SWEDISH MARITIME ADMINISTRATION

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Guidelines and Restrictions Ports of Varberg & Videberg (Ringhals).

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.
- Port of Videberg (Ringhals) same as Pilot boarding Varberg.

Communication and Reports

- *See ADMIRALTY List of Radio Signals Volume 6 (NP286)*
- Varberg pilots, and ship to ship communication VHF ch82.
- Tugboat & Linesmen - VHF work ch 12.

Linesmen

- **Varberg** Compulsory for vessels more than 65m length.
- **Videberg/Ringhals** Compulsory

Fairway information Varberg

Fairway to/from Port of Varberg						
	Depth	**Max Draught**	**Max LOA**	**Max Beam**	**Turning area Diameter**	
Fairway to Fare harbour	10,1m	9,4m	215m	33m	N/A	
Fare – inner harbour	7,8m	7,1m	160m	25m	N/A	**Inner harbour widest part: 185m**
Fare turning area	9,3m	8,6m	215m	33m	320m	
Remarks: **Fairway between leading lights: 100m wide.**						

Anchorage and use of anchor inside port

- **Anchorage areas**: 1,5nm SW Fairway buoy "NR V", see chart.
- **Prohibited areas**: NIL.
- **Use of anchor inside port**: No restrictions.
  - Vessel must always have anchors ready for use.

Berth information and maximum dimensions

Varberg									
Berth	**Cargo**	**Depth**	**Max Draught**	**Length**	**Max Loa**	**Direction**	**Bollard dist.**	**Bollard#**	**Remarks**
Fare berth North "P"	Wood/ GC/ Cont.	9,4m	8,9m[1]	246m	215m	014°/ 194°	15m	11-28	North of bollard #11. Berthing of Pannmax size req. 245m clearance. [1]Provided vessel is berthed port side alongside.
Fare berth South "P"	Wood/ GC/ Cont.	10,1m	9,6m[2]	165m*	160m	014°/ 194°	15m	1-11	South of bollard #11 *Length including dolphin. [2]Provided vessel is berthed port side alongside.
Skogen berth	Wood prod.	10,9m	9,4m	325m	200m	109°/ 289°	13-16m	29-50	
Astrid berth	Wood prod.	10,8m	9,4m	140m	125m	019°/ 199°	12-16m	51-59	
(N) Inner harbour "L"	Wood prod.	7,6m	7,1m	420m	160m	008°/ 188°	13m		*North most part clearance towards RoRo see remark; berthing at Gyproc.
(S) Inner harbour "K"	Wood/ Bulk	7,6m	7,1m		160m	008°/ 188°	13m		
Gyproc "N"	Cement	7,7m	7,1m	113m	135m	098°/ 278°	13m		*Vessel more than 90m Req. 30m clearance towards RoRo ramp.
Remarks									

Fairway information Videberg (Ringhals)

Fairway to/from Port of Videberg (Ringhals)						
	Depth	**Max Draught**	**Max LOA**	**Max Beam**	**Turning area Diameter**	
Fairway to Krogstadspiont	13m – 9m	N/A	N/A	N/A	N/A	
Krogstads point to Berth	6,0m	5,1m	100m	20m	150m	
Remarks: **Fairway between leading lights: 60m**						

Anchorage and use of anchor inside port of Videberg

- **Anchorage areas**: No dedicated area, Master assessment / Pilot advice.
- **Prohibited areas**: Harbour / Terminal closed for all unauthorised vessels.
- **Use of anchor inside port**: No restrictions.

Berth information and maximum dimensions

Videberg (Ringhals)								
Berth	**Cargo**	**Depth**	**Max Draught**	**Length**	**Max Loa**	**Direction**	**Bollard distance**	**Remarks**
Powerplant terminal	RORO	6,0m	5,1m	100m	100m	0147°/327°	NIL	
Remarks								

Tugboat information and requirements

The following are general Varberg-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 circumstances.
- Port of Videberg (Ringhals) as per Pilot assessment and advise.

- **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 Varberg.						
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**
Fare Harbour:						
120m – 140m	"C"	-	-	-	-	-
140m - 160m	"A"+"C"	"A"	-	-	-	-
160m – 215m	"A" + "A"	"A" + "A"	"A"	"A"	"A"	"A"
Inner Harbour:						
120m – 140 m	"C"	-	-	-	-	-
140m – 160m	"A"+"C"	"A"	"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

- N/A

Wind restrictions

- Significant weather causing strong drift due vessels wind area require special assessment by pilot.

Wave and swell restrictions

- As per Pilot assessment.

Current restrictions

- Drift due to variable currents setting E or W -direction commonly occur in fairway. (Port of Videberg approach N or S -currents).

Two man pilotage

- Vessel length/beam more than 180m/28m 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

- See remarks on "Berth information".