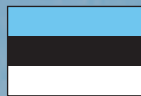


BALTIC DEEP-SEA PILOTAGE



FOR

SAFETY





Baltic Pilotage Authorities Commission

A governmental organization of pilotage authorities in the countries adjacent to the Baltic Sea, i.e.

DENMARK

ESTONIA

FINLAND

GERMANY

LATVIA

LITHUANIA

NORWAY

POLAND

RUSSIA

SWEDEN

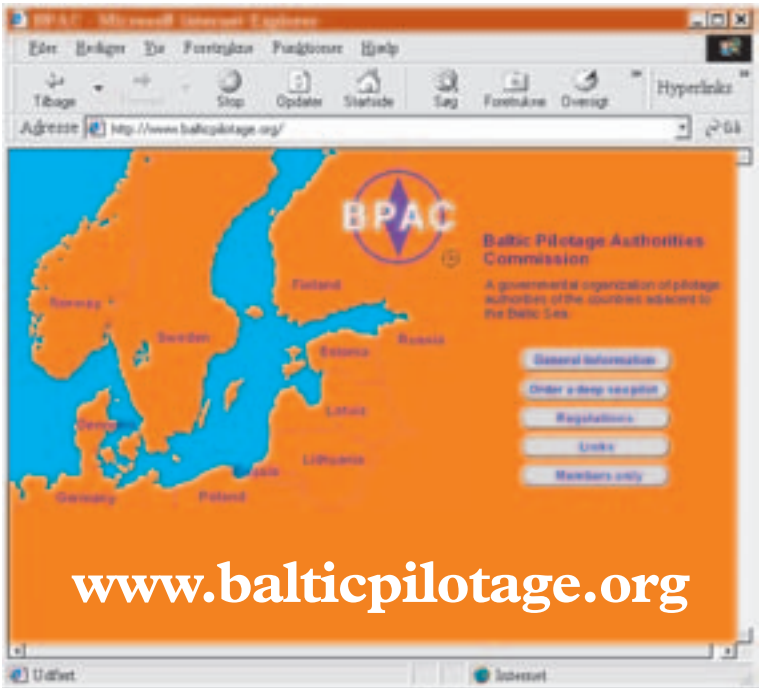
RECOMMENDATIONS, RULES, REQUESTING DEEP-SEA PILOTS FOR THE BALTIC

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Contains information received up to 2004-08-31



Secretariat

BPAC
C/O Royal Danish Administration of Navigation
and Hydrography
Pilotage Inspection
Overgaden o. Vandet 62 B
PO Box 1919
DK-1023 København K

Telex: (55) 22 204 (FRV SKA)
Telefax: +45 3257 4341
Phone: +45 3268 9500
Website: www.frv.dk
E-mail: frv@frv.dk

• Office hours: Mon-Fri 08:30-16:00 (UTC +1/+2)



Recommendation on the use of adequately qualified deep-sea pilots in the Baltic

(Resolution A. 480 (XII) Nov. 1981)

(In extract)

IMO recommends that ships which wish to avail themselves of deep-sea pilots in the area of the Baltic should only take deep-sea pilots licenced by a pilotage authority of a Baltic coastal State, i.e. Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden.

Such licenced deep-sea pilots are in possession of a red identity card.



Recommendation

Adopted, 4th June 1985

Recognizing that deep-sea pilotage helps to enhance safety of navigation and prevention of pollution of the marine environment, in particular to reduce the risks resulting from the high density of ships carrying dangerous or noxious cargoes and that the presence of a deep-sea pilot on board would strengthen a vessel's navigational team and improve emergency measures in case of incidents and **having considered** the necessity of establishing a certain order in the Baltic, the BPAC **recommends** that,

- A Masters of ships which are constrained by their draught,
 - B Masters of ships other than registered in one of the Baltic states, **infrequently** sailing in the respective area coming from or being bound for ports in the Baltic,
 - C Masters of oil tankers in loaded condition and all loaded chemical tankers and gas carriers, irrespective of size,
- avail themselves of deep-sea pilots, certified by a competent authority of a Baltic coastal State.



