

# Stockholm cruise 2019

## Information for calls to Stockholm port

### MPX



Stockholm MPX checklist

Ship: ..... Date, time: .....

Inbound    Boarded at: .....

Outbound    Departure from: .....

Critical points	Content (but not limited to)	Discussed OK, comments
1. General information	Information about the choice of route and quay, navigational warnings, expected traffic, weather and other.	
2. MPM	Agree that the pilot and the bridge team shall strive for a clear shared mental model with a focus on challenge and response and a closed loop.	
3. Pilot/Co-pilot	Identify the copilot and agree on his role. Observe pilots and helmsmen, verbalize issues and doubts immediately when they arise.	
4. Pilot position	Identify the pilots conning position as well as equipment; best available radar as close to the centerline as possible.	
6. Communication	All relevant information shall be communicated in a language spoken by everyone on the bridge. Intra/external communication, VHF channels.	
8. Method of navigation	Agree on the method to be used for navigation; manual steering with helmsmen, autopilot or a combination of the two.	
7. Bridge equipment	Review of the relevant equipment on the bridge such as the switching between autopilot and manual steering, overbite, engine control, etc.	
9. Pilot Card	Review of the vessel's Pilot Card – current draught, rudder type, and other relevant characteristics.	
8. Other issues	Tugboat, pilot ladder, mooring arrangements, meals, smoking, other?	
10. All agree	Shared mental model achieved.	

Captain / Watch officer on bridge: .....

On website:

<http://www.sjofartsverket.se/en/Maritime-services/Pilotage/Pilot-Areas/Stockholm-Pilot-Area/Standards--Procedures/MPX-Stockholm1/>

You will find the form for Master-Pilot exchange

Please take a look at this before arrival

### Tables for Daylight times

The daylight timetables show earliest and latest time for start of pilotage to comply with darkness restrictions.

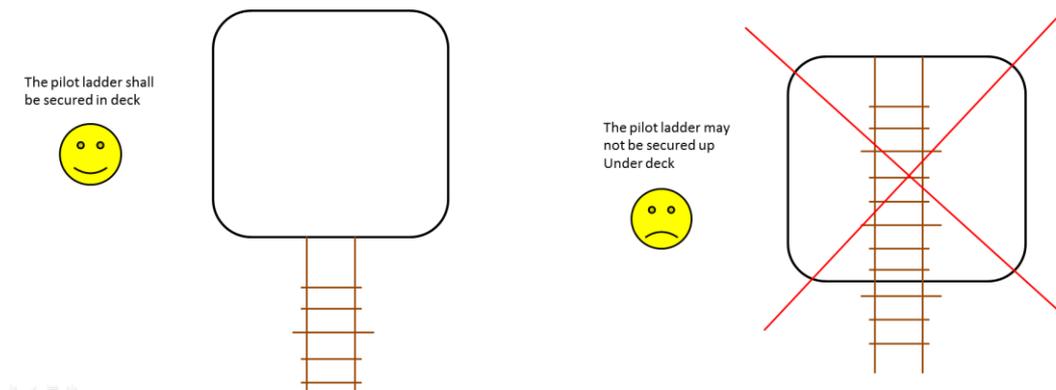
At the website you will find the tables and more information about calls to Stockholm, for example routes in different formats, such as TRANSAS and SAM electronic.

