

REPORT
of the Meeting of the
Baltic Pilotage Authorities Commission
in Lübeck, from 23rd to 25th May,
1984

At the invitation of the Federal Ministry of Transport of the Federal Republic of Germany a meeting of the pilotage authorities of the Baltic coastal states was held in Lübeck from the 23rd to the 25th May, 1984 (cf. Annex 1 for participants).

The meeting was chaired by Dr. Steinicke. He welcomed all delegates on behalf of the Federal Minister of Transport. Mr Schimming was introduced as secretary for the following meetings of BPAC. All delegations agreed to the nomination. The agenda proposed by the secretariat was adopted before the meeting by letter or telex.

During the working sessions the following results were achieved:

to item 1 - Completion of the Preliminary Report to the MWG of the Helsinki Commission

The Preliminary Report was amended with reference to the results of the meeting in Leningrad and further proposals by Denmark, Sweden and the Federal Republic of Germany in the following items:

1. In the heading of the Report the word "preliminary" is to be deleted. As well as in further text the words "working group" are to be replaced by "Committee".
2. In the remark about the adoption the word "Rostock" is to be replaced by "Lübeck" and the date in brackets must be "23rd to 25th May, 1984". All other remarks on the front page are to be deleted.
3. In the survey of annexes the annex 7 is to be deleted.
4. On page 2 the last paragraph should read:
"At their Meeting in Rostock 1981 the Baltic Pilotage Authorities Commission drafted a Preliminary Report

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which was subsequently submitted to MC. Following the revision of the Preliminary Report at their meetings in Helsinki 1982 and Leningrad 1983 the Report was finalized by BPAC at its meeting in Lübeck from 23rd to 25th May, 1984".

5. Tables 4 to 8 and annex 1 must be completed with all figures for 1983 which should, if it has not yet happened, be sent to the secretariat as soon as possible.
6. On page 19 the third paragraph should read as follows:
"At its meetings in Rostock and Helsinki BPAC dealt with the question of tariffs for deep-sea pilotage operations and it was decided that for the time being this subject should no longer be discussed within BPAC but might be taken up again at a later stage".
7. Upon proposal of an ad hoc-working group consisting of delegates from Denmark, Sweden and the Federal Republic of Germany all delegations agreed, that item 4 of the Report should read as follows:

"4. Consideration of intensifying deep-sea pilotage services in the Baltic Sea

At present the overall number of ships using a deep-sea pilot when the ship is in the Baltic Sea is low when related to the total number of ships operating in the Baltic Sea. Data, so far available, show, that no more than 600 deep-sea pilotage operations in the Baltic Sea (cf. Tables 5, 6 and 7) took place compared for instance with about 85.000 ships' passages through the Kiel Canal, the Belts and the Sound into and out of the Baltic (cf. Tables 1, 2 and 3) and with just under 90.000 ship arrivals in ports of Baltic coastal states (cf. Table 4). When deep-sea pilot services of the Baltic Pilotage Authorities become well known in the shipping community deep-sea pilotage operations

undoubtedly will increase. This natural development can be hastened through publication in the various Notices to Mariners or by other means of information on deep-sea pilotage service. This will be done by all Pilotage Authorities of the BPAC.

The BPAC is not of the opinion that the Baltic in its entirety constitutes a navigational hazard. Therefore BPAC is, for the time being, not inclined to suggest, that a draft recommendation urging ships of certain sizes and categories to use deep sea pilots in the Baltic, should be submitted to the IMO.

BPAC lacks the overall view of the whole spectre of safety of navigation and environmental safety needed to state that the safety of the ships in the Baltic and the marine environment of the Baltic necessitate the implementation of such a recommendation.

Taking this into account BPAC will carefully observe the development in these fields with the view to whether there occurs a need for further intensification of deep-sea pilotage in the Baltic Sea.

Should, however, the Helsinki Commission or the IMO consider such an action as useful, BPAC is gladly prepared to give any support to it and will do its utmost to provide the necessary service".

8. On page 24 the first paragraph is to be deleted in total, because delegations could not see any actual importance. It was agreed that two other paragraphs should be inserted and that they should have the following wording:

"In order to get the relevant and necessary information about the density, compound and follow-up of traffic in the Baltic, BPAC will set up an information system, that will deliver data for example about type, flag, tonnage and draught of ships, activity of pilots and the respective ports of departure and destination. BPAC will report on the results to MC.

