

Study questions for pilot exemption certificate, Stockholm pilotage area

This document includes questions and answers that will be tested at the theoretical examination for Pilot Exemption Certificate (PEC) in the Stockholm pilotage area.

You will also find requirements regarding white sectors and leading lines when writing the blank chart.

Pilot Exemption Certificate (PEC) –Theoretical questions:

- 1.** Which VHF frequency is used for
 - Traffic reports/traffic information? **Ch 73**
 - pilot/VTS working channel? **Ch 13**
 - port of Stockholm working channel? **Ch 12**

- 2.** Only vessels of a certain size are covered by the reporting system. What size?
Reporting is compulsory for:
 - All vessels of 300 GRT or more
 - All vessels, including tows, over 45 meters in length.

- 3.** When reporting to VTS Stockholm, what information is to be included in the VHF call?
Participating vessels shall report in English to VTS Stockholm on VHF ch 73 as follows:

On entering the VTS area and immediately before leaving quay or anchorage stating:
 - Vessel's name
 - Call sign
 - Position
 - Intended route
 - Destination
 - Draught

When passing the reporting points, on arrival at the quay, on changing route, on anchoring, on being involved in an incident such as grounding or collision, on the occurrence of any defects which might affect the safety of navigation, stating:

- Vessel's name
- Position
- Destination
- Reason for reporting

Vessels shall be prepared to state additional information upon request from the VTS centre at any time inside the VTS area.

4. How can you find out the current water level in a specific location?

Swedish Maritime Administrations ViVa system, internet, VTS via VHF channel 73, 13, Port of Stockholm via phone +46 8 6702810 or VHF channel 12.

5. What action do you take if you need tug assistance?

The requirements for a PEC holder to be able to use assistance of tugs without pilot assistance are that a practical test regarding this (part C8) has been performed during examinations. If this is not stated in the PEC, pilot should be ordered.

6. How many hours are you allowed using your PEC without a break, and how long does your rest have to be afterwards?

Before beginning the use of a fairway-related or general PEC, the holder may not have been on duty for such a long time that the total time of duty exceeds six hours during twelve consecutive hours unless this is permitted in the PEC.

During twelve consecutive hours, a holder of a fairway-related or general PEC may not navigate the ship a greater distance than the ship normally can cover during six hours unless this is permitted in the PEC.

7. If a part or parts of the vessel's maneuvering or navigation equipment is out of order, what action do you take?

A fairway-related or general PEC may only be used during normal functioning of the propulsion machinery, equipment, and instrument that were stated in the "Safety Assessment Documentation" form. If not, pilot should be ordered.

8. Where can you find standards and restrictions for a particular fairway, and general information about the fairway section covered by your PEC?

Homepage of the Swedish Maritime Administration or Swedish Transport Agency.

9. Which areas, if any, in the fairway section covered by your PEC are prohibited anchorage areas?

Svartklubben-Djursten/Hallstavik/Hargshamn:

NIL

Söderarm-Kapellskär/Stockholm:

- Oxdjupet
- Solöfjärden
- South of East and West Rönholmen
- Frihamns and Värtahamnen harbour basins
- Hammarbyleden
- Under bridges in the harbour area
- Nybroviken

Sandhamn-Stockholm:

- Nyvarpsudden
- Oxdjupet
- Solöfjärden
- South of East and West Rönholmen
- Frihamns och Värtahamnen harbour basins
- Hammarbyleden
- Under bridges in the harbour area
- Nybroviken

Landsort-Stockholm:

- Nyvarpsudden
- Oxdjupet
- Solöfjärden
- South of East and West Rönholmen
- Frihamns och Värtahamnen harbour basins
- Hammarbyleden
- Under bridges in the harbour area
- Nybroviken

10. What is the maximum allowed draught in the fairway section covered by your PEC?

Svartklubben-Djursten:6,5 meters
Svartklubben-Hallstavik:7,0 meters
Svartklubben-Hargshamn:8,5 meters

Söderarm-Kapellskär/Stockholm:9,0 meters
Sandhamn-Stockholm:11,0 meters
Landsort-Stockholm:10,0 meters

11. How do you calculate maximum allowed draught in relation to the current water level?

At minus water level the maximum allowed draught should be decreased with the same amount as the minus level. At plus water level the maximum allowed draught could be increased with the same amount as the plus level.

