

Our pilots are your guarantee for a safe voyage

We provide harbour pilotage in all Swedish ports as well as deep sea pilotage services in the Baltic Sea. Our certified pilots provide a high quality, safe and efficient pilotage service in order to minimize risks for the shipping industry.

The Swedish coast is divided into nine pilot areas; Luleå, Gävle, Stockholm, Södertälje, Kalmar, Malmö, Göteborg, Marstrand and Vänern. VTS operators will provide an update on the current traffic and weather conditions as you report.

Deep Sea Pilotage in the Baltic Sea

The Swedish Maritime Administration (SMA), ISO 9001-certified since 2003, provides deep sea pilotage in the water area between Sweden and Denmark and in the Baltic Sea.

Swedish pilots, employed by SMA, provide a high quality, safe and efficient pilotage service in order to minimize risks for the shipping industry.

SMA Pilots have knowledge of all the TSS in the area, knowledge and experience of ice conditions and will provide information about weather, water levels and ice conditions.

Deep sea pilotage should be ordered 24 hours in advance. To order deep sea pilotage services, please contact us by e-mail or telephone:

South coast pilot: Telephone: +46 (0)771 63 06 80 E-mail: southcoastpilot@sjofartsverket.se

<https://www.sjofartsverket.se/en/services/pilotage/malmoe-pilot-area/>

We provide deep sea pilotage to and from all Swedish ports, to all ports in the Baltic Sea area, and inbound to the Baltic Sea area.

All Swedish deep sea pilots are certified red card pilots and they completed a IMO-based training program following resolution A.480. These pilots are all experienced captains and are usually working as harbour pilots. The presence of our certified red card pilots will improve the overall safety for your vessel when operating in the Baltic Sea area.

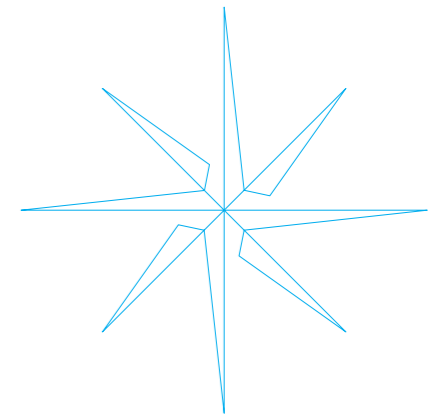
Link to southbound and northbound routes in .rt3 format

The edition may contain outdated information on benchmarks and restrictions. Please note that it is always the electronic version that applies.

<https://www.sjofartsverket.se/en/services/pilotage/lotsomrade-kalmar/rutter--passage-plans/>