Furthermore BPAC will take all necessary steps to spread the information about the benefits of deep-sea pilotage in the Baltic in order to advise not only the ships' navigating teams but also owners, charterers and agents of ships about the benefits that will become effective to users, if they avail themselves of qualified deep-sea pilots in the respective area".

9. The last paragraph on page 24 ends with the word "lectures" and a full stop. The rest of the sentence is to be deleted.
10. The annexes have to be completed by an annex 1c with the itineraries of 1983.
11. In Annex 2 another item is to be inserted after item 1.2 with the following wording:

"1.3 Deep-sea pilotage in the Baltic Sea Area shall be performed by deep-sea pilots from the respective ports of departure of a Baltic coastal state only, 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 home as soon as possible.

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".
12. In annex 2 to annex 4 in the item concerning Denmark the second line of the address is to be replaced by the words "P.O. Box 19".
13. All delegations agreed to delete Annex 7 in total.
14. BPAC adopted the Report and authorized the secretary to send it to the MC with the covering letter (cf. Annex 2) proposed by the secretariat. The secretary took note of the number of copies member authorities required.

to item 2 - Draft Assembly Resolution on Taking Licensed
Deep-Sea Pilots in the Baltic

BPAC concluded that for the time being it is not intended to suggest that a draft recommendation urging ships of certain sizes and categories to use deep-sea pilots in the Baltic should be submitted to the IMO.

to item 3 - Initial experience with the implementation of
the Rules

All delegations stated that the "Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic" have effected very good results with regard to a certain order in deep-sea pilotage. The experience of all delegations shows that the activities of North Sea Pilots in the Baltic have diminished.

Upon the reports of the delegations of Denmark, Finland, the Polish People's Republic and Sweden about incidents where deep-sea pilots of the North Sea were declared as "Supercargos" to avoid the consequences of the "port of departure-rule" it was concluded that such incidents should be reported to the secretariat which will take care of the information of the competent member authority.

Answering a question of the delegation of the German Democratic Republic the delegation of the Federal Republic of Germany stated that the authorities ensured that deep-sea pilots do not act under other identity-cards than the red-coloured pattern agreed by BPAC. The Danish delegation reported that british deep-sea pilots are sometimes in the possession of different licenses but that they don't use them in the Baltic.

to item 4 - Mutual information on recent national regulations
on deep-sea pilotage

The delegation of the Federal Republic of Germany introduced the amendments to the Pilotage Act which entered into force at 1st May, 1984 and gave explanations to certain regulations concerning deep-sea pilotage. The text of the amending Act was distributed to all delegations.

to item 5 - Possible items for the future work of BPAC

With regard to the procedure of gathering statistical data the secretary introduced a booklet used in the North Sea area concerning the use of standardized forms for such inquiries. It was concluded to continue the completion of tables as attached to the Report for the next year. Comments on a new system according to Annex 3 should be sent to the secretariat until three months before the next meeting. Further decisions will be made on that basis.

The delegation of the Federal Republic of Germany introduced a draft for a recommendation directed to masters to avail themselves of qualified deep-sea pilots (cf. Annex 4) to be published in Notices to Mariners and an information paper (cf. Annex 5) addressed to owners, charterers and agents of ships sailing in the Baltic Sea concerning the benefits that deep-sea pilotage can effect for the safety of navigation.

It was agreed that the words "Kattegat" and "Skagerak" have to be deleted in the draft recommendation. Because there were various proposals from the danish delegation and the secretariat to amend the paper but a general positive view of all delegation it was decided to work on these papers under next meeting's agenda. Finally the secretariat introduced the "German Bight Passage Planning Guide" as a proposal for publication of such an information paper for the Baltic. Due to partly positive and partly critical reactions it was agreed to distribute further proposals and comments to the secretariat to prepare the discussion three month before the next meeting.

On proposal of the German Democratic Republik it was agreed as an item for next meeting's agenda the drafting of an information paper directed to the MSC of IMO because of the world-wide effect such an action may cause and a discussion about the use of flag "H" of the ICS when a deep-sea pilot is on duty.

