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## Guidelines and Restrictions – Port of Visby(SEVIS)

### Purpose

To be used by pilots, port authorities, ship owners, charterers, cargo owners, ship agents or other stakeholders for guidance about limitations and restrictions in the port of Visby

### General information

If no deficiencies have been reported when ordering pilot, the vessel must be suitably ballasted so that propeller, rudder and any bow- and/or stern thrusters operates with optimum efficiency. If not, due to safety reasons, the pilot has the right to postpone the arrival/departure until this has been corrected.

### Pilot boarding position

- Visby (Visby approach) N57° 38,'3 E018° 12,'3

### Communication and Reports

- There is no Port control. A general call on VHF Ch. 16 should be made before arrival and departure.
- Communication with Pilot Dispatch Center and pilot boat, VHF Ch. 10
- Linesmen work on VHF Ch.12
- Tugboats work on VHF Ch. 08

### Linesmen

- Ships agent or captain of the vessel orders linesmen separately in advance.

### Fairway information

Fairway to/from Visby							
Port	Distance from pilot boarding						Remark
Visby	2nm						An military firing exercise area is located south west of Visby approach (R 28 Tofta)

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### Anchorage and use of anchor inside port

- **Anchorage areas:**
  - (1) Visby approach N57° 38,4 E018° 16,15
  - (2) Visby approach N57° 38,3 E018° 15,5
  - (3) Visby approach N57° 37,6 E018° 15,2
- **Unsuitable areas:**
  - Close to fairway line
- **Prohibited areas:**
  - Normally not applicable
- **Use of anchor inside port:**
  - Only in emergency

### Berth information and maximum dimensions

Visby								
Berth	Cargo	Direction	Length (m)	Max Loa (m)	Max Boa (m)	Depth (m) acc. MVY	Max draft (m)	Remarks
1-2	Cruise	054° / 234°	225m	130m	N/A	6,0m	5,5m	
3	RoRo	070° / 250°	125m	125m	N/A	5,8m	5,0m	
4*	Cruise	040° / 220°	0-40m	160m	N/A	6,0m	5,5m	
4*	Cruise	040° / 220°	40-200m	140m	N/A	7,0m	6,5m	*Total length of berth 200m
5	Ferry	018° / 198°	200m	200m	N/A	7,0m	6,5m	Vessel exceeding 200 meters LOA are requested to present vessels data concerning maneuverability 48 hrs prior to arrival for evaluation
6	Ferry	018° / 198°	200m	200m	N/A	8,0m	7,5m	
7	Ferry	011° / 191°	200m	200m	N/A	8,0m	7,5m	
10	Bulk	049°/229°	120m	100m	N/A	6,0m	5,5m	
11	Cruise	123°/303°	60m	60m	N/A	6,0m	5,4m	
12	Cruise	061°/241°	42m	55m	N/A	6,0m	5,5m	
Oil berth	Oil	006°/186°	61m	140m	N/A	8,0m	7,5m	Vessel shall be fitted with fully operational bow thrusters and CPP. If not, one tug is required.
14-15 Cruise Pier	Cruise etc.	105°/285°	334m	340m	N/A	11.1m	9.4m	Maximum wind 12 m/s. Length of fender berth, 150 m.

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## **Tugboat information and requirements**

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- See guidelines below. The following are general guidelines.
  - The Pilot has the right, after consultation with the captain of the vessel, to require tugboats if deemed necessary.
  - *When a tugboat is ordered or will be used report to pilot area at least 24 hrs. in advance*
  - *When and if a conventional tugboat is used the swell must not exceed 2 m.*
- **Escort tug requirements**
    - Normally not applicable
  - **Bollard pull/Safe working load requirements - SWL (bollards and fairleads)**
    - No specific requirements, but vessel to have sufficient SWL for the current operation concerning weather and loading conditions
  - **Local tugboat and requirements**

Vessel arriving/departing have to comply with these requirements for safe maneuvering of the vessel in wind conditions up to 15 m/s. Restriction is divided in four steps (see below, Bow thruster power requirements), by length over all and sets the request of bow thruster power depending on the vessels actual draft. Wind conditions exceeding 15 m/s need tug assistance.

