

# DEEP SEA PILOTAGE & ICE PILOTAGE

*Not for navigation*

We provide deep sea pilotage from all Swedish ports and transit pilotage in the Baltic Sea area. We also provide deep sea ice pilots.

Calculate price at our website and order pilot 24h in advance by e-mail or telephone.

## South Coast Pilot

Phone: +46(0) -771 - 63 06 80

E-mail: [southcoastpilot@sjofartsverket.se](mailto:southcoastpilot@sjofartsverket.se)

Web: [www.sjofartsverket.se/en/deep-sea-pilots](http://www.sjofartsverket.se/en/deep-sea-pilots)

SMA web



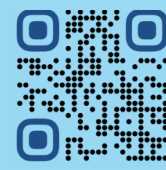
Scan me

SMA mail



Scan me

Baltice.org



Scan me

Terms & cond.



Scan me

All Swedish deep sea pilots are certified red card pilots who have completed the IMO-based training program following resolution A.1081 and BPAC recommendations ([www.balticpilotage.org](http://www.balticpilotage.org)). All Swedish deep sea ice pilots are red card pilots who have completed additional training in close cooperation with the Swedish ice breaking service.



Date: \_\_\_\_\_

Name of pilot: \_\_\_\_\_

Red Card No: \_\_\_\_\_

Name of pilot: \_\_\_\_\_

Red Card No: \_\_\_\_\_

**Check before boarding**

- |  |   |
|--|---|
| <input type="checkbox"/> Required charts for passage         | <input type="checkbox"/> <i>Send UFS-45 to customer*</i>      |
| <input type="checkbox"/> Electronic charts update            | <input type="checkbox"/> <i>Ice report printout*</i>          |
| <input type="checkbox"/> Electronic route / Excel printout   | <input type="checkbox"/> <i>Printout of ice restrictions*</i> |
| <input type="checkbox"/> Check intranet deep sea             | <input type="checkbox"/> <i>IBnet check*</i>                  |
| <input type="checkbox"/> Navigational (Navtex, NtM) warnings | <input type="checkbox"/> <i>Contact OPC/Icebreakers*</i>      |
| <input type="checkbox"/> Weather forecast printout           | <input type="checkbox"/> <i>Update of satellite charts*</i>   |
| <input type="checkbox"/> Current forecast printout           |   |