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to item 6 - Any other business

The danish delegation affirmed that the Rules will be published in the "Guide to Port Entry" and in the forthcoming edition of "Browne's Nautical Almanach".

The delegation of the Polish People's Republic informed that national regulations concerning deep-sea pilotage will enter into force in 1984.

The swedish delegation invited BPAC to hold the next meeting in Göteborg 5th to 6th June, 1985. For this meeting a preliminary agenda (cf. Annex 6) was distributed to all delegations by the secretariat.

The chairman concluded the meeting underlining the positive outcome of the meeting and the collegial working atmosphere.

List of Participants

Meeting of the Baltic Pilotage Authorities Commission
Lübeck, 23 to 25 May 1984

Rasmussen, Sven Nielsen, Ove) Denmark
Jokivartio, Atso Paakkinen, Martti) Finland
Haußmann, Gerd Rickert, Horst) German Democratic Republic
Dr. Steinicke, Dietrich Hübschmann, Peter Schimming, Stefan Sprengel, Jürgen Asmus, Walter Kossyk, Werner) Germany, Federal Republic of
Rymarz, Wladyslaw Czapp, Wiktor) Polish People's Republic
Reslow, Kjell Vettlevik, Allan Samuelsson, Lars) Sweden
Rudakov, Vladimir Podanev, Fedor) Union of Soviet Socialist Republics

DNV

ANNEX 1

Baltic Pilotage Authorities
Commission
- The Secretariat -

Hamburg ,

Baltic Marine Environment
Protection Commission
- Maritime Committee -
Eteläesplanadi 22 C 43

SF-00130 Helsinki 13

Subject: Deep-sea pilotage in the Baltic

Reference: 1. Letter of BPAC 06.03.1981
2. Your letter 26.11.1981 - FO/ml -

Dear Mr Otzen,

referring to the assignment imposed on BPAC by the Maritime Committee I have the honour to submit to you the "Report by the Baltic Pilotage Authorities Commission on Deep-Sea Pilotage in the Baltic". The Report was finalized and agreed by member authorities at the meeting in Lubeck, 23 -25 May 1984.

BPAC hopes that its content will give a good summary of the situation of deep-sea pilotage in the Baltic and of the actions taken so far in the interest of safety of navigation and connected requirements of the marine environment.

The endeavours of BPAC in these fields will continue. Therefore BPAC would be very pleased, to learn from MC which conclusions are drawn on the basis of the Report.

Of course BPAC is gladly prepared to give any advise or support to the MC as far as problems of deep-sea pilotage are concerned and invites the MC to avail itself of the experience and competence of BPAC in these matters as in the past.

Yours sincerely

Schimming
- Secretary -

Draft text for a SPAC recommendation

THE BALTIC PILOTAGE AUTHORITIES COMMISSION -

RECOGNIZING that Deep-Sea Pilotage helps to enhance the safety of navigation and the 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 to establish a certain order in Deep-Sea Pilotage in the Baltic Sea

RECOMMENDS

A. masters of ships which are constrained by their draught or

B. masters of ships infrequently sailing in the respective area

coming from or being bound for ports in the Baltic Sea to avail themselves of deep-sea pilots certificated by a competent authority.

Preliminary Agenda for the 12th Meeting

1. Measures to spread information about the benefits of deep-sea pilotage
 - 1.1 BPAC-recommendation to Masters by Notices to Mariners
 - 1.2 Information paper to owners, charterers and agents
2. Setting up of an information system
3. Necessity of upkeeping the deep-sea pilot's knowledge of a standardized language
4. Study of the necessity for arranging regional seminars and lectures for deep-sea pilots
5. Experience with the implementation of the Rules
6. Mutual information on recent national regulation on deep-sea pilotage
7. Draft Information Paper for the MSC of IMO
8. Use of flag "H" of the International Code of Signals
9. Any other business

Rules for Minimum Qualification Requirements and Working Conditions for Deep Sea Pilots in the Baltic

1 General

- 1.1 The function of a deep sea pilot is to advise the master outside territorial waters, the master remaining responsible for the command and for the safety of his ship, even if he has allowed the deep sea pilot to give his orders directly to the crew.
- 1.2 ~~Any~~ person intending to professionally pilot vessels in the Baltic outside territorial waters shall be required to hold a special licence granted by the national pilotage authority of a Baltic coastal state (hereinafter referred to as "the appropriate pilotage authority").