12.What winter restrictions apply in the fairway section covered by your PEC?

Söderarm-Kapellskär/Stockholm
Östanå ferry berth: max 8 knots, 500 meters north and south of.

13.What are the compulsory pilotage limits, as regards vessel size, in the fairway section covered by your PEC?

Svartklubben-Djursten:

Category 2: Length: 80 meters Breadth: 15 meters
Category 3: Length: 90 meters Breadth: 16 meters

Svartklubben-Hallstavik/Hargshamn:

Category 2: Length: 80 meters Breadth: 15 meters Draft: 5 meters
Category 3: Length: 80 meters Breadth: 15 meters Draft: 5 meters

Söderarm-Kapellskär/Stockholm, Sandhamn-Stockholm, Landsort-Stockholm,
Kanholmsfjärden-Granhamnsfjärden:

Category 2: Length: 70 meters Breadth: 14 meters Draft: 4, 5 meters
Category 3: Length: 70 meters Breadth: 14 meters Draft: 4, 5 meters

- 14.** Where can you find information about the depth and maximum air-draught of a port?
On the homepages of the Ports and Swedish Maritime Administration, from VTS Stockholm, or from Port of Stockholm via phone +46 8 670 28 10
- 15.** What gross tonnage limit governs the traffic separation at Rödhäll- Lagnögrund (via Garpen)?
Vessels over 300 GRT are not allowed to proceed in a westerly direction.
- 16.** Are there any restrictions for vessels passing through Lindalssundet? If so, what is the gross tonnage limit?
Vessels over 300 GRT are not allowed to proceed in a westerly direction.
- 17.** Who should you contact in case of an accident, grounding, a collision, and a serious injury/illness, man over board or fire?
Sweden Rescue VHF ch 16
Inform, VTS Stockholm VHF ch 73
- 18.** How do you report an oil spill?
Swedish Coast Guard VHF ch 16.
Inform, VTS Stockholm on ch 73
- 19.** How do you order a tugboat?
Via Ships agent, VTS or directly to the tugboat company.
- 20.** How do you contact linesmen/boatmen?
In Hargshamn, by Ships agent
In Hallstavik, by the harbor
In Kapellskär and Stockholm, by phone to Port of Stockholm
- 21.** What are the communication procedures when passing Danviksbron, Hammarbyleden and Hammarby lock?
Port of Stockholm should be contacted by phone (+46 8 670 28 10) at least 5 hours in advance for opening of the bridges Danviksbron or Skansbron or for passage of the Hammarby lock. During passage communication is on VHF ch 12.

22. Are you allowed to use connecting fairways connecting to the fairway section covered by your PEC?

Yes, if this is indicated on the PEC. (It is possible to supplement a PEC with connecting fairways. The Swedish Transport Agency may then require the applicant to undergo passages in the fairway under the leadership of an appointed pilot or alternatively, all or part of the examinations for a new PEC. A longer fairway section considered as a new fairway and is handled as a new application for PEC unless the Swedish Transport Agency decides otherwise.)

23. What are the rules in the traffic separation schemes?

The fairway Sandhamn-Stockholm has five traffic separation schemes, in which the separation zones are circular with a radius of 50 meters and centered in the following positions:

South part of Kanholmsfjärden

North part of Kanholmsfjärden

Sandöfjärden

Trälhavet

Torsbyfjärden

The traffic lanes are without outer boundaries. Coastal traffic zones are not implemented. The traffic separation schemes are not provided with any navigational aids. The separation zones should be avoided if possible. When navigating with a vessel over 300 GRT or with a length over 45 meters, including tows, in the traffic lanes, international regulations (COLREG) should be used in the same way as in traffic separation schemes implemented by IMO.

