Welcome to One canal – hundreds of experiences

The Göta Canal may be a shortcut from coast to coast, but to most it’s an unforgettable journey through the idyllic Swedish summer.

Plying the Göta Canal in your own boat is one of the most relaxing activities there is. The amazing surroundings entrance you as you sit at the rudder, gliding along at a peaceful five knots. Now and then you arrive at one of the 58 locks. The landscape shifts between cities, plains and even untouched forest.

Take your time!
Take plenty of time to make the most of your trip and digest all the impressions you take in. A pleasant journey between Mem and Sjötorp shouldn’t take less than six or seven days in the peak season. You might want to plan in an extra day or two so you can enjoy all there is to experience in the towns you pass along the canal.

However you plan your journey, the Göta Canal offers the experiences of a lifetime.
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The Göta Canal – Sweden’s biggest construction project through the ages

The Göta Canal is one of Sweden’s best known and most popular tourist attractions, and has been named the Swedish Construction of the Millennium. The 190 km canal was built between 1810 and 1832 by a total of 58,000 Swedish soldiers who dug an amazing 87 km of it by hand.

From Baltic Sea to Lake Vänern
The Göta Canal stretches between Mem at the Baltic Sea and Sjötorp on Lake Vänern, with 58 locks along the way. In combination with the Trollhätte Canal, the Göta Canal connects Stockholm with Göteborg.
The famous flight of locks in Berg
**Plan your trip**

**How long does it take?**
A Göta Canal trip between Mem and Sjötorp normally takes 6–7 days in peak season. But don’t make a detailed schedule! Allow plenty of time to enjoy all the experiences you encounter. Your canal fee entitles you to five days per marina belonging to the Göta Canal Company.

**From coast to coast**
If you continue on through Sweden to Gothenburg and the west coast, count on 3–4 more days for Lake Vänern and the Trollhättane Canal.

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**Distances and time for passage**

<table>
<thead>
<tr>
<th>Segments</th>
<th>Nautical miles</th>
<th>Km</th>
<th>No. of locks</th>
<th>Time for passage, hrs*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stockholm – Mem</strong> (via Södertälje Canal)</td>
<td>108</td>
<td>201</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Mem – Motala</strong> (Baltic Sea – Lake Vättern)</td>
<td>49,8</td>
<td>92,2</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td><strong>Mem – Söderköping</strong></td>
<td>3,1</td>
<td>5,7</td>
<td>3</td>
<td>1,5</td>
</tr>
<tr>
<td><strong>Söderköping – Norsholm</strong></td>
<td>11,9</td>
<td>22,1</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td><strong>Lake Roxen</strong></td>
<td>14,6</td>
<td>27</td>
<td></td>
<td></td>
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<tr>
<td><strong>Berg – Borensberg</strong></td>
<td>11,4</td>
<td>21</td>
<td>16</td>
<td>6</td>
</tr>
<tr>
<td><strong>Lake Boren</strong></td>
<td>6,9</td>
<td>12,9</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Borensbelt – Motala</strong></td>
<td>1,9</td>
<td>3,5</td>
<td>6</td>
<td>1,5</td>
</tr>
<tr>
<td><strong>Lake Vättern</strong></td>
<td>17,5</td>
<td>32,5</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Karlsborg – Sjötorp</strong> (Vättern – Vänern)</td>
<td>35,3</td>
<td>65,3</td>
<td>21</td>
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<tr>
<td><strong>Karlsborg – Forsvik</strong></td>
<td>4,0</td>
<td>7,4</td>
<td>1</td>
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<tr>
<td><strong>Lake Viken</strong></td>
<td>12,3</td>
<td>22,8</td>
<td></td>
<td></td>
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<tr>
<td><strong>Tätorp – Töreboda</strong></td>
<td>8,6</td>
<td>16</td>
<td>1</td>
<td>2,5</td>
</tr>
<tr>
<td><strong>Töreboda – Norrkvarn</strong></td>
<td>5,1</td>
<td>9,5</td>
<td>9</td>
<td>3</td>
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<td><strong>Norrkvarn – Sjötorp</strong></td>
<td>5,3</td>
<td>9,7</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td><strong>Mem – Sjötorp</strong> (entire Göta kanal)</td>
<td>102,6</td>
<td>190</td>
<td>58</td>
<td></td>
</tr>
<tr>
<td><strong>Sjötorp – Vänersborg</strong> (Lake Vänern)</td>
<td>64</td>
<td>118,5</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vänersborg – Göteborg</strong> (Trollhättane Canal)</td>
<td>43</td>
<td>80</td>
<td>6</td>
<td>9</td>
</tr>
</tbody>
</table>

* Navigation times depend on the current traffic situation; you may have to wait during your canal journey. Read about some of the most common reasons for waits on page 14.
### Maximum boat dimensions

