



BLU-code

Code of Practice for the Safe Loading and Unloading of Bulk Carriers

PORT INFORMATION BOOKS

1. Location of the port and the terminal

Port of Luleå, VICTORIA HARBOUR, (65° 32'.8 N 22° 15'.5 E)
SELLA, 0410

2. Port administration

Port authority, Port of Luleå, Strömörvägen 9, SE-970 37 LULEÅ
E-mail: hamn@lulea.se
www.portlulea.com

3. Radiocommunication and frequencies

VTS-Luleå VHF channel 14

4. Arrival information requirements

At least 24 hours before the port visit:

Notification in advance for merchant shipping in accordance with Schengen and the rules and regulation concerning maritime security.

E-mail: sweden24@coastguard.se

Port visit, Dangerous Goods declaration and Waste reports. (All according to directive no 2002/59/ EG, 2000/59/EG and 2002/84/ EG). It has to be sent to the FRS-system. FRS is the Swedish part of SafeSeaNet (SSN)

5. Port health, immigration, quarantine and customs regulations and procedures

Crew list, ships store list and crew effect declaration.

6. Relevant charts and nautical publications

Swedish chart no 414, 4101. Baltic pilot vol III.

7. Pilotage requirements

Pilot meets at N Farstugrunden lighthouse, 18 nm SE the terminal. Pilots must be ordered 5 hours before arrival at Farstugrunden lighthouse.



8. Towage and tug assistance

Vessels > 45 000 DWT requires three tugboats at arrival and two at the departure. The tugboats meet 2 – 3 nm before berthing. The tugboats lines will be used; the bollard pull is between 40-60 t.

9. Berthing and anchorage facilities

Anchoring 2 nm N Farstugrunden lighthouse. Anchoring can also be possible at SE Larsgrundet lighthouse, only with pilot on board.

The quay length of the Victoria harbour is 780 m. The eastern part, about 260 m, is used for discharging of coal. Berthing, with starboard side to quay.

The water depth at the quay is 12.2 m MW.

10. Port emergency procedures

Contact VTS-LULEÅ VHF Channel 14. Telephone number for ambulance, fire and police is; **112**.

11. Significant weather features

Wind restriction for arrival/departure.	Max wind speed at arrival/departure
Vessel, unloaded > length 200m or berth >30m	10 m/s
Vessel, loaded > length 200m or berth >30m	15 m/s
Vessel, loaded > length 260m or berth >33m	<10 m/s

12. Availability of fresh water

Freshwater is supplied from the quay and ordered by the ships agent.

13. The maximum size of ship the port can accept

The largest ship that has called the port is Marshall Gorgorov 116.300 DWT 260/39 m. The ship was part loaded. Vessels larger than a PANMAX-vessel can only call the harbour after special permission from the pilot authority.



14. Maximum permissible draught and minimum depth of water in navigation channels.

The depth in the fairway is 11.9 m MW.

	Max draught MW
Vessel < length 200m and breath < 30 m	10.90 m
Vessel > length 200m or breath > 30 m	10.90 m two pilots, only daylight.
Vessel > length 260m or breath > 33 m pilots.	11.00 m after special permission, two pilots.

Mean sea water level, MW, varies up and down due to the wind and air pressure, we cannot guarantee the water level a specific day.

After the discharge is completed the ship must turn around before it leaves the terminal, the draft in forward must be less then 7.10 m MW.

15. Water density at the port

Density 1.0 = freshwater

16. Maximum permissible air draught

No restrictions in the entrance to the port. During the discharging the maximum distance between the mean sea water level and top of cargo hatch cover or coamings will be 19.0 m. The height of the gantry crane is 30 m.

17. Requirements for ship's draught and trim for navigation in the waterways

Draught see # 14

18. Tidal and current information, as it affect ship movements

No tide, out current max 2 knot.

19. Restrictions or conditions on the discharge of ballast water

The ship is not allowed to pump the ballast water on the quay and the cranes.
No special rules.

20. Statutory requirements regarding loading and cargo declaration

Chapter VI in 1974 years SOLAS-convention.



