SWEDISH MARITIME ADMINISTRATION

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Guidelines and Restrictions Port of Halmstad

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.
- Ports do not have VHF assisted Port Control or VTS.
- Pilot shall primarily be ordered by using MSW Reportal.
- Pilot Request Phone: VHF ch18, +46 (0)771 - 630 68 southcoastpilot@sjofartsverket.se
- Preliminary ETA 24h, Confirm 5h & 1h before ETA pilot station.
- 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)*
- Halmstad pilots, and ship to ship communication VHF ch18
- Tugboats & linesmen VHF work ch12

Linesmen

- **Halmstad** Compulsory for vessels more than 65m length.

Fairway information Halmstad

Fairway to/from Port of Halmstad						
	Depth	**Max Draught**	**Max LOA**	**Max Beam**	**Turning area Diameter**	
Fairway to Lighthouse	10,4m	See berth	229m	32,5m	270m	
Inner pierhead to turning area	9,9m	See berth	200m	32,5m	N/A	
Turning Area Kattegat	8,9 m	8,2 m	200m	32,5m	270m	
River Nissan	7,6m	6,9 m	125m	20,0m	150m	
Remarks: **Fairway between leading lights: 125m wide** **See restrictions.**						

Anchorage and use of anchor inside port

- **Anchorage areas**: 1,5nm SW Fairway buoy “NR H”, see chart.
- **Prohibited areas**: Military practice area, see chart.
- **Use of anchor inside port**: Cable, Nissan River upstream part, see chart.
  - Vessel must always have anchors ready for use.

Berth information and maximum dimensions

Halmstad								
Berth	**Cargo**	**Depth**	**Max Draught**	**Length**	**Max Loa**	**Direction**	**Bollard distance**	**Remarks**
Nissan Upper	Bulk/GC	7,7m	6,9m	750m	125m	024°/204°	15m	
Nissan Lower	Bulk/GC	7,7m	6,9m			030°/210°		
200-219	Bulk/GC	8,2m	7,7m	550m	200m	037°/217°	15m	
219-234	Bulk/GC	8,6m	8,1m					
Between 200/300	Lay-by	6,0m	5,5m	90m	NIL	127°/307°	13m	
300-316	Bulk/GC	8,6m	8,1m	220m	200m	032°/212°	15m	
400 (oil jetty)	Petroleum	8,7m	8,2m	70m	160m	048°/228°	20m	
501-512	Cont./Roro	8,2m	7,7m	320m	200m	045°/225°	15m	
512-524	Cont./Roro	8,2m	7,7m					
600-609	Cont./Roro	8,9m	8,4m	310m	200m	089°/269°	15m	
609-620	Container	9,4m	8,9m			NIL	20m	
700	Cement	9,9m	9,4m	50m	NIL	087°/267°	25m	
800	Bulk/GC	10,0m	9,3m	200m	229m	113°/293°	20m	
Remarks: See restrictions.								

Tugboat information and requirements Port of Halmstad

The following are general Halmstad-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.
- Second vessel more than 160m/26m entering 200/300 basin, needs special assessment by Pilot.
- If berth 200&400 (Oil jetty) opposite occupied by vessels, needs special assessment by Pilot.
- One or two tugs may be of conventional type when average wind force up to 6m/s & gust 10m/s

- **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)
Exemption on departure by consulting Pilot/CLO

Number of tugboats – Standard for Halmstad.						
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**
To Berths 200 - 300						
120m – 140m	"C"	-	-	-	-	-
140m - 160m	"A"+"C"	"A"	"C"	-	-	-
160m – 200m	"A"+"A"	"A"+"A"	"A"+"C"	"A"	"A"	"A"
To Berths 400 - 700						
120m – 140 m	"C"	-	-	-	-	-
140m – 160m	"A"+"C"	"A"	"C"	-	-	-
160m - 200m	"A"+"A"	"A"+"A"	"A"+"C"	"A"	"A"	"A"
To Berths 800						
120m – 140m	"C"	-	-	-	-	-
140m – 160m	"A"+"C"	"A"	-	-	-	-
160m – 200m	"A"+"A"	"A"+"A"	"A"	"A"	"A"	"A"
200m – 275m	"A"+"A"+"C"	"A"+"A"	"A"+"C"	"A"+"C"	"A"+"C"	"A"+"C"
To Berths River Nissan						
100m – 125m	"C"	-	-	-	-	-

Visibility restrictions

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

Daylight restrictions

- Vessel more than 200m operates only in daylight.

Wind restrictions

- Average wind force more/equal to 15m/s onshore require special assessment by pilot.
- **Berth 700;**
  When wind is off berth, recommended to use anchor or tug for safe birthing.

Wave and swell restrictions

- **Outer pierhead turning area;**
  Exposed to waves & swell when significant weather prevails, affects vessel/tug handling, needs assessment by pilot.

Current restrictions

- **Nissan river**;
  Current varies and affects accordingly vessel handling in river and within vicinity of river mouth.
- **River berth in Nissan**;
  Advise for safe berthing in river considering good seamanship; berth starboard side alongside bow against current, enables use of anchor any given situation.

Two man pilotage

- Vessel length/beam more than 180m/28m require two pilots.
- Vessel berthing/unberthing 200 & 300 & 400 with length/beam more than 160m/26m will require two pilots.
- N.U.C Vessel (Not Under Command)

Ice restrictions

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

Other restrictions

- NIL.