PASSAGE PLAN

VISBY



Not for navigation

East Coast Pilot

VHF CH 10

Pilot boat VHF CH 10

Phone: +46 (0)771 63 06 45

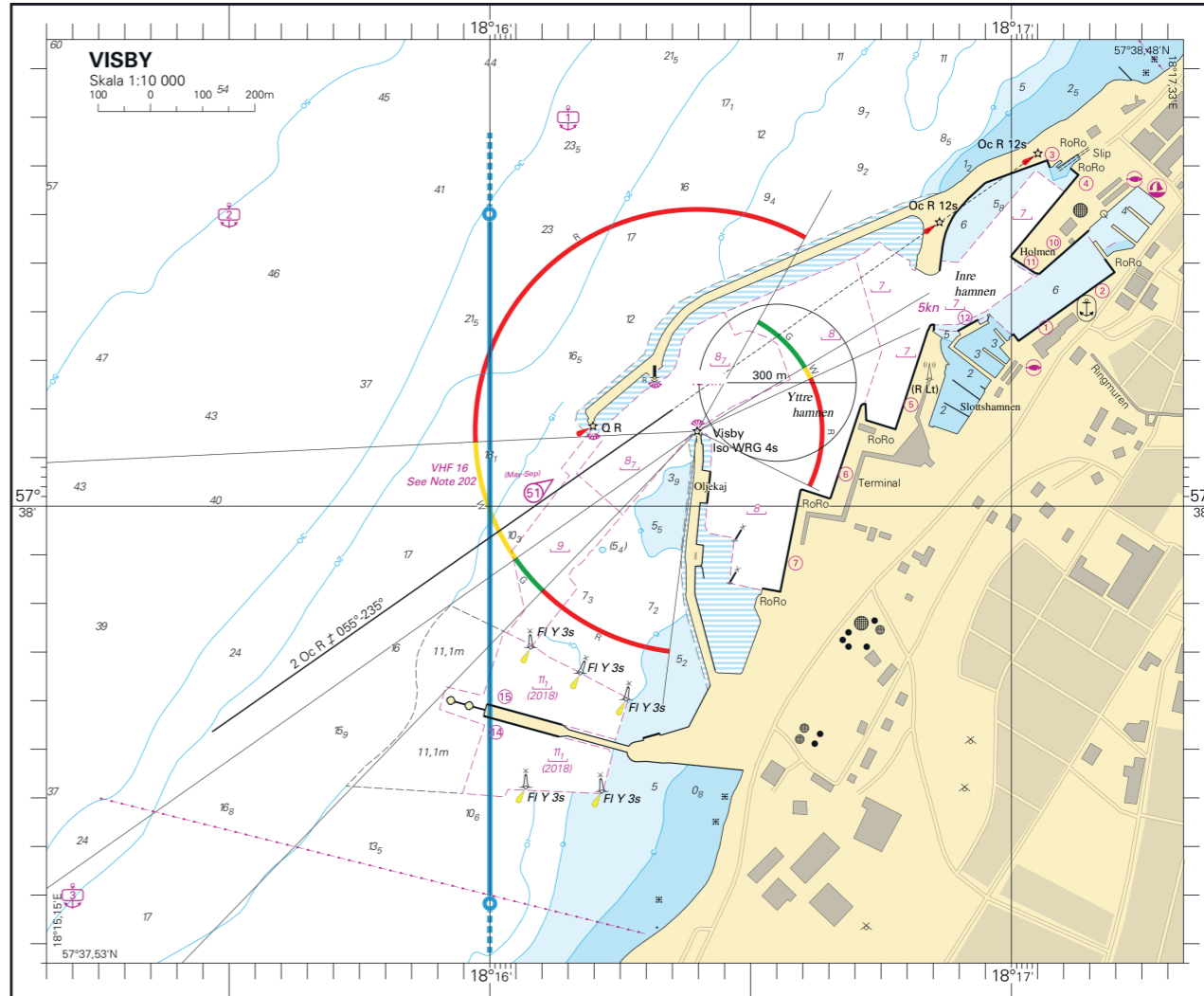
E-mail: eastcoastpilot@sjofartsverket.se

ETA Procedures

- 24 hours before ETA Pilot station – give preliminary ETA to East Coast Pilot
- 5 hours before ETA Pilot station – Confirm ETA
- 1 hour before ETA Pilot station – Confirm ETA
- Order changes less than 5 hours advance are subject to additional fees

Version 1:1 2021





Quay	Draught	Depth	Length	Max LOA	Bearing	Notes
1-2	5,5 m	6 m	225 m	130 m	054/234	
3	5,0 m	5,5 m	125 m	125 m	070/250	
4	5,5 m	6 m	0-40 m	160 m	040/220	
4	6,5 m	7 m	40-200 m	140 m	040/220	
5	6,5 m	7 m	200 m	200 m	018/198	
6	7,5 m	8 m	200 m	200 m	018/198	
7	7,5 m	8 m	200 m	200 m	011/191	Vessels exceeding 200 m LOA ¹
10	5,5 m	6 m	120 m	100 m	049/229	
11	5,6 m	6 m	60 m	60 m	123/303	
12	5,5 m	6 m	42 m	55 m	061/241	
Oil pier	7,5 m	8 m	61 m	140 m	006/186	BT and CPP ²
14-15	9,4 m	11,1 m	334 m	340 m	105/285	Wind restrictions 12 m/s

Traffic information

Traffic information for ferry: <https://www.destinationgotland.se/en/ferry/timetable/traffic-information-se/>
 Due to high presence of historical wrecks surrounding Visby vessels are advices to only anchor in designated anchorage. Distance pilot boarding position to berth: 2NM

Note: For Port of Visby (excl. cruise pier) maximum wind force for vessels with bow thrusters in accordance with the minimum bow thruster requirements is 15 m/s. Vessels not meeting the minimum requirements stipulated in document "Restrictions for Port of Slite, Strå, Storungs, Kappelshamn and Visby" may be subjected to further restrictions. Such vessel is requested to present data concerning maneuverability 24h prior to arrival for evaluation.