Requirements regarding white sectors and leading lines when writing the blank chart

Below mentioned white sectors from lighthouses and leading lines should be written on the blank chart test:

Stockholm-Sandhamn; Stora Höggarns bank, Tynningö, Ö Älgögrund, Nyvarp, Bolviksnäs, Sollenkroka, Getholmen, Skötkobb and leading lines Stannkobbslinjen and Vindalslinjen.

Stockholm-Tjärven; Stora Höggarns bank, Tynningö, Ö Älgögrund, Vällersvik, Furusund, Kapellskär, Lerskärsgrund and leading line Svedjelandet.

Kapellskär-Tjärven; Kapellskär, Lerskärsgrund and leading line Svedjelandet.

To be approved on the test, required sector boundaries are to be correctly drawn. Not with exact degree, but it must clearly state what the sectors mark to clear.

Note that all lighthouse sectors specified below in this document are stated in the direction towards the lighthouse.



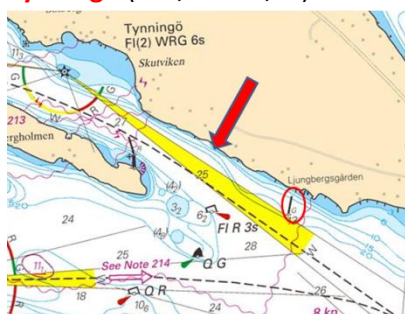
Stockholm-Ö Älgö/Valöarna

(Mutually for both fairways Stockholm-Sandhamn and Stockholm-Tjärven)

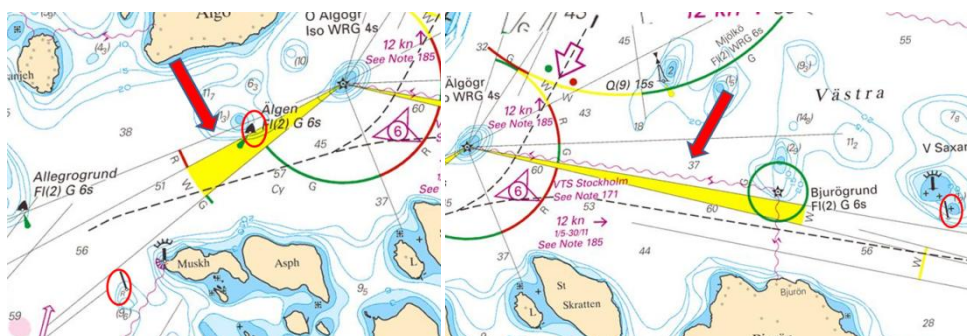
1. **Stora Höggarns bank** ($35,4^{\circ}41,2'$) Clears for red spar buoy at Lilla Höggarns bank and green buoy at Elfvik.



2. **Tynningö** ($306,0^{\circ}311,4'$) Clears for green spar buoy at Ljungbergsgården.

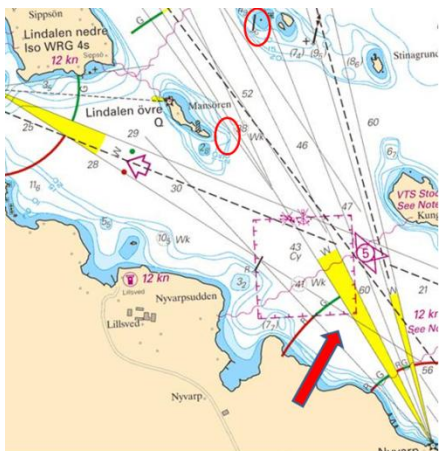


3. **Östra Älgögrund** ($53,7^{\circ}64,7'$) ($282,8^{\circ}286,1'$) Clears for red spar buoy west of Muskholmen and green buoy Älgen. Inbound it clears for green spar buoy at Saxarkumlet.

