" Femmans Brygga	Molasses	6,2m	5,0m	70m*	125m	032°/212°	15	35-39	Inc. Dolphin 70m*
"D1-2" Lantmännen	Bulk/GC	6,2m	5,0m	150m	125m	032°/212°	15	40-52	
"E" Kivoli	Lay-by	3,3m	2,8m	54m	NIL	032°/212°	NIL	Rings	
"F1" Nya kajen	Lay-by	3,3m	2,8m	140m	125m	032°/212°	15	55-62	
"F2" Coastguard	Lay-by	3,1m	2,6m	38m	NIL	032°/212°	NIL	63-64	
"F3-F4"Frikajen	Lay-by	3,1m	2,6m	68m	NIL	032°/212°	NIL	Rings	
Falkenberg Shipyard									
"V1" Equipment quay 1	N/A	5,4m	4,9m	110m	NIL	028°/208°	Shipyard crane height above water 28m		
"V2" Equipment quay 2	N/A	5,0m	4,5m	100m	NIL	046°/226°			
Drydock 1	Vessel max. dimensions 120mx19m Capacity 4500MT Inner with 20,0m								
Drydock 2	Vessel max. dimensions 155mx24m Capacity 7500MT Inner with 27,2m								

Tugboat information and requirements

The following are general Falkenberg-guidelines based on average wind force up 12m/s:

- Master or agent order tug as per these stated requirements and, or as per Pilot advice and Master agreement during significant weather, deficiencies or other special circumstances.

- **Escort tug requirements**

- N/A

- **Bollard pull/Safe working load requirements - SWL (bollards and fairleads)**

- Assessment by Pilot & Master as well as Tugboat Captain if any abnormalities.

- **Local tugboat requirements**

- *"A"= ASD/Tractor, "C"= Conventional ("A" type tug preferable to "C" type)*
- NUC vessel require two tugs – assessment by Pilot.

Number of tugboats – Standard for Falkenberg.						
Loa (m)	**Conventional No bow thruster Normal rudder Fixed propeller (FPP)**	**Bow thruster**	**Bow thruster + Controllable Pitch Propeller (CPP) + Normal rudder**	**Bow thruster + CPP + Active rudder**	**Bow thruster + stern thruster or single azipod**	**Bow thruster + twin screw + two rudders or twin azipods**
Outer turning area						
125m – 145m	"A"+"C"	"A"	"A"	-	-	-
Inner turning area						
115m – 125m	"A"	-	-	-	-	-

Visibility restrictions

- Visibility less or equal to 0,5nm require assessment by pilot taking special considerations to vessel steering and radar capability.

Daylight restrictions

- NIL

Wind restrictions

- Vessel advised not to enter when wind force of more or equal to 15m/s onshore prevails.
- Vessel at CDM "C" berth during wind force more than 12m/s req. special assessment by Falkenberg Terminal.

Wave and swell restrictions

- Entrance exposed to waves & swell accelerated by outbound river current when significant weather prevails, needs assessment and advise by pilot.

Current restrictions

- Advise for safe berthing in river considering good seamanship; berth port side alongside bow against current, enables use of anchor any given situation.
- Caution, drift due to current settings N or S until pierheads common, accelerated by weather.

Two man pilotage

- Vessel length or beam more than 130m/23m.
- N.U.C (Not Under Command))

Ice restrictions

- Due to limited number of pilot boats with ice class capacity delayed pilotage to be expected.

Other restrictions

- Always minimum 30m of clear fairway available of full depth, required for arriving/departing or shifting vessels.
- CDM -Berth exemption to maximum 5,6m draft by consulting Master & owners.