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum length of boat</td>
<td>30 m</td>
</tr>
<tr>
<td>Maximum beam</td>
<td>7 m</td>
</tr>
<tr>
<td>Maximum draught</td>
<td>2.82 m</td>
</tr>
<tr>
<td>Maximum height</td>
<td>22 m</td>
</tr>
<tr>
<td>Maximum speed in the canal</td>
<td>5 knots</td>
</tr>
<tr>
<td>Number of locks</td>
<td>58</td>
</tr>
<tr>
<td>Number of marinas</td>
<td>21</td>
</tr>
<tr>
<td>Length of the Göta Canal</td>
<td>190 km</td>
</tr>
<tr>
<td>Greatest height above sea level (Lake Viken)</td>
<td>91.8 m</td>
</tr>
</tbody>
</table>

**Depth of the canal** The maximum draught for boats is 2.82 m, but remember that this applies to the middle of the canal – the sides have a 30 degree slope, so the depth decreases dramatically towards the edge. So the canal is not at its full depth at jetties in connection with locks and bridges. Note that there may be overhanging branches in some places. The maximum sail height refers to the middle of the canal.
21 marinas along the Göta Canal are included in the canal fee if you have purchased a Göta Canal Classic or Göta Canal Leg of the Journey ticket.

<table>
<thead>
<tr>
<th>Mem, 18 berths</th>
<th>Basin</th>
<th>Mooring</th>
<th>Fuel</th>
<th>Drinking water</th>
<th>Toilet</th>
<th>Shower</th>
<th>Laundry room</th>
<th>Electric hook-ups</th>
<th>Flammable, non-hazardous waste</th>
<th>Pump-out facility</th>
<th>Sewage disposal facility</th>
<th>Trailer ramp</th>
<th>Restaurant</th>
<th>Café</th>
</tr>
</thead>
<tbody>
<tr>
<td>Söderköping 50 berths</td>
<td>手指浮筒/沿侧</td>
<td>Marine service station, diesel, pump-out facility</td>
<td>☰</td>
<td>☰</td>
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<tr>
<td>Söderköping/Klevbricken 12 b</td>
<td>手指浮筒</td>
<td>500 m</td>
<td>☰</td>
<td>☰</td>
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<tr>
<td>Norsholm 20 berths</td>
<td>沿侧</td>
<td>Marine service, diesel, Kapten Bille’s</td>
<td>☰</td>
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<tr>
<td>Berg, Lake Roxen 10 berths</td>
<td>buy</td>
<td>300 m</td>
<td>☰</td>
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<tr>
<td>Berg, 40 berths upper marina</td>
<td>buy</td>
<td>52</td>
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<tr>
<td>Ljungsbro/Malfors 10 berths</td>
<td>手指浮筒/沿侧</td>
<td>Marine service, diesel, self-pay with card</td>
<td>☰</td>
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<tr>
<td>Borensberg 20 berths</td>
<td>沿侧</td>
<td>300 m</td>
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<tr>
<td>Borenshult, Lake Boren 10 berths</td>
<td>沿侧</td>
<td>6</td>
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<tr>
<td>Motala Verkstad 3 berths</td>
<td>沿侧</td>
<td>100 m</td>
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<tr>
<td>Motala 48 berths</td>
<td>手指浮筒/沿侧</td>
<td>Marine service 3 km, Diesel, petrol, South Harbour</td>
<td>☰</td>
<td>☰</td>
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<tr>
<td>Karlsborg 15+15+20 b. Göta Canal Company’s marina</td>
<td>手指浮筒/沿侧</td>
<td>15 km</td>
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<tr>
<td>Forsvik 12 berths</td>
<td>沿侧</td>
<td>200 m</td>
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<tr>
<td>Tätorp 8 berths</td>
<td>沿侧</td>
<td>TC</td>
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<tr>
<td>Vassbacken 25 berths</td>
<td>手指浮筒/沿侧</td>
<td>☰</td>
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<tr>
<td>Jonsboda 12 berths</td>
<td>沿侧</td>
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<tr>
<td>Töreboda 30 berths</td>
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<tr>
<td>Hjästorp 15 berths</td>
<td>沿侧</td>
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<tr>
<td>Norrkvann 15 berths</td>
<td>沿侧</td>
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<tr>
<td>Lyrestad 15 berths</td>
<td>沿侧</td>
<td>200 m</td>
<td>☰</td>
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</tr>
<tr>
<td>Sjötorp Shipyard basin and the basin between locks 1 and 2</td>
<td>buy/沿侧</td>
<td>Marine service, diesel, self-pay with card</td>
<td>☰</td>
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</tbody>
</table>

Sjötorp marina in Lake Vänern, 40 guest slips, electricity (20 hook-ups), water, toilet, shower, laundry room, pump-out facility. Not included in the Göta Canal Company’s free marinas.