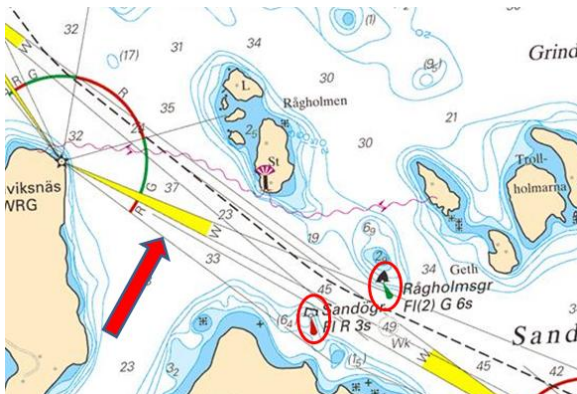


Ö Älgö/Valöarna-Sandhamn

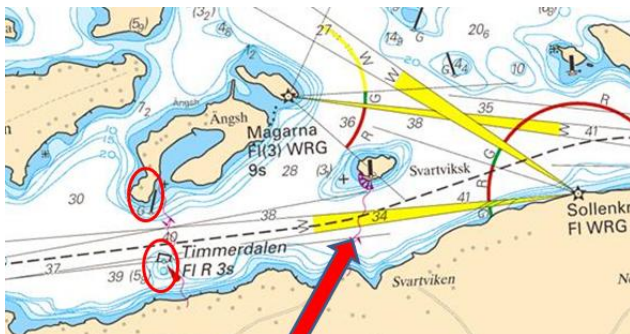
1. **Nyvarp** (151,1 °-157,0 °) Clears for the upgrounding at Mansören and green spar buoy at Allmäningsgrund.



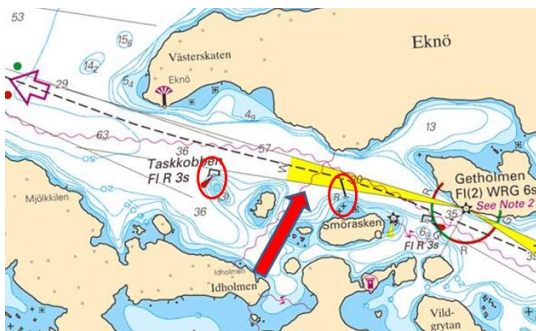
2. **Bolviksnäs** (294,9 °-300,5 °) Clears for Sandögrund and Rågholmsgrund.



3. **Sollenkroka** (84,7 °-88,4 °) Clears for Timmerdalen and green spar buoy at Ängsholmen.



4. **Getholmen** (102,3 °-109,9 °) Clears for red spar buoy at Smörasken and red buoy Taskkobben.



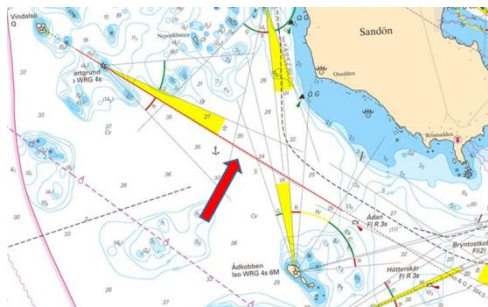
5. **Skötkobben** (344,7°-357,2°) Clears for green buoy at Oxudden.



6. **Stannkobbslinjen** (Leading line 352,1°)



7. **Vindalsö/Svartgrund** (Leading line 304,5°)