**Onboard information**

Ship's name: \_\_\_\_\_

LOA: \_\_\_\_\_ m Beam: \_\_\_\_\_ m

Call sign: \_\_\_\_\_

D<sub>aft</sub>: \_\_\_\_\_ m D<sub>fwd</sub>: \_\_\_\_\_ m

Imo №: \_\_\_\_\_

Air<sub>dft</sub>: \_\_\_\_\_ m

MMSI №: \_\_\_\_\_

UIWL\*<sub>fwd</sub>: \_\_\_\_\_ m UIWL\*<sub>aft</sub>: \_\_\_\_\_ m

Dead weight: \_\_\_\_\_ MT

LIWL\*<sub>fwd</sub>: \_\_\_\_\_ m LIWL\*<sub>aft</sub>: \_\_\_\_\_ m

Gross ton: \_\_\_\_\_

Sea speed: \_\_\_\_\_ kt Man. speed: \_\_\_\_\_ kt

Ice class\*: \_\_\_\_\_

Time from sea speed to man. speed: \_\_\_\_\_ min

Cargo: \_\_\_\_\_

Defects or deficiencies: Yes  No

Quantity: \_\_\_\_\_ MT

If yes, what kind: \_\_\_\_\_

Bunker: \_\_\_\_\_

Quantity: \_\_\_\_\_ MT

Dangerous cargo: Yes  No

If yes, what kind: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

№ of persons onboard, incl. Master: \_\_\_\_\_

DP name: \_\_\_\_\_

DP phone: \_\_\_\_\_

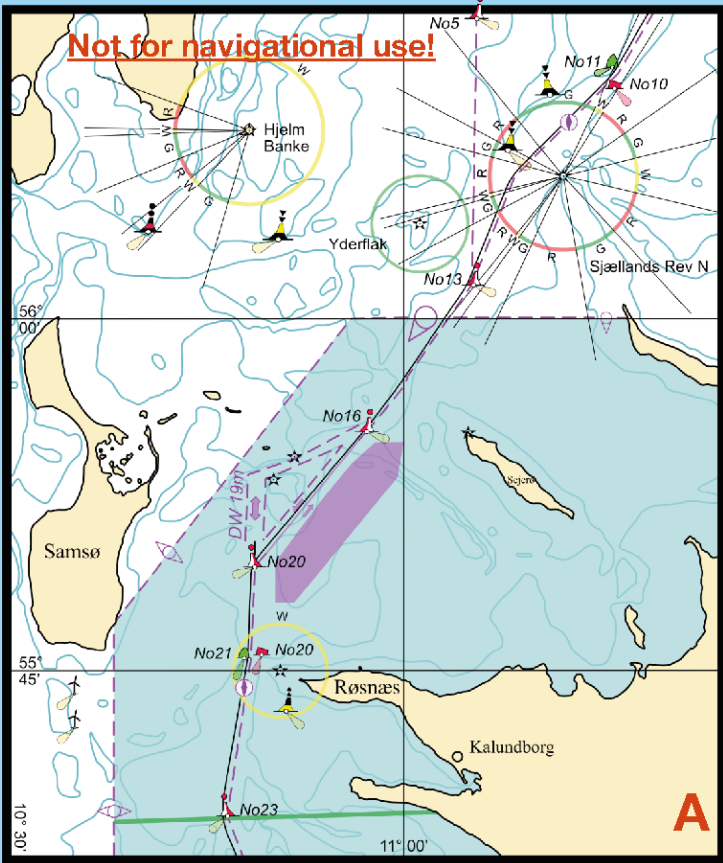
Additional info: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

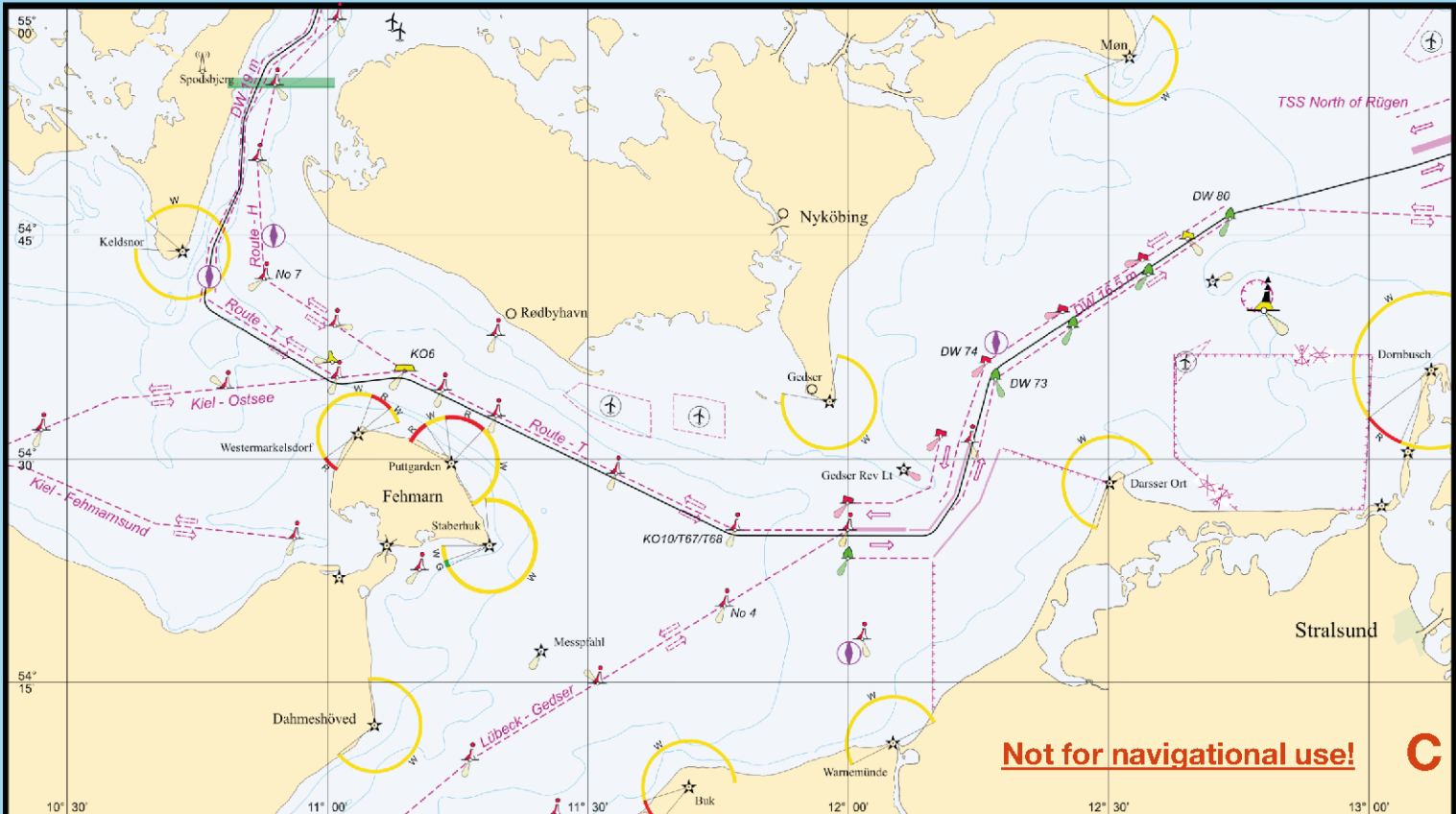
\*Check points in italic are related to deep sea ice pilotage.