Such licence shall only be granted on condition that the applicant fulfills the requirements as described in Section 2 of these Rules and has passed an examination as described in Section 3.

2 Requirements

The applicant for a licence to operate as a deep sea pilot in the Baltic shall -

- (1) be below the age of 60 (sixty);
- (2) hold the highest master's certificate;
- (3) have a record of not less than six years' service time as a master, chief mate, or licensed district pilot for sea-going ships while holding the certificate in question;
- (4) possess an official medical certificate covering eyesight, hearing, colour vision, general health and aptitude as required for exercising the profession of a deep sea pilot;

- (5) possess appropriate practical experience in Baltic waters, including recent practical experience of navigation in ice as a master, mate, or pilot in waters where ice-breaker assistance has been provided;
- (6) possess appropriate theoretical knowledge of Baltic waters, which shall be proved by the possession of a "Bridge Book for the Baltic". The "Bridge Book for the Baltic" is a navigational notebook recording such information as courses, details of lights, hazards, etc., and incorporating sections of charts. It includes the following information: -
- (i) the "basic information", consisting of the matters listed under Item 3.2 of these Rules;
 - (ii) the applicable Health Regulations;
 - (iii) Search and Rescue information;
 - (iv) a copy of the "Standard Marine Navigational Vocabulary".
- (7) fulfill any additional requirements as may be put up by the appropriate pilotage authority.

3 Examination

3.1 The examination shall be conducted by a Committee convened by the appropriate pilotage authority.

3.2 The examination shall cover the following subjects: -

- (1) the International Regulations for Preventing Collisions at Sea;
- (2) the buoyage systems used in the Baltic;
- (3) the principal lights;
- (4) the shipping lanes and traffic separation schemes;
- (5) the fairway courses and distances;
- (6) the names and characteristics of buoys, beacons, light-vessels and other navigational marks at the crossings and junctions of shipping lanes;

- (7) the seaward limits of national pilotage districts; pilotage communication; ordering and taking on board of district pilots;
- (8) international radiotelephony procedure; sources of navigational information; delivery of ETA messages to ports of destination; receiving of ice reports;
- (9) the maximum draughts permissible for transit through the Sound and the Belts, other narrow passages, and harbour approaches, including prevailing currents;
- (10) a general knowledge of the anchorages and of any limitations existing in ports of destination;
- (11) the general appearance of the coastline in the relevant area;
- (12) behaviour in ice, taking into account the existing regulations on ice-breaker assistance; the candidate for the examination should have knowledge of all rules concerning ice-breaker assistance, particularly as to when, where, and to whom the arrival of a ship into a restricted area should be reported. Furthermore, he should know the ice-class rules and the signals that are to be used for communication between the ice-breaker and the assisted vessel. He should also have studied the reports on the Baltic ice conditions published by scientific institutes. The candidate for the examination should know - as far as the prevailing winter is concerned -
- (a) the areas where ice-breaker assistance is provided;
 - (b) when and on which frequencies radio broadcasts and other notices on present and expected ice conditions are given;
 - (c) the prevailing traffic restrictions, as far as ice-class, deadweight, and type of cargo of ships are concerned; and

(d) the dangers of icing of ships and deck cargo, and the effect of icing on the stability of a ship; the need for covering the capstan and mooring wires, especially on the forecastle; the need for keeping winches, pumps and waterpiping on deck, etc., free from ice; the arrangements to be made for towing by an ice-breaker.

(13) knowledge of modern bridge equipment and aids to navigation;

(14) obstructions to navigation (rigs, platforms, etc.);

(15) adequate knowledge of the English language;

(16) adequate knowledge of anti-pollution regulations applicable in the Baltic;

(17) any other subject selected at the discretion of the Examination Committee. X

4 Deep Sea Pilot's Licence and Deep Sea Pilot Identity Card

4.1 Upon fulfilling the requirements described in Section 2 and passing the examination described in Section 3, the candidate shall be granted, by the appropriate pilotage authority, a licence entitling him to operate as a deep sea pilot in the Baltic.