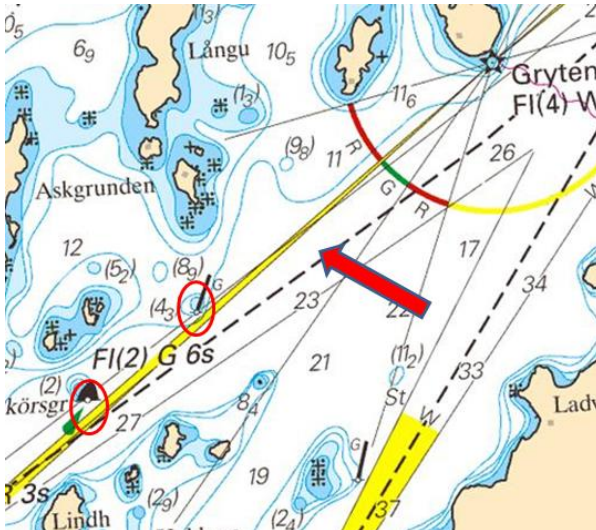


Ö Älgö/Valöarna-Tjärven

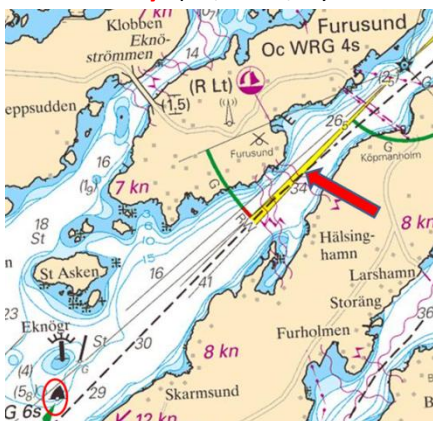
1. **Vallersvik** ($19,4^\circ-22,2^\circ$) Clears for red spar buoy at Blötholmen.



2. **Gryten** ($51,2^\circ-52,3^\circ$) Clear for red spar buoy at Hakholmen and green buoy Askörsgrund.



3. **Furusunds fyr** ($46,3^\circ-48,8^\circ$) Good steering mark when outbound and clears for Eknögrund.



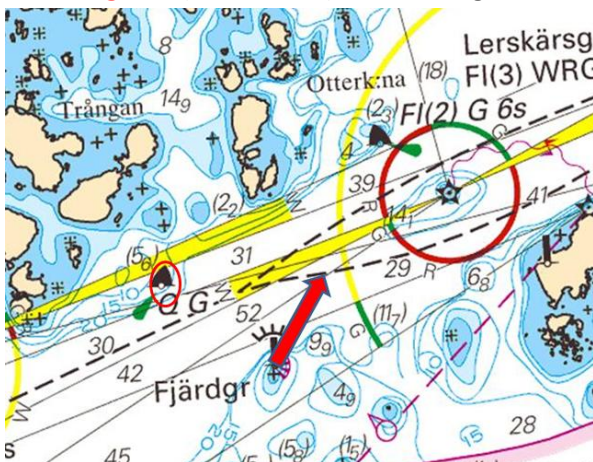
4. **Svedjelandet** ($269,3^\circ$ Leading line) Clears for Fårholmsrevet.



5. **Kapellskår** ($252,0^\circ$ - $260,3^\circ$) Clears for Plommans buoy and Fårholmsrevet.



6. **Lerskärsgrund** ($66,7^\circ$ - $72,7^\circ$) Clears for green buoy at Fjärdgrund.

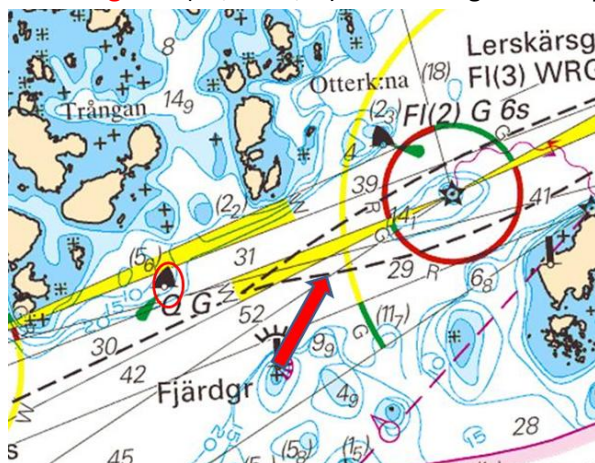


Kapellskär-Tjärven

1. **Kapellskär** ($252,0^{\circ}$ - $260,3^{\circ}$) Clears for Plommans buoy and Färholmsrevet.



2. **Lerskärsgrund** ($66,7^{\circ}$ - $72,7^{\circ}$) Clears for green buoy at Fjärdgrund.



3. **Svedjelandet** ($269,3^{\circ}$ Leading line) Clears for Färholmsrevet.