A marina fee is charged for all boats. Electricity is included in the price where available.
All Göta Canal marinas use the drop-in principle, i.e. slips cannot be reserved.

1 **Marinas in Karlsborg**
   Göta Canal Company marina: 15 guest slips (no electricity/water) east of the canal bridge in Lake Vättern. 15 guest slips (with electricity/water) west of the canal bridge, north side. 20 guest slips on the south side (electricity/water).
   Included in the canal fee.

2 **Töreboda marina**
   Guest slips and amenity blocks are located on both sides of the canal. Electrical hook-ups are available on the western side. For a deposit, which you pay at the reception, you can use the amenity block on the eastern side of the campsite.

### Excellent marina package – all inclusive

The following is included in the canal fee if you have purchased a Göta Canal Classic or Göta Canal Leg of the Journey ticket:
- Göta Canal marinas along the chosen route – 5 days per marina
- Guest service with:
  - toilet
  - shower
  - laundry room
- Electrical hook-up (see table)
- Drinking water
- Pump-out facility, sewage disposal

See the table for the range of services in each marina

The service card is your pass for all Göta Canal marinas services. It also gives you free admittance to the Göta Canal exhibition in Motala.
Lockage

The Göta Canal offers you a wide range of experiences. Lockage is without a doubt one of the greatest. Our experienced lock keepers are on site and ready to offer you tips or advice.

Learn to operate the locks with our instructional video. Visit gotakanal.se to watch our instructional film on lockage.

Equipment

Fenders on both sides and at varying heights
Make sure to use plenty of fenders on both sides of the boat to keep your boat from scraping against the sides of the lock. Make sure to have some low fenders that touch the water’s surface as well as some higher up to protect you from scraping.

All lines should be sturdy and long enough
The stern line should be 8–10 m and the bow line 10–12 m. If you have a sailing boat, you should run the line through a turning block in the bow and afterwards so you can tighten the line with the winch. For sailing boats the bow line should be 12 m plus the distance from the bow to the winch. Adjust the length in the first lock and it should be fine for all the locks.

If you have a sailing boat, you can tighten the line with the winch.

Always wear a life vest during lockage

If you have a sailing boat, you can tighten the line with the winch.
Lockage instructions

**General**
- Ask the lock keeper for advice – we’re happy to explain lockage.
- Put out plenty of fenders.
- Always have one person go ashore to catch the lines which is the boater’s responsibility.
- Switch off the motor during lockage.

**Lockage up**
- Boats with winches should be in front of those being held by hand.
- Secure the boat with a short stern line both on land and in the boat.
- The stern of the boat should be directly below the ring the stern line is secured to.
- The bow line should be one or two rings in front of the bow.
- All lines must be taut throughout lockage – haul in the bow line!
- Sailing boats can use their winch for the bow line.
- The boat must remain very close to the lock wall.
- Never relax your attention – even if it seems quiet at the moment!

**Tips when locking up**
Make a loop in the end of the stern line, about 50 cm in diameter. Place the loop around the ring on the edge of the lock and fasten to the boat with a short line. Sailboats with a winch can make a loop in the bow line as well, and run the line through a turning block in the bow to the winch.

**Lockage down**
- Stay ahead of the yellow line to ensure that the boat is clear of the lock threshold when the water is released.
- Pull the bow and stern lines through suitable rings on the lock edge, but **never** secure the lines on both the quay and the boat.
- Release the lines continuously.
- In a double lock or flight of locks one person should remain on land to move the lines. However, before lockage begins in the final lock chamber, everyone should be on board.

**Order of passage during lockage.** To make the best use of the space in the lock, where necessary the lock keepers will determine the order in which vessels may enter the lock. Boats leave the lock in the order they entered. The lock keeper always operates the locks.

**Boats over 20 tonnes**
- Boats over 20 tonnes must be fastened to a bollard instead of a ring.

**When you arrive at the first lock in Sjötorp,** the lock keeper will help you with the lines – passengers cannot go ashore because of the high jetties along the lock. In other locks, it is the boater’s responsibility to manage the lines.

**The Norsholm lock has mooring hooks in the lock wall and fixed lines to hold onto.** This means that all are still on board during locking. The height difference is no more than 0.8 m.
Sometimes you have to wait

Waiting times
You may have to wait for various reasons during your canal journey. We recommend therefore that you don’t create a detailed schedule, but allow plenty of time to enjoy all the experiences a canal trip has to offer. Here are some of the most common reasons for waits.

In flights of locks, such as Carl Johan in Berg, Borenshult in Motala and the Hajstorps-Riksberg locks, you may have to wait a few hours during peak traffic. This is because at certain times of the day we only lock boats in one direction before redirecting the water in the flight of locks for the other direction.

Passenger boats have priority at locks and bridges. You may have to wait until they have passed through the lock or bridge.