4.2 Each deep sea pilot shall receive from the appropriate pilotage authority a Deep Sea Pilot Identity Card corresponding to the model shown in the Annex to these Rules and containing the following particulars: -

(1) the country identification letter and the serial number;

(2) the name (surname and christian name) as well as the date and place of birth of the deep sea pilot;

(3) a photograph of the deep sea pilot;

(4) the indication that the holder has been granted the licence to operate as a deep sea pilot in the Baltic.

4.3 The texts in Deep Sea Pilot Identity Cards shall be given in the national language(s) as well as in English.

4.4 Upon request, the deep sea pilot shall produce his Identity Card to the shipmaster and to the pilotage authorities of the Baltic coastal states.

4.5 The pilotage authorities shall inform each other, without delay, on Deep Sea Pilot Identity Cards having been issued, withdrawn or lost.

5 Execution of deep sea pilots' work

5.1 A deep sea pilot shall carry out his obligations until he is released by the master, or until the vessel has reached the seaward limits of territorial waters or, if national laws and regulations do permit so, the pilot station.

5.2 Normally, a deep sea pilot should not function on the bridge for more than twelve hours within twenty-four 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 the appropriate pilotage authority shall check that this is being done to the satisfaction of the authority.

5.3 During his work, a deep sea pilot shall make use of the navigational aids and means of telecommunication as required by the ordinary practice of seamanship, by regulations issued by the pilotage authorities, or by special circumstances.

5.4 A deep sea pilot shall forthwith report both to the nearest pilotage authority and to his competent national pilotage authority any observation that may have come to his attention with regard to the safety of navigation and the prevention of pollution. In particular, he shall report any accident

...

that may have occurred to the piloted vessel, and furnish further information if so required. He shall also forthwith report any irregularities as to navigational lights and signals which he may have observed.

5.5 The extent to which a deep sea pilot has been piloting in the Baltic shall be documented by means of "Pilotage Notes", which shall, for each pilotage effectuated, be completed by the pilot concerned and shall be signed by the master of the piloted vessel. Such Pilotage Notes shall specify: -

- (1) the name of the piloted vessel;
- (2) the owner, the operator and the agent of the piloted vessel;
- (3) the size and deepest draught of the piloted vessel;
- (4) the type of the piloted vessel and the kind of cargo carried;
- (5) the terminal points of the distance piloted;
- (6) the duration of the pilotage effectuated;
- (7) any other particulars the appropriate pilotage authority deems to be necessary for collecting the fee.

A deep sea pilot shall submit all Pilotage Notes to the appropriate pilotage authority.

5.6 A deep sea pilot shall furnish proof to the appropriate pilotage authority, at least once in every five years, that the requirements upon the basis of which his licence has been issued continue to be fulfilled. In particular, he shall furnish proof -

- (1) that, after having been licensed, he has been operating as a deep sea pilot in the Baltic to such an extent as shall be to the satisfaction of the appropriate pilotage authority;

- (2) that he has continually kept up to date his knowledge and his Bridge Book in all matters necessary for duly exercising his profession; and
- (3) that he continues to fulfill the requirements as to his health.

The fulfilment of the requirements as to a deep sea pilot's health shall be established by means of a medical fitness test.

6 Expiry and withdrawal of licence

- 6.1 When a deep sea pilot does not furnish the proof required under Item 5.6 his licence shall either automatically expire or be withdrawn.
- 6.2 A licence shall expire when its holder has reached the age of 60. At yearly intervals, the appropriate pilotage authority may extend the period of validity of the licence, upon application by its holder, for another twelve months if the deep sea pilot concerned can furnish proof, by means of an official medical certificate, that he continues to possess both the physical and mental fitness required for duly exercising this profession. However, no such extension shall be granted after the deep sea pilot applying for it has reached the age of 65.
- 6.3 In any of the above cases the deep sea pilot identity card shall be withdrawn.
- 6.4 A licence or a deep sea pilot identity card may be withdrawn, by the issuing authority, when -
 - (1) the licence has been obtained by fraud, blackmail, or bribe;
 - (2) in virtue of an official medical certificate, the deep sea pilot has been found no longer able to carry out his profession for lack of fitness or on account of a reduction of his mental capacity;

(3) the certificate of competency upon the basis of which the issuance of the deep sea pilot's licence is based has been suspended by the competent authority or by court decision;

(4) the deep sea pilot concerned has proved himself, through repeated and/or gross violation of duty, no longer qualified for carrying on his profession.

6.5 At any time, the appropriate pilotage authority may order a deep sea pilot to undergo a medical fitness test.

7 Assistance to be rendered to deep sea pilots

7.1 All deep sea pilots licensed under these Rules may use the existing national pilotage facilities under equal conditions and against payment of even fees.

7.2 The pilotage authorities shall ask the competent authorities to assist deep sea pilots finishing service in a port of a Baltic coastal state to return to their home countries without delay.

Rules for
Minimum Qualification Requirements and Working Conditions for
Deep-Sea Pilots in the Baltic

1 General

- 1.1 The function of a deep-sea pilot is to advise the master outside territorial waters, the master remaining responsible for the command and for the safety of his ship, even if he has allowed the deep-sea pilot to give his orders directly to the crew.
- 1.2 Any person intending to professionally pilot vessels in the Baltic outside territorial waters shall be required to hold a special licence granted by the national pilotage authority of the Baltic coastal state (hereinafter referred to as "the appropriate pilotage authority") of which the applicant is a national.

Such licence shall only be granted on condition that the applicant fulfils the requirements as described in Section 2 of these Rules and has passed an examination as described in Section 3.

- 1.3 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 a 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.

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Requirements

The applicant for a licence to operate as a deep-sea pilot in the Baltic shall

- (1) be below the age of 60 (sixty);
- (2) hold the highest master's certificate;
- (3) have a record of not less than six years' service time as a master, chief mate, or licensed district pilot for sea-going ships while holding the certificate in question;
- (4) possess an official medical certificate covering eye-sight, hearing, colour vision, general health and aptitude as required for exercising the profession of a deep-sea pilot;
- (5) possess appropriate practical experience in Baltic waters, including recent practical experience of navigation in ice as a master, mate, or pilot in waters where ice-breaker assistance has been provided;
- (6) possess appropriate theoretical knowledge of Baltic waters, which shall be proved by the possession of a "Bridge Book for the Baltic". (The "Bridge Book for the Baltic" is a navigational notebook recording such information as courses, details of lights, hazards, etc., and incorporating sections of charts. It includes the following information:
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- (7) fulfil any additional requirements as may be put up by the appropriate pilotage authority.

3 Examination

3.1 The examination shall be conducted by an Examination Committee convened by the appropriate pilotage authority.

3.2 The examination shall cover the following subjects:

- (1) the International Regulations for Preventing Collisions at Sea;
- (2) the buoyage systems used in the Baltic;
- (3) the principal lights;
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- (6) the names and characteristics of buoys, beacons, light-vessels, and other navigational marks at the crossings and junctions of shipping lanes;
- (7) the seaward limits of national pilotage districts; pilotage communication; ordering and taking on board of district pilots;
- (8) international radiotelephony procedure; sources of navigational information; delivery of ETA messages to ports of destination; receiving of ice reports;
- (9) the maximum draught permissible for transit through the Sound and the Belts, other narrow passages, and harbour approaches, including prevailing currents;
- (10) a general knowledge of the anchorages and of any limitations existing in ports of destination;
- (11) the general appearance of the coastline in the relevant area;
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 - (d) the dangers of icing of ships and deck cargo, and the effect of icing on the stability of a ship; the need for covering the capstan and mooring wires, especially on the forecastle; the need for keeping winches, pumps and waterpiping on deck, etc., free from ice; the arrangements to be made for towing by an ice-breaker.);
-
- (13) knowledge of modern bridge equipment and aids to navigation;
 - (14) obstructions to navigation (rigs, platforms, etc.);
 - (15) adequate knowledge of the English language;
 - (16) adequate knowledge of anti-pollution regulations applicable in the Baltic;

(17) any other subject selected at the discretion of the Examination Committee.