**Note!**

Bridge team must constantly follow up that the vessel is proceeding according to plan and immediately inform the pilot if any uncertainty appears.

**If any doubts arises - please challenge your pilot directly!**



For further information regarding reporting during ice season please refer to SMA publication "Winter navigation" which can be found here:

Winter navigation

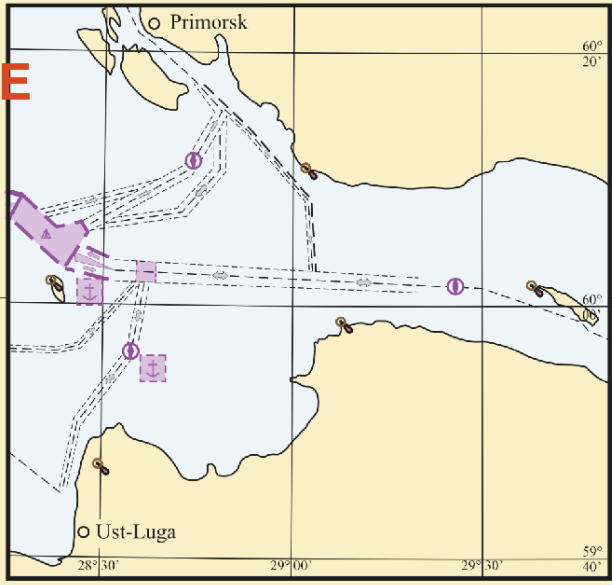
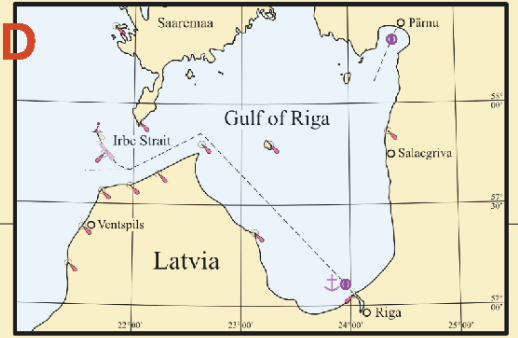