Vessels not meeting the minimum requirements stipulated is requested to present data concerning maneuverability not later than 24h prior to arrival for evaluation.

Ports included is Visby inner and outer harbor.

### Bow thruster power requirements

#### **Step 1**

Length over all 70m up to 89m shall be equipped with a bow thruster power of min 35Hp/ meter actual draught (Dm)

#### **Step 2**

Length over all 90m up to 114m shall be equipped with a bow thruster power of min 60Hp/meter actual draught (Dm)

#### **Step 3**

Length over all 115m up to 134m shall be equipped with a bow thruster power of min 80Hp/meter actual draught (Dm)

#### **Step 4**

Length over all 135m and greater up to max allowed length over all in port shall be equipped with a bow thruster power of min 100Hp/ meter actual draught(Dm)

For tug with tow, pusher and barges see table below

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Number of tugs – Standard for Visby oil jetty						
Loa (m)	No bowthruster	Bowthruster + FPP	Bowthruster +CPP +Normal rudder	Bowthruster +CPP +Active rudder	Bow+Stern thruster and Twin screw /POD	Remarks
>70	1	1	0	0	0	
<b>Note:</b> Bow thrusters shall be in accordance with the minimum bow thruster requirements and must be capable of operating at full capacity for a period of not less than 30 minutes						

Number of tugs – Standard for Visby ports						
Loa (m)	No bowthruster or bowthruster power <35hp /m draught	Bowthruster with power 35 hp /m draught and wind > 15m/s	No bowthruster or bowthruster power < 60hp /m draught	Bowthruster with power 60 hp /m draught and wind > 15m/s	No bowthruster or bowthruster power < 80hp /m draught	Bowthruster with power 80 hp /m draught and wind > 15m/s
70-89	1*	1				
90-114			1*	1		
115-134					1*	1
<b>Note:</b> Bow thrusters shall be in accordance with the minimum bow thruster requirements and must be capable of operating at full capacity for a period of not less than 30 minutes.						
* Vessels not meeting the minimum requirements stipulated is requested to present data concerning maneuverability not later than 24h prior to arrival for evaluation.						

Number of tugs – Standard for Visby ports						
Loa (m)	No bowthruster or bowthruster power <100 hp /m draught	Bowthruster with power 100 hp /m draught and wind > 15m/s				
>135	Minimum 1*	Minimum 1				
<b>Note:</b> Bow thrusters shall be in accordance with the minimum bow thruster requirements and must be capable of operating at full capacity for a period of not less than 30 minutes						
* Vessels not meeting the minimum requirements stipulated is requested to present data concerning maneuverability not later than 24h prior to arrival for evaluation.						

Number of tugs – Standard for Visby ports						
Loa (m)	Tug with tow	Pusher barges without bow thruster	Pusher barges with bow thruster must be able to maneuver in wind force up to 10 m/s			
N/A	1	1	1			
<b>Note:</b> Bow thrusters shall be in accordance with the minimum bow thruster requirements and must be capable of operating at full capacity for a period of not less than 30 minutes						

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### Visibility restrictions

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- Normally no restrictions

### Daylight restrictions

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- Normally no restrictions

### Wind restrictions

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- All vessels in to Visby port                      max 15m/s gust
- All vessels to berth 14-15                      max 12m/s gust

*Source: According to Viva station Visby*

### Wave and swell restrictions

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- Normally no restrictions
- When and if a conventional tugboat is used the swell must not exceed 2 m

### Current restrictions

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- Normally no restrictions

### Two man pilotage

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- All navy vessels LOA > 120 m

### Ice restrictions

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- According to [www.sjofartsverket.se/winternavigation](http://www.sjofartsverket.se/winternavigation).

### Other restrictions

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- The ferry to and from port of Visby has priority
- For vessels not covered in this guidelines and restrictions e.g. tug and barges, special restrictions may apply. Vessels representative are requested to present data concerning maneuverability 48 hrs. prior to arrival for evaluation.