4 Deep-Sea Pilot's Licence and Deep-Sea Pilot Identity Card

4.1 Upon fulfilling the requirements described in Section 2 and passing the examination described in Section 3, the candidate shall be granted by the appropriate pilotage authority a licence entitling him to operate as a deep-sea pilot in the Baltic.

4.2 Each deep-sea pilot shall receive from the appropriate pilotage authority a Deep-Sea Pilot Identity Card corresponding to the model shown in the Annex to these Rules and containing the following particulars:

- (1) the country identification letter and the serial number;
- (2) the name (surname and Christian name) as well as the date and place of birth of the deep-sea pilot;
- (3) a photograph of the deep-sea pilot;
- (4) the indication that the holder has been granted the licence to operate as a deep-sea pilot in the Baltic.

4.3 The texts in Deep-Sea Pilot Identity Cards shall be given in the national language(s) as well as in English.

4.4 Upon request, the deep-sea pilot shall produce his Identity Card to the shipmaster and to the pilotage authorities of the Baltic coastal states.

4.5 The pilotage authorities shall inform each other, without delay, on Deep-Sea Pilot Identity Cards having been issued, withdrawn, or lost.

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5 Execution of deep-sea pilots' work

- 5.1 A deep-sea pilot shall carry out his obligations until he is released by the master, or until the vessel has reached the seaward limits of territorial waters or, if national laws and regulations do permit so, the pilot station.
- 5.2 Normally, a deep-sea pilot should not function on the bridge for more than twelve hours within twenty-four 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 the appropriate pilotage authority shall check that this is being done to the satisfaction of the Authority.
- 5.3 During his work, a deep-sea pilot shall make use of the navigational aids and means of telecommunication as required by the ordinary practice of seamanship, by regulations issued by the pilotage authorities, or by special circumstances.
- 5.4 A deep-sea pilot shall forthwith report both to the nearest pilotage authority and to his competent national pilotage authority any observation that may have come to his attention with regard to the safety of navigation and the prevention of pollution. In particular, he shall report any accident that may have occurred to the piloted vessel and furnish further information, if so required. He shall also forthwith report any irregularities as to navigational lights and signals which he may have observed.
- 5.5 The extent to which a deep-sea pilot has been piloting in the Baltic shall be documented by means of "Pilotage Notes", which shall, for each pilotage effectuated, be completed by the pilot concerned and shall be signed by the master of the piloted vessel. Such Pilotage Notes shall specify:
- (1) the name of the piloted vessel;
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- (2) the owner, the operator, and the agent of the piloted vessel;
- (3) the size and deepest draught of the piloted vessel;
- (4) the type of the piloted vessel and the kind of cargo carried;
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5.6 A deep-sea pilot shall furnish proof to the appropriate pilotage authority, at least once in every five years, that the requirements upon the basis of which his licence has been issued continue to be fulfilled. In particular, he shall furnish proof

- (1) that, after having been licensed, he has been operating as a deep-sea pilot in the Baltic to such an extent as shall be to the satisfaction of the appropriate pilotage authority;
- (2) that he has continually kept up to date his knowledge and his Bridge Book in all matters necessary for duly exercising his profession; and
- (3) that he continues to fulfil the requirements as to his health.

The fulfilment of the requirements as to a deep-sea pilot's health shall be established by means of a medical fitness test.

6 Expiry and withdrawal of licence

- 6.1 When a deep-sea pilot does not furnish the proof required under Item 5.6, his licence shall either automatically expire or be withdrawn.
- 6.2 A licence shall expire when its holder has reached the age of 60. At yearly intervals, the appropriate pilotage authority may extend the period of validity of the licence, upon application by its holder, for another twelve months if the deep-sea pilot concerned can furnish proof, by means of an official medical certificate, that he continues to possess both the physical and mental fitness required for duly exercising his profession. However, no such extension shall be granted after the deep-sea pilot applying for it has reached the age of 65.
- 6.3 In any of the above cases the Deep-Sea Pilot Identity Card shall be withdrawn.
- 6.4 A licence or a Deep-Sea Pilot Identity Card may be withdrawn by the issuing authority when
- (1) the licence has been obtained by fraud, blackmail, or bribe;
 - (2) by virtue of an official medical certificate, the deep-sea