Scan me

**Not for navigational use!**

During ice season call Bothnia VTS 20M from Nordvalen Lt VHF ch 67

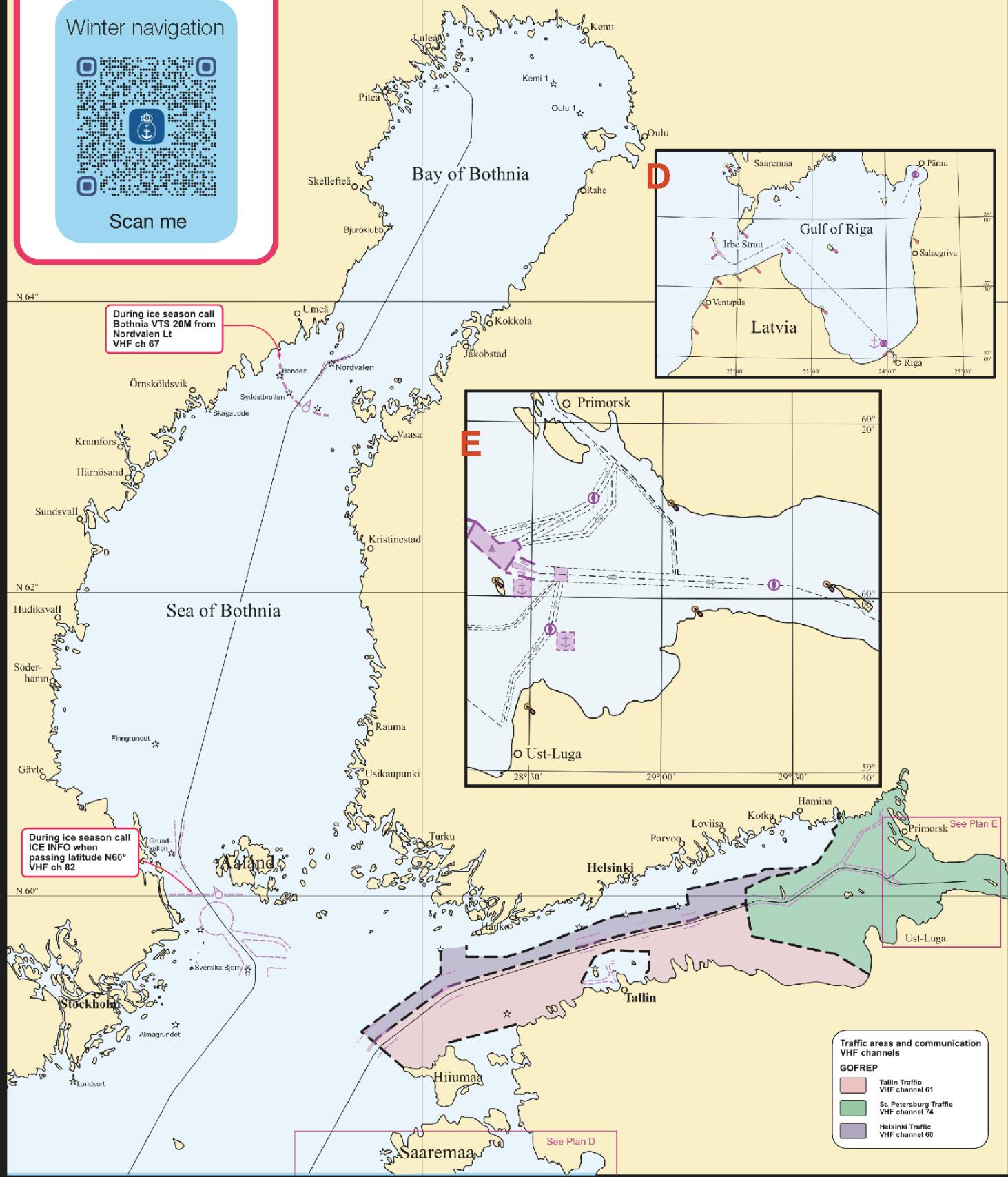
During ice season call ICE INFO when passing latitude N60° VHF ch 82



**Traffic areas and communication VHF channels**

**GOFREP**

- Tallin Traffic VHF channel 61
- St. Petersburg Traffic VHF channel 74
- Helsinki Traffic VHF channel 60



**Not for navigational use!**

Route	Nm/knots/hrs	12	14	16	18	20
Almagrundet - Luleå	437	39	31	27	24	22
Bornholm - Luleå	703	59	50	44	39	35
Bornholm - M41 (SW Malmö)	82	7	6	5	5	4
Gothenburg (Vinga) - Great Baelt - Bornholm, 10 - 13m draft	356	30	25	22	20	18
Gothenburg (Vinga) - Great Baelt - Bornholm, less than 10m	350	29	25	22	19	18
Gothenburg (Vinga) - The Sound (Flinten) - Bornholm	225	19	16	14	13	11
Gothenburg (Vinga) - Great Baelt - Primorsk DW	914	76	65	57	51	46
Gothenburg (Vinga) - Buoy 23 (Kalundborg)	130	11	9	8	7	7
Gothenburg (Vinga) - Danish Pilot boarding "T10"	98	8	7	6	5	5
Gothenburg (Vinga) - Grenaa	86	7	6	5	5	4
Luleå - M41 (SW Malmö)	774	65	55	48	43	39
M1 (Helsingborg) - Danish Pilot boarding "T10"	52	4	4	3	3	3
M1 (Helsingborg) - Buoy 23 (Kalundborg)	97	8	7	6	5	5
M1 (Helsingborg) - Gothenburg (Vinga)	97	8	7	6	5	5
M1 (Helsingborg) - Skagen	118	10	8	7	7	6
M1 (Helsingborg) - Flinten SW	44	4	3	3	2	2