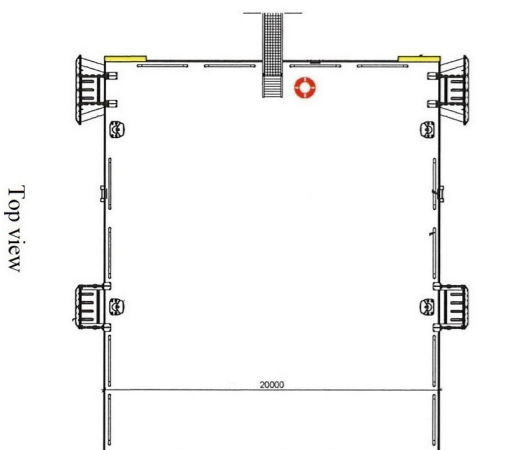
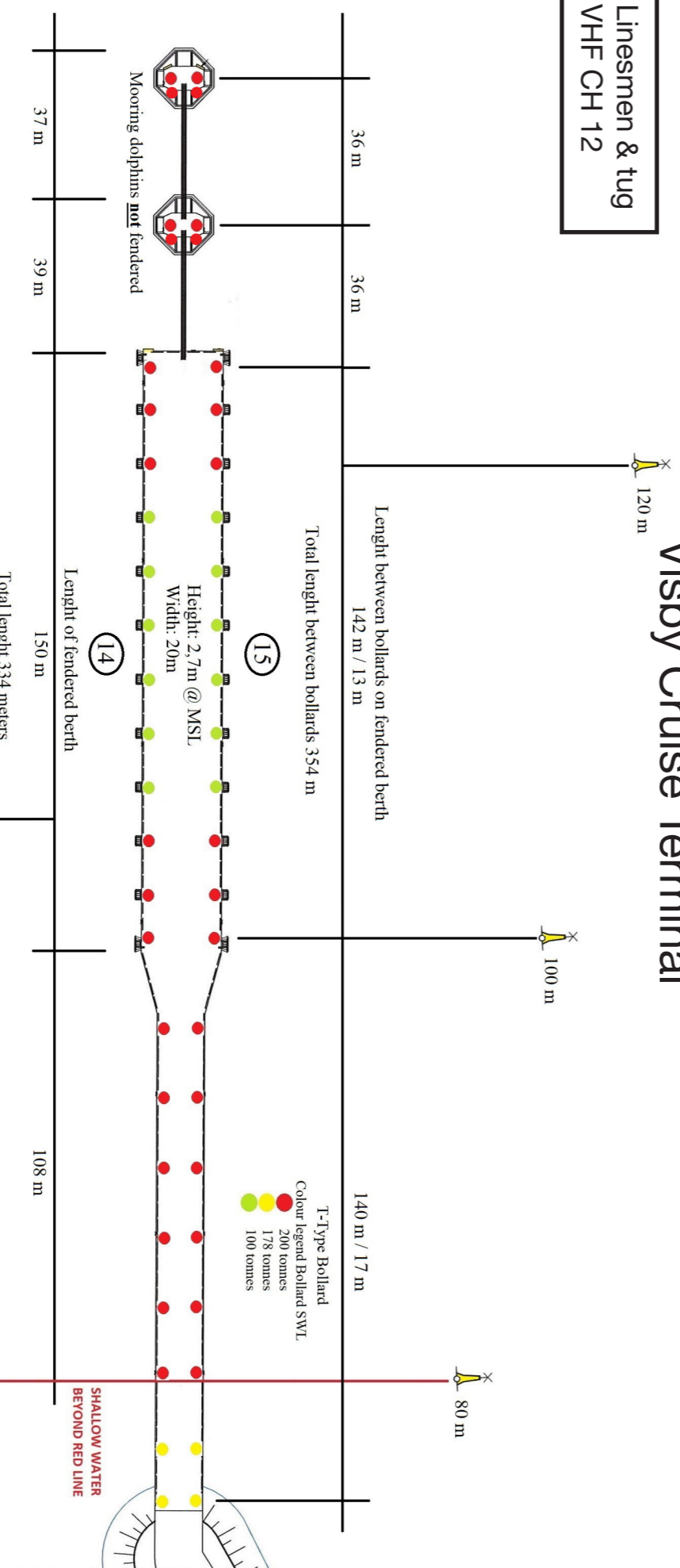
For further information, visit [Swedish Maritime Administration website.](#)

¹ Vessel exceeding 200 meters LOA are requested to present vessels data concerning manoeuvrability 30 days prior to arrival for evaluation.

² Vessel shall be fitted with fully operational bow thrusters and CPP. If not, one tug is required.

Linesmen & tug
VHF CH 12

Visby Cruise Terminal



Top view

Details believed to be correct, but not guaranteed

Side view