Pilotage area website:

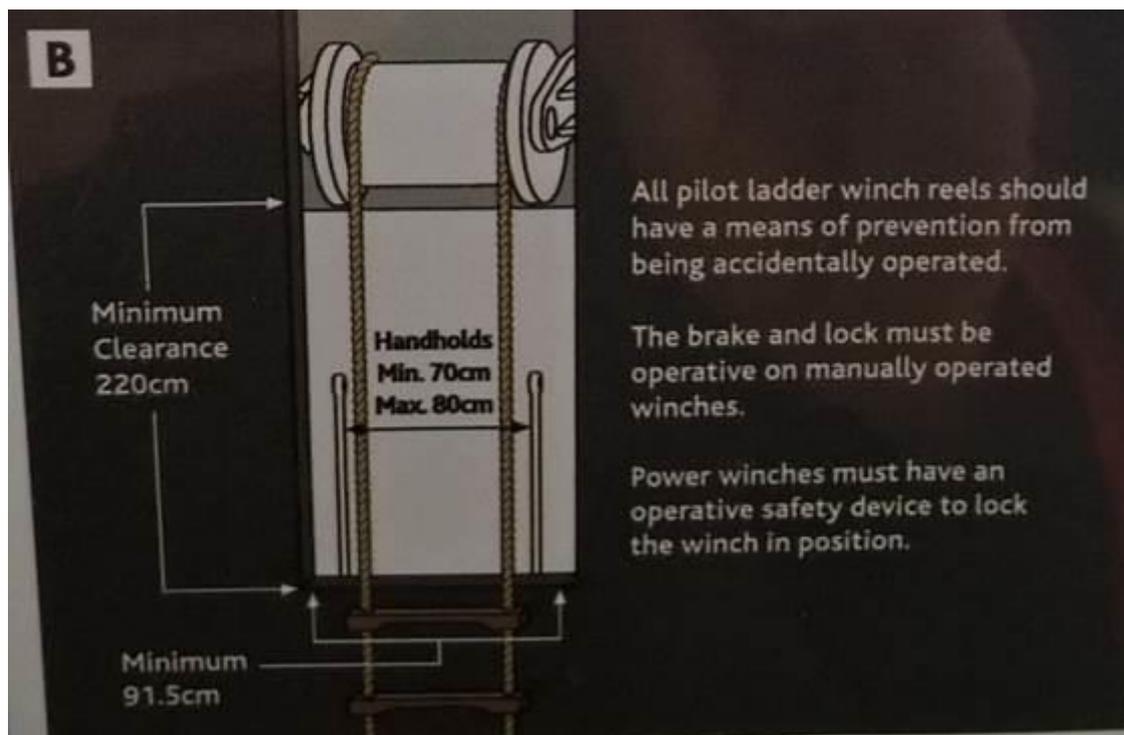
<http://www.sjofartsverket.se/en/Maritime-services/Pilotage/Pilot-Areas/Stockholm-Pilot-Area/Standards--Procedures/Wind-Restrictions/Darkness-Regulations/>

## Pilot ladder

For safe and easy embarking the Pilot ladder shall be secured to deck.



If pilot ladder is rigged in pilot door, **passage must be unobstructed, no steps between ropes.**



## Side to berth

Pilots need to know what side vessel is planning to berth with. If vessel is planning to turn around on arrival, starting time has to be adjusted to allow for that. Transit time from Tjärven pilot station to Stockholm is normally 5 hours, and from Sandhamn pilot station transit time is about 4 hours.

## Speed limits

Parts of the fairway have speed limits due to problems with erosion.

It is important that these are kept; they are mostly in whole numbers (e.g. 12 knots).

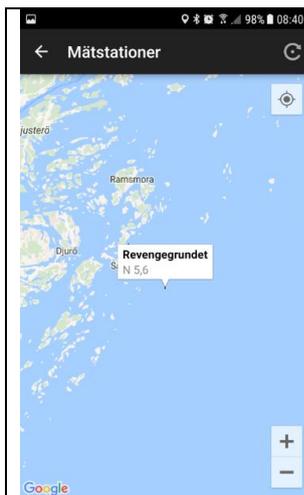
For the distance between Stabo and Koholmen, the limit is set in decimal number 10,0 knots, which means more exact speed in this area.



## Viva

Swedish Maritime Administration has stations for real time updated information about wind speed, visibility and water level, all around the coast. This information is for free an accessible at the website or in a free app for smartphones.