**Traffic areas and communication VHF channels**

**GOFREP**

- Tallin Traffic VHF channel 61
- St. Petersburg Traffic VHF channel 74
- Helsinki Traffic VHF channel 60

**BELTREP**

- Great Belt Traffic - Sector 1 VHF channel 74
- Great Belt Traffic - Sector 2 VHF channel 11

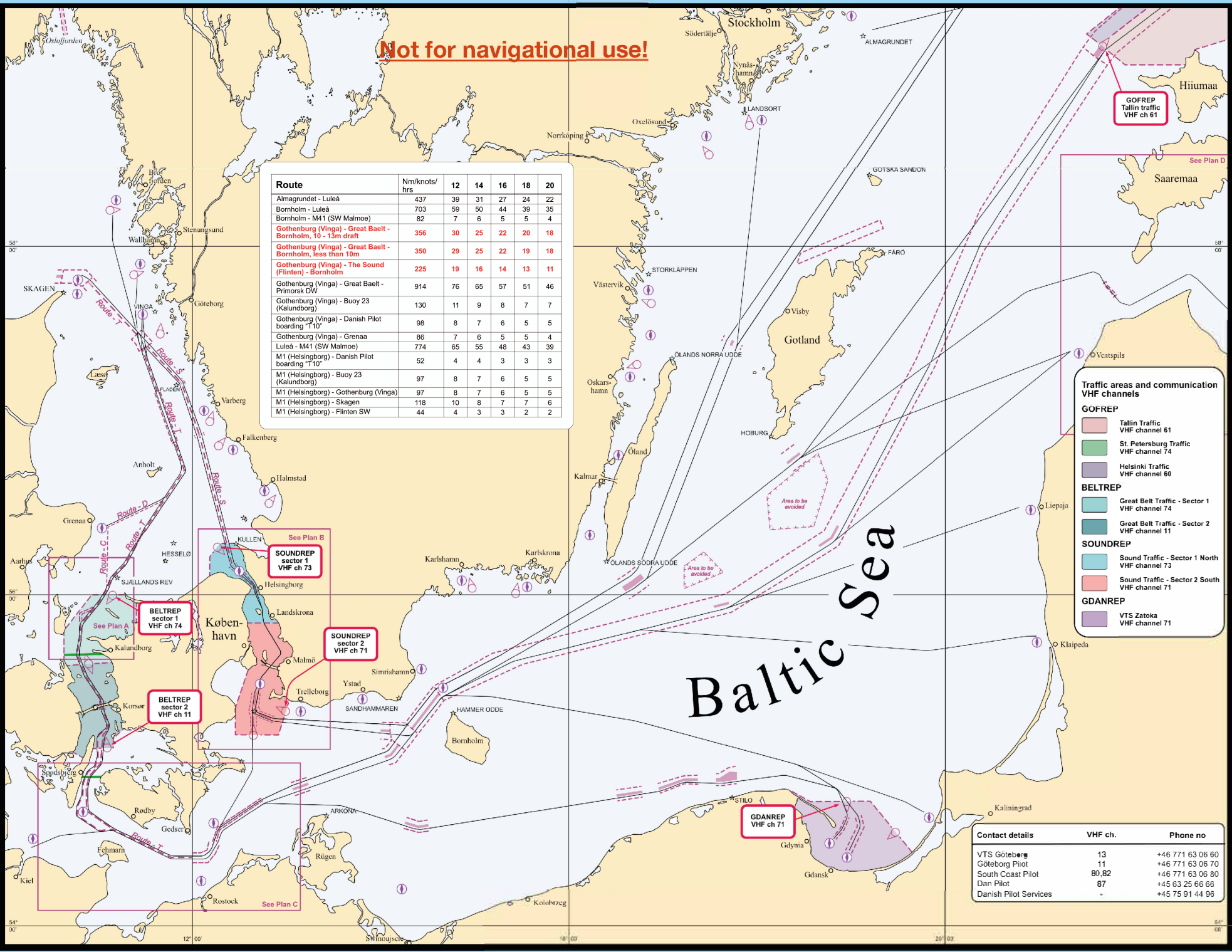
**SOUNDREP**

- Sound Traffic - Sector 1 North VHF channel 73
- Sound Traffic - Sector 2 South VHF channel 71

**GDANREP**

- VTS Zatoka VHF channel 71

Contact details	VHF ch.	Phone no
VTS Göteborg	13	+46 771 63 06 60
Göteborg Pilot	11	+46 771 63 06 70
South Coast Pilot	80,82	+46 771 63 06 80
Dan Pilot	87	+45 63 25 66 66
Danish Pilot Services	-	+45 75 91 44 96



# If any doubt - please challenge your pilot directly!

## Bridge briefing

- Red card identification
- Review of pilot card / Wheelhouse poster
- Familiarization of bridge equipment
- Accurate AIS data displayed
- Pilot cabin N° \_\_\_\_\_
- Phone N° to pilot cabin \_\_\_\_\_
- Phone N° to bridge \_\_\_\_\_
- Emergency procedures
- Masters checklist\**

## Passage briefing

- Review of passage plan
- Dirways\**
- Presentation of waypoint list
- UKC company policy \_\_\_\_\_ (% / m / ft)
- Squat table to be presented
- Ballast adjustment during passage (max/min draft) \_\_\_\_\_
- Min/max draft related to ice certificate\**
- TSS / VTS reporting
- Weather reports
- Ice reports\**
- Ice restrictions\**
- Dense traffic areas
- Pilot presence on bridge \_\_\_\_\_
- ETA / Pos. Pilot change \_\_\_\_\_
- Notification for Master, e.g. visibility \_\_\_\_\_
- Other information of importance

*\*Check points in italic are related to deep sea ice pilotage.*

Remarks:

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Captain:

Deep Sea Pilot / Deep Sea Ice Pilot:

\_\_\_\_\_  
Name:

\_\_\_\_\_  
Name:

# DEEP SEA PILOTAGE & DEEP SEA ICE PILOTAGE

The Swedish Maritime Administration (SMA) is ISO 9001-certified since 2003. SMA provides pilotage service in all Swedish ports, as well as, “Deep Sea Pilotage”, covering the water area between Sweden and Denmark and in the Baltic Sea. SMA can provide a deep sea ice pilot for assistance to masters responsible for winter navigation of their vessels. Swedish pilots, employed by SMA, provide a high quality, safe and efficient pilotage service in order to minimize risks for the shipping industry.

SMA has put extra effort into developing its “Deep Sea Pilotage” service. As the first administration in the area of the Baltic Sea, the SMA introduces a complete IMO-resolution based training program, following the resolution A.1081. Our objective is to ensure an up-to-date pilotage service in all segments and these “Red Card Pilots” are all experienced mariners and work as pilots in Swedish ports.

All Swedish deep sea ice pilots have undergone additional training in close cooperation with the Swedish ice breaking service, which is also a part of SMA. SMA have 5 icebreakers in their fleet. The icebreaker Oden was back in 1991 the first nonnuclear icebreaker ever to reach the North Pole. Additional information about the icebreaking services in the Baltic Sea, ice charts and restrictions can be found at [www.Baltice.org](http://www.Baltice.org). The Swedish deep sea ice pilots work in close cooperation with the icebreaking management and icebreakers.

All Swedish pilots are equipped with a personal electronic chart display system using updated official charts. Swedish pilots have agreed upon “standard routes” for use in their chart system. These routes are used by all Swedish pilots engaged in Deep Sea Pilotage. Our customers will be provided with applicable routes from the pilot, for use in their navigational system.

To ensure the highest quality of pilotage service, fatigue management has top priority. Therefore are two pilots used for longer passages. For the vessel there is no extra charge for the second pilot.