Regulation of water level. We sometimes need to regulate the water level on a given stretch of the canal. The lock keepers will let you know how long it will take.

During some periods of the season, the same lock keeper works several locks and bridges on a stretch of the canal. This can lead to a certain waiting time for lock and bridge openings.

There may be waiting times at remote-controlled bridges and railway bridges. Read more on page 15.

Storms may lead to waits
In the event of lightning, all lockage and bridge openings are cancelled or postponed for safety reasons. In heavy winds boats may drift during lockage. It is the boat owner’s own responsibility to decide whether or not to lock in such conditions.

Damage
- Should you have an accident with another traveller on the canal, please resolve it without involving the Göta Canal Company. Should your vessel incur damage and you wish to claim compensation from the Göta Canal Company – claims will be adjusted by an insurance company – immediately contact the nearest lock keeper, who will contact their management.
- You must remain at the site of the incident and provide your version of the events in writing on a damage report form.
- In general all travel on the canal is taken at the boat owner’s own risk.
- All vessels on the Göta Canal must at least have liability insurance.
Opening hours and bridge passages

Position yourself right in front of the bridge as you wait for it to open
In all bridge passages, it is important to position yourself right at the bridge to show that you want to pass. If you stay by the dock or pier, it is hard for the bridge keeper to see if you want to pass or not.

Remote-controlled bridges
For safety reasons, the bridge keeper can only open one remote-controlled bridge at a time. If several bridges are controlled from the same place, there may be a certain wait.

The remote-controlled bridges are monitored by CCTV. The lock keeper can communicate with pleasure craft using the speakers and microphones set up at the bridges.

Railway bridges
Rail traffic has priority, which means you may have to wait at the railway bridges in Norsholm, Motala, Töreboda and Lyrestad. Be prepared to pass quickly at the opening of a railway bridge, as the Swedish Transport Administration only allows short interruptions for bridge openings.

For complete Traffic Regulations for the Göta Canal, SJÖFS 1998:2, visit gotakanal.se. For General terms for travelling with a pleasure boat on the Göta Canal, visit gotakanal.se. The terms are also provided on check-in.
Meeting with a passenger boat

General
Passenger boats often have a speed of 3 to 4 knots. The limited depth of the canal does not allow them to move faster. Do not follow too close behind; the vessel may need to stop or reverse. Due to currents and undertow effects, it is very risky to overtake a passenger vessel.

Meetings
a) Follow any instructions you receive from the duty officer on the passenger boat. If the duty officer does not indicate on which side to pass, standard maritime regulations apply – i.e., keep to starboard. Pass at 2–3 m from the passenger vessel at a speed of about 4 knots. This allows for good steering and a good overview. Do not stray too close to the edge – the canal does not have its full depth there.
b) If you meet another boat in a curve, passenger ships usually want to be on the outside. This means they may pass starboard to starboard – meaning that the ships are “driving on the left”. The vessel may indicate its intentions with two short blasts on his horn (means “we will alter course to port”).

Meetings in narrow passages
Billströmmen, Spetsnäs kanalen and Bergkanalen are areas where the canal is blasted into the bedrock. The passages are narrow and only achieve the full depth in the middle of the canal, which means passenger boats are unable to pass here.

Between Lanthöjden and Tåtorp, vessels can only meet at the marked meeting places. Position yourself in the middle of the canal about 30 metres from the oncoming passenger boat, veer slightly starboard or port and pass the passenger boat at 0.5 metres apart at a speed of 1–2 knots. Pay attention to signals from the passenger boat’s skipper.

Signals used by passenger vessels
- we will alter course to starboard (right) 1 short blast •
- we will alter course to port (left)  2 short blasts • •
- we will reverse 3 short blasts • • •

Passenger boats give the following signals before entering:
- Billströmmen: two long and one short — — •
  (eastward bound), two long — — (westward bound)
- Spetsnäs Canal: one long — (eastward bound)
  three long — — — (westward bound)
- Bergkanalen: one long — (eastward bound)
  two long — — (westward bound)

Secure your boat
Pleasure craft at a jetty or dock when a passenger boat passes must be securely moored at bow and stern. As the larger vessel passes the water sinks and you get a strong undertow effect. Make sure your boat is securely moored. You will not have the strength to hold the lines in your hands.

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Do not pass the red and white pole just before the lock until the lock keeper indicates that it is safe to enter. You cannot moor in the area either.

Ellstones
All of the man-made portion of the canal is marked with numbered limestone blocks. The distance between them is 1000 ells, which corresponds to 594 metres. In olden days, the bow-haulers who pulled the sailing boats through the canal with their teams of oxen, charged per ellstone. In the early 19th century, the rate was 8 öre for 1000 ells.

Yellow markings on quays/jetties
Only temporary mooring for refilling fuel and water and pumping out the holding tank.
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