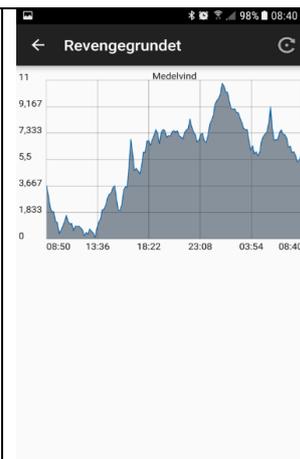
<http://www.sjofartsverket.se/sv/Snabblankar/Kartviewers/ViVa/>



Choose station



Real-time information



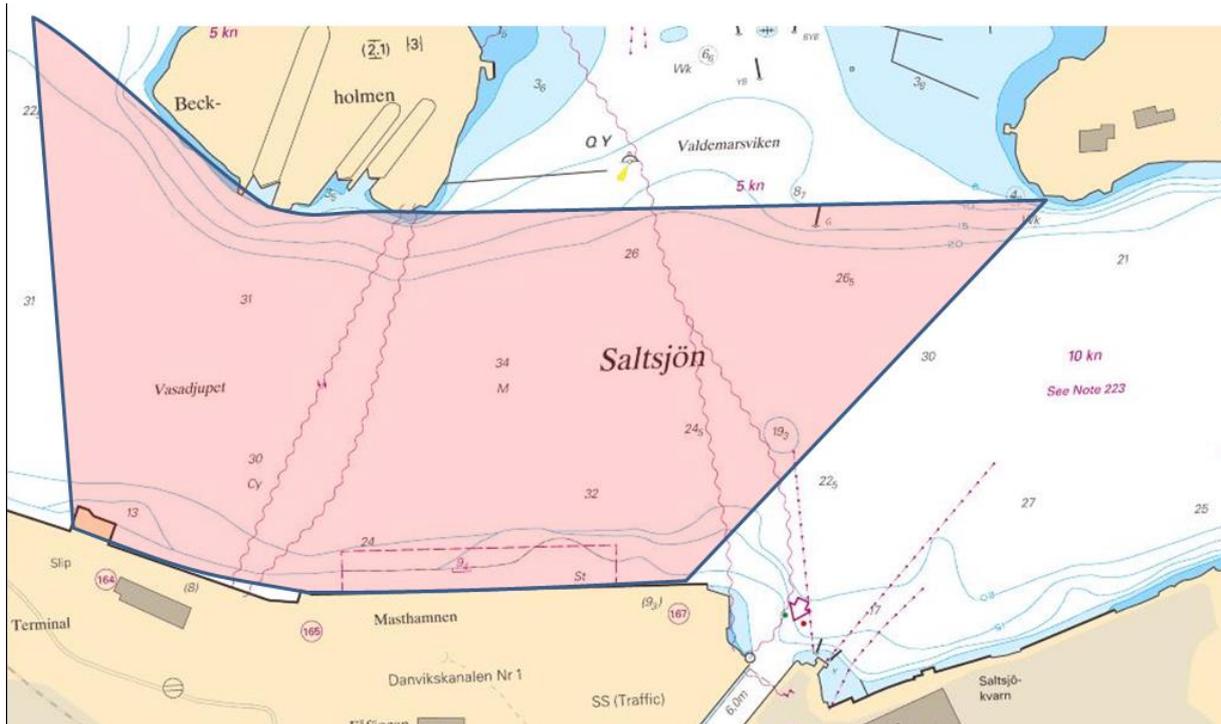
History

## Beckholmen - contaminated sea bottom

Sea bottom around Beckholmen is contaminated.

Some erosion in the area south of Beckholmen has been observed due to vessel traffic.

To avoid further erosion and contamination spreading, vessels to and from berth Stadsgården 167, should turn around outside the marked area.



Welcome to Stockholm 2019

Per Stenhammar  
Pilot area manager Stockholm