21. Information on waste reception facilities in the port

All ships pay a Waste fee of 0.30 SEK / GT. At least 24 hours before the port visit a waste report has to be sent to the FRS-system. FRS is the Swedish part of SafeSeaNet (SSN)
See port info 4.

INFORMATION VICTORIA HARBOUR

1. Details of terminal contact personnel

VICTORIA HARBOUR

Port representative: Gunnar Dyverfeldt

Strömörvägen 9 SE 974 37 LULEÅ

Tel +46(0)920 454017

2. Technical data on the berths and loading or unloading equipment

The length of the quay in the Victoria harbour is 780 m, the eastern part, about 250 m, is used for discharging of coal. Berthing with the starboard of the shipside to quay. The quay is 3.0 m above the mean water level, MW. There are cord cap fenders ϕ 0.6 m, the whole length.

Coal is discharged with a 25 t MAN gantry crane and a 17-m³ grab, outreach from fender is 29 m. Some times even a luffing crane with 12-m³ grabs are used. The cranes discharges to a hopper and via conveyer belts, 2 x 850 t capacity to the stockyard.

3. Depth of water at the berth

The depth is 12.2 m at MW.

4. Water density at the berth

Density 1.00 = freshwater

5. The minimum and maximum size of ship that the terminal's facilities are designed to accept, including the minimum clearance between deck obstructions

Largest vessel, LOA 265 m BEAM 39 m see port information 13.

The distance between "the legs of the crane" to the shipside is 1.45 m. There is no minimum size of ships.

6. Mooring arrangements and attendance of mooring lines



There are 50-ton bollards each 16 m along the quay. The ship is responsible for attending the mooring lines.

7. Loading or unloading rates and equipment clearances

Free digging capacity is about 1.200 t/h for the gantry crane. The luffing cranes about 600 t/h. The average capacity for a PANMAX-ship is 6-800 t/h.

8. Loading or unloading procedures and communications

The stevedoring foreman in charge visits the ship before the discharging starts and brings the safety rules and makes an agreement about the discharging sequence. Wheel loader will be used on different levels in the holds if the coal is difficult to discharge and if it is cold weather.

9. Cargo weight determinations by weightmeter and draught survey

The ship can get information about discharge cargo weight by the terminals weight meter from the foreman in charge. Normally there is no draught survey.

10. Conditions for acceptance of combination carriers

The terminal can accept combination carriers but the port do not have facilities to receive dirty ballast water.

11. Access to and from ships and berths or jetties

The ship's crew have full access to the berth, but they must be very careful when passing under a working crane. TAXI picks up and leaves passengers at a meeting point, "Angöring Taxi" close to the office building. Due to the ISPS-code taxis can drive to the ships gangway only after special permission from the PFSO. All visitors to the ship and crew list have to be announced to the ships agent for the gate. All personnel working in the harbour have special identity cards.

12. Terminal emergency procedures

Contact the port security in duty, phone + 46 (0) 70 325 1287, or VTS-LULEÅ. VHF Channel 14.

Telephone number for ambulance, fire and police is; **112**.

13. Damage and indemnity arrangements

If damage occurs to the ship's structure or equipment during loading or unloading, it has to be reported by the terminal representative to the master and, if necessary, repaired.



If the ship finds any damage during the discharging operation a damage report has to be sent to the terminal operator immediately.

14. Landing location of accommodation ladder

The distance between the shipside and the crane is only 1.45 m. If the accommodation ladder is wider a special fender must be arranged between the ship and quay after the mooring is finished.

It is not allowed to place the accommodation ladder on the quayside closer than 0.8 m to the crane rail.

If the accommodation ladder is close to the stern the stevedoring foremen in charge can give a special permission to turn the ladder into the quay. The ships crew is responsible for the accommodation ladder and to watch the height of the accommodation ladder and to set up a security net underneath the ladder.

15. Information on waste reception facilities in the terminal

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Extreme cold weather information

Hatch cover has to be in a god condition so the ship can close them when no goods are handled in the hold.