Port-of-departure rule

Adopted, January 1983

The pilotage authorities of the Baltic coastal States draw special attention to the following rule which came into force on 1st January, 1983:

Deep-sea pilotage in the Baltic Sea Area shall only be performed by deep-sea pilots from the respective ports of departure of a Baltic coastal state, including the Kiel-Holtenau locks, the Sound and the Belts. A deep-sea pilot shall disembark from a ship at the first port of call and shall return to his home country without delay.

If the ship wants further advice by a deep-sea pilot it is the responsibility of the local pilotage authority of that port to supply such a deep-sea pilot.



Duty hours

Adopted, October 1985

A deep-sea pilot should normally not function on the bridge for more than 12 hours within 24 hours. Deep-sea pilots shall be required to take adequate rest periods between each act of pilotage and also to agree in advance with the master for adequate rest periods during each passage and appropriate pilotage authority shall check that this is being done to the satisfaction of the Authority.

Example of Baltic deep-sea pilot identity card

Name and logo of the issuing authority:



Country _____

Deep Sea Pilot Identity Card

No.: _____

Date of issuing: _____

Issuing Authority: _____

Signature of the issuing authority

Seal

Mr. _____
Surname and Christian name

Place and date of birth



Is licensed to act as a
Deep Sea Pilot in the Baltic.

All authorities involved are
requested to render him aid
in the pursuance of his duties.

Signature of the pilot

This Certificate - **The Red Card** - is the only valid document to state that a deep-sea pilot is qualified to perform deep-sea pilotage in the Baltic.



**Baltic/North Sea Deep-sea Pilotage
Demarcation line rule (Skaw-Vinga)**
Adopted, 6 October 1993

1. Pilotage in the Kattegat, Sound and Belts; between the Skaw-Vinga Line and the southern entrances to the Sound and Belts; may only properly be undertaken by licensed Danish and Swedish pilots. Deep-sea pilotage in the Baltic Sea may only be properly undertaken by deep-sea pilots licensed by a pilotage authority of a Baltic coastal State.
2. North Sea pilots may pilot inbound vessels up to; or outbound vessels from; the Skaw-Vinga Line, but under no circumstances anywhere inside this line.
3. Inbound North Sea pilots will leave a vessel at the Skaw-Vinga Line, unless the vessel is using the services of the appropriate Baltic States pilot for all movements within these areas and then only if the vessel's intended stay in the relevant areas does not exceed five days.
4. Where due to unforeseen circumstances a vessel's intended stay exceeds five days, or a vessel ceases to use the services of a Baltic States pilot for any part of its passage within these areas, then a North Sea pilot already onboard will leave the vessel at the earliest possible moment.
5. Outbound North Sea pilots will join vessels at the Skaw-Vinga Line, unless the vessel is using the service of an appropriate Baltic States pilot for all the time that the North Sea pilot is onboard.
6. The constituent member authorities of the former North Sea Pilotage Commission have undertaken to remove recognition as a deep-sea pilot from any North Sea pilot disregarding these arrangements and no aid or protection will be rendered to them in the pursuance of their duties.
7. No holder of a Baltic deep-sea Certificate shall undertake deep-sea pilotage in the North Sea in any area outside the Skaw-Vinga Line.

Note: Nothing contained in this Rule is intended to preclude existing arrangements whereby Swedish, Norwegian, and Danish District pilots perform acts of pilotage to or from ports in Sweden, Norway or Denmark.



The Gulf of Bothnia Rule
Adopted, January 1995

Due to an agreement between the Pilot Authorities in the Baltic, concerning expertise and local knowledge in connection with deep-sea pilotage in the Gulf of Bothnia, pilotage has to be carried out by Swedish or Finnish pilots, with pilot change at Sandhamn for destination in Sweden and at Mariehamn for destination in Finland.



Recommendations - The Baltic

RESOLUTION MSC.138(76) (adopted on 5 December 2002)

RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/10 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, concerning the adoption by the Organization of ships' routing systems,

RECALLING FURTHER resolution A.858(20) which, *inter alia*, authorizes the Committee to perform the function of adopting routing measures other than traffic separation systems on behalf of the Organization,

TAKING INTO ACCOUNT the General Provisions on Ships. Routing adopted by the Organization by resolution A.572(14), as amended,

TAKING NOTE OF:

- (a) resolution 5 on Intentional pollution of the sea and accidental spillages adopted by the International Conference on Marine Pollution, 1973;
- (b) resolution A.159(ES.IV) - Recommendation on pilotage;
- (c) SOLAS chapter V, regulation 19 on Carriage requirements for shipborne navigational systems and equipment;
- (d) previous resolutions A.579(14) - Recommendation on use of pilotage services in the Sound and A.620(15) - Recommendation on navigation through the entrances to the Baltic Sea, which have been superseded by this resolution;
- (e) the established routing system (Route T) through the entrances to the Baltic Sea; and
- (f) the established ship reporting system in the Great Belt Traffic (GBT) area,

BEING AWARE of the close relationship between safety of navigation and the prevention of pollution from ships,

NOTING that, at several places, the entrances to the Baltic Sea are difficult to navigate,

NOTING ALSO that, owing to the risk of grounding or collision and the strong sea current, the navigation of large ships through the entrances to the Baltic Sea constitutes a potential danger of pollution of the entrances and of the entire Baltic Sea area,

NOTING FURTHER that loaded oil and chemical tankers, gas carriers and ships carrying a cargo of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes) constitute a potential danger of pollution of the entrances to the Baltic Sea and a potential hazard to international shipping,

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-eighth session,

1. ADOPTS, in accordance with SOLAS regulation V/10, the Recommendation on navigation through the entrances to the Baltic Sea, as given in Annexes 1 and 2 to the present resolution;
2. DECIDES that the said Annexes will enter into force at 0000 hours UTC on 1 December 2003;
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Member Governments and Contracting Governments to the 1974 SOLAS Convention.



Recommendations - The Baltic

ROUTE T (ANNEX 1)

- 1 Ships over 40,000 tonnes deadweight, when passing through the entrances to the Baltic Sea, in view of the fact that 17 m is the maximum obtainable depth without dredging in the area north-east of Gedser and that the charted depths, even under normal conditions, may be decreased by as much as 2 m owing to unknown and moving obstructions, should:
 - .1 not pass the area unless they have a draught with which it is safe to navigate through the area, taking into account the possibility of depths being as much as 2 m less than charted, as mentioned above, and additionally taking into account the possible changes in the indicated depth of water caused by meteorological or other effects;
 - .2 participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark; and
 - .3 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Store Bælt (Hatter Rev, Vengeancegrund and in the narrow route east of Langeland), when constrained by their draught.
- 2 Ships with a draught of 11 m or more should, furthermore:
 - .1 use for the passage the pilotage services locally established by the coastal States; and
 - .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.
- 3 Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes on board ships (INF-cargoes) should:
 - .1 participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark; and
 - .2 use for the passage the pilotage services locally established by the coastal States.
- 4 Shipowners and masters should consider the full potential of the new and improved navigation equipment introduced in the revised SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating in these narrow waters.

THE SOUND (ANNEX 2)

- 1 Loaded oil tankers with a draught of 7 m or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes), when navigating the Sound between a line connecting Svinbaadan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:
 - .1 use the pilotage services established by the Governments of Denmark and Sweden; and
 - .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.
- 2 Ship owners and masters should consider the full potential of the new and improved navigation equipment introduced in the revised SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating in these narrow waters.

DENMARK



Competent pilotage authority:

Royal Danish Administration of
Navigation and Hydrography
Pilotage Inspection
Overgaden o. Vandet 62 B
PO Box 1919
DK-1023 København K



Telefax: +45 3257 4341
Phone: +45 3268 9500
Telex: (55) 22 204 (FRV SKA)
Website: www.frv.dk
E-mail: frv@frv.dk

Danish deep-sea pilots require
eighteen (18) hours' notice in advance.

Website: www.pilotage.dk



1) When coming from the North Sea and intending
to pass the Skaw-Vinga Line:

Telefax: +45 9844 5963
Phone: +45 9844 5566
Telex: (55) 67 550 (PILOT DK)
Call: SKAWPILOT

2) When coming from the western Baltic or a Danish port:

Telefax: +45 6250 1528
Phone: +45 6250 1535
Telex: (55) 50 391 (PILOT DK)
Call: BELTPILOT

3), 4) and 5)

When coming from the Baltic or entering the Baltic via the Sound:

Telefax: +45 3543 1017
Phone: +45 3538 6700
Telex: (55) 27 515 (SUNDET DK)
Call: SOUNDPILOT at Copenhagen or
BORNHOLM PILOT

Pilot Boarding Position

- 1) Off Skagen: 57°47'N 10°44'E Route T
- 2) Off Spodsbjerg: 54°46'N 10°50'E
- 3) Off Helsingør (North - Entrance to the Sound)
- 4) Off Drogden Lth. (South - Entrance to the Sound)
- 5) Off Bornholm: 55°20'N 14°47'E Route T

ESTONIA



Competent pilotage authority and pilotage service:

TALLINN: Estonian Pilot
Sadama tee 9
Rohuneeme, Viimsi vald
EE-74001 Harjumaa



Telefax: +372 60 53 810
Phone: +372 60 53 800
Website: www.loots.ee

Pilot can be ordered via homepage www.loots.ee or by
Telefax: +372 60 53 881

Deep-sea pilotage should be ordered twenty-four (24) hours in advance.

FINLAND



Competent pilotage authority:



Traffic Department
PO Box 171
FIN-00181 Helsinki

Telefax: +358 204 48 4470
Phone: +358 204 48 40
Website: www.fma.fi

Deep-sea pilotage is performed by duly licensed pilots. When ordering a deep-sea pilot, the information of the port of destination, ship's size, speed, specific behaviour or unusual characteristics should be given in advance. Deep-sea pilot should be ordered twenty-four (24) hours in advance.

A deep-sea pilot may be ordered via the vessel's agent or via the following VTS stations / pilot stations:

Station	Phone	Fax
<u>Bay of Bothnia</u>		
Bothnia Pilot	+358 207 54 6800	+358 207 54 6720
Kokkola Pilot	+358 207 54 6675	+358 207 54 6670
Vaasa Pilot	+358 207 54 6625	+358 207 54 6620
<u>Bothnian Sea</u>		
West Coast VTS	+358 204 48 6645	+358 204 48 6646
<u>Archipelago Sea</u>		
VTS Archipelago	+358 204 48 6500	+358 204 48 6434
<u>Gulf of Finland</u>		
Helsinki VTS	+358 204 48 5381	+358 204 48 5380
Kotka VTS	+358 204 48 5604	+358 204 48 5600

GERMANY



Competent pilotage authority:

Wasser- und
Schiffahrtsdirektion Nord
Hindenburgufer 247
D-24106 Kiel



Telefax: +49 (0) 431 3394 6399
Phone: +49 (0) 431 3394 8200
Website: www.wsd-nord.de

Deep-sea pilots can be ordered at:

KIEL: *) Balticpilots
c/o Lotsenbrüderschaft NOK II
KIEL/LÜBECK/FLENSBURG
Schleuseninsel 6
D-24106 Kiel
Telefax: +49 (0) 431 361 049
Phone: +49 (0) 431 362 858
VHF: CH 12 "Holtenau Pilot"



LÜBECK: *)
Telefax: +49 (0) 4502 753 517
Phone: +49 (0) 4502 71 117
VHF: CH 67 "Lübeck Pilot"

*) Orders should be given four (4) hours in advance.

FLENSBURG:
Telefax: +49 (0) 431 361 049
Phone: +49 (0) 461 41 212
+49 (0) 431 362 858

Orders should be given five (5) hours in advance.

KIEL, LÜBECK AND FLENSBURG:

Website: www.KielPilot.de/Balticpilots
E-mail: balticpilots@KielPilot.de

Continues

GERMANY



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ROSTOCK: **)

Lotsenbrüderschaft
WISMAR/ROSTOCK/STRALSUND
An der See 14
D-18119 Warnemünde
+49 (0) 381 2060 351
+49 (0) 381 2060 350
CH 14/16
"Warnemünde Pilot"



Telefax:

Phone:

VHF:

Call:

WISMAR: **)

Telefax: +49 (0) 384 2520 213
Phone: +49 (0) 384 2520 255
VHF: CH 14/16
Call: "Timmendorf Pilot"

STRALSUND: **)

Stralsund Pilot
Telefax: +49 (0) 3831 297 033
Phone: +49 (0) 3831 280 633
VHF: CH 14/16
Call: "Stralsund Pilot"

**) Orders should be given three (3) hours in advance.

**) Website: www.Wismar-Rostock-Stralsund-Pilots.de

**) E-mail: info@RostockPilot.de

LATVIA



Competent pilotage authority:

Maritime Administration
of Latvia
5 Trijādības iela,
LV-1048 Riga



Telefax: +371 7860 082
Phone: +371 7062 101 ; +371 7860 081
Website: [www.](http://www.maa.gov.lv)

Please be advised that the current superior maritime authority in the Republic of Latvia is:

Maritime Department of Latvia
Gogola iela 3
LV-1743 Riga

Telefax: +371 7331 406 ; +371 7217 180
Phone: +371 7028 280 ; +371 7028 198
Website: [www.](http://www.mda.gov.lv)

Deep-sea pilotage should be ordered in the ports of Riga and Ventspils at twenty four (24) hours' notice and be confirmed four (4) hours in advance to the following pilotage authorities:

RIGA:

Telefax: +371 7329 908
Phone: +371 7329 613 ; +371 7329 359

VENTSPILS:

Telefax: +371 3623 176
Phone: +371 3621 040

LITHUANIA



Competent pilotage authority:

Klaipeda State
Seaport Authority
J. Janonoi str. 24
LT-92251 Klaipeda



Telefax: +370 46 49 97 77
Phone: +370 46 49 96 00
Website: www.portofklaipeda.lt
E-mail: info@port.lt

Deep-sea pilotage should be ordered twenty-four (24) hours in advance via:

Telefax: +370 46 49 96 66
Phone: +370 46 49 96 91
E-mail: ukt@port.lt

NORWAY



Competent pilotage authority:

Norwegian National Coastal
Administration
Coast Directorate
Serviceboks 2, 6025
N-6002 Ålesund



KYSTVERKET

Telefax: +47 7023 1008
Phone: +47 7023 1000
Website: www.kystverket.no
E-mail: kystdir@kystverket.no

Norway has no deep-sea service at present.

POLAND



Competent pilotage authority:

Ministry of Infrastructure
Department of Maritime
and Inland Waters
Administration
Chalubinskiego 4/6
PL-00-928 Warszawa



Telefax: +48 22 6301570
Phone: +48 22 6288515
Website: www.mi.gov.pl



An order for a Baltic deep-sea pilot should be given twenty-four (24) hours in advance directly to the below mentioned deep-sea pilot agent or the local agent at:

GDANSK, GDYNIA, SZCZECIN and SWINOUJSCIE:



Marbalco Shipping Co. Ltd.
ul. Armii Krajowej 116/15
PL-81-824 Sopot

Telefax: +48 (58) 551 6838
Phone: +48 (58) 551 7037
Telex: (23) 479577
Website: www.marbalco.com
E-mail: pilot@marbalco.com

After office hours:

Phone: Capt. Kazimierz Goworowski
+48 (58) 346 5113
Mobile: +48 (602) 281 932

Phone: Mr. Maciej Wojnarski
+48 (58) 781 7822
Mobile: +48 (602) 789 045

RUSSIA



Competent pilotage authority:

Department of Safety Navigation
Ministry of Transport
Maritime Administration of the
Russian Federation
1/4, Rozhdestvenka
RU-103759 Moscow

Telefax: +7 (095) 926 9038
Phone: +7 (095) 926 1205 ; +7 (095) 926 1287
Telex: (64) 41 1197 (MMFRU)
Website: www.pasp.ru

Local Baltic pilotage authority:

Port Authority of St. Petersburg
The Harbour Master
Gapsalskaia Street 10,
RU-198035 St. Petersburg



Telefax: +7 812 327 4021
Phone: +7 812 251 0290
Website: www.pasp.ru
E-mail: gaf@mail.pasp.ru

Deep-sea pilotage should be ordered twenty-four (24) hours in advance via local agent.

ST. PETERSBURG:

St. Petersburg Pilot Company Ltd.
Telefax/Phone: +7 812 186 5095 ; +7 812 113 7791

Phone:
Hours (24): +7 812 186 0989 ; +7 812 114 9072

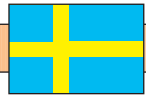
VYBORG:

Telefax/Phone: +7 812 783 3805

KALININGRAD:

Telefax: +7 0112 499 277
Phone: +7 0112 499 211

SWEDEN



Competent pilotage authority:

Sjöfartsverket
(Swedish Maritime Administration)
SE-601 78 Norrköping

Telefax: +46 11 10 19 49
Phone: +46 11 19 10 00
Website: www.sjofartsverket.se
E-mail: hk@sjofartsverket.se



Deep-sea pilotage should be ordered twenty-four (24) hours in advance (from the Sound twelve (12) hours) and be confirmed eight (8) hours (for the Sound six (6) hours) before the pilotage starts.

Deep-sea pilots can be ordered at any pilot order centre/VTS Centre or via the deep-sea pilot order centre mentioned below.

For Kattegatt and when coming from the North Sea or Skagerrak and intending to pass the Skaw-Vinga Line bound for the Baltic via the Sound:

1) VTS GÖTEBORG:

Telefax: +46 31 731 43 36
Phone: +46 31 12 54 33
VHF: CH 69
Call: VTS GOTHENBURG

For the Baltic Sea and Kattegatt:

2) VTS MALMÖ:

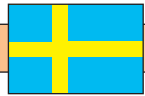
Telefax: +46 40 30 18 68
Phone: +46 40 611 52 69
Telex: (54) 324 35 (Mltos)
VHF: CH 20* and CH 80**
Call: SWEDISH SOUND PILOT

* When coming from the Baltic Sea and intending to pass the Sound (Flintrännen)

** When coming from Kattegatt and intending to pass the Sound (Flintrännen)

Continues.....

SWEDEN



.....continued

For the Baltic Sea and the Gulf of Bothnia:

3) VTS STOCKHOLM:

Telefax: +46 8 666 66 90
Phone: +46 8 666 66 22
VHF: CH 73
Call: VTS STOCKHOLM

VTS LULEÅ:

Telefax: +46 920 25 53 06
Phone: +46 920 25 83 90
VHF: CH 14
Call: VTS LULEÅ

Pilot boarding position

- 1) Off Vinga: 57° 38'N, 11° 36'E
- 2) At buoy M1: 56° 07'N, 12° 31'E (Northern entrance to the Sound)
At buoy M41: 55° 26'N, 12° 42'E (Southern entrance to the Sound)
Off Trelleborg: 55° 17'N, 13° 09'E
- 3) Off Sandhamn: 59° 17'N, 19° 08'E

Major and principal ports and pilot stations in the Baltic







Distance between deep-sea pilot stations in the Baltic

The SKAW - Bornholm via:		BORNHOLM - Gdynia/Gdansk	170'
Great Belt Route T	380'	- Klaipeda	215'
Great Belt Route B/H	360'	- Butinge	210'
The Sound	245'	- Ventspils	255'
- Spodsbjerg	205'	- Riga	375'
- Drogden	155'	- Muuga	430'
- Warnemünde/Rostock	270'	- Primorsk	540'
- Swinoujscie	380'	- St. Petersburg	575'
		- Orregrund/Kotka	490'
		- Porvoo	455'
		- Hanko	380'
KIEL Lth.-Warnemünde/Rostock	70'	- Utö	350'
- Bornholm	175'	- Mariehamn	355'
- Swinoujscie	180'	- Luleå	700'
		- Sandhamn/Stockholm	285'
		- Landsort	240'

General Information

DRAUGHT:

Maximum draught for passage into the Baltic, to chart datum (charted depth) and under normal weather and wind conditions.

Through the GREAT BELT:

Route T	15 metres (E of Gedser).
Great Belt Bridge	Air draught: 65 metres

Through the SOUND:

Drogden Channel	7,70 metres
Width	300 metres

Flintrännan	7,00 metres
Width	370 metres
The Sound Bridge	Air draught: 55 metres

Through the KIEL CANAL: (Nord-Ostsee-Kanal)

Maximum: Length 235 metres, beam 32,5 metres, draught 7,00 metres and up to draught 9,50 metres and length 160 metres.

Air draught: 40 metres.

Additional Information

Please consult:

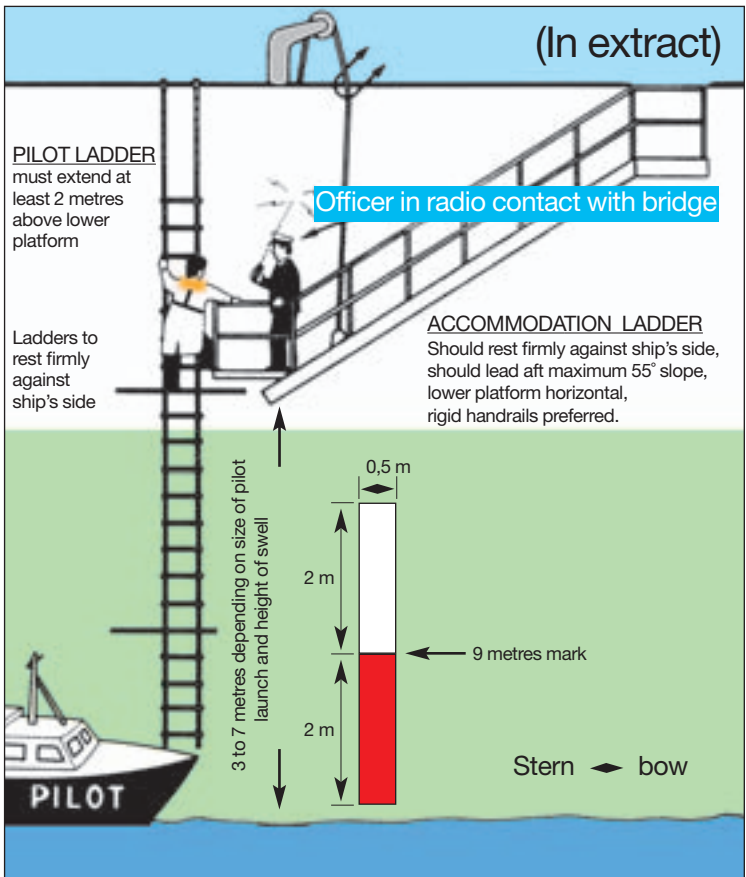
Admiralty publications
NP: 18,19 and 20 (Baltic Pilot)

NP 286 (2), ALRS, Vol 6, part 2.
Pilot Services, Vessel Traffic Services and
Port Operations Europe.

Safe Pilot Ladder

Ships with high free board
(more than 9 metres)

Always have a heaving line ready



Always remember to make a good lee

Intentional blank



**Deep-sea
pilotage to and
from all ports
in the Baltic**

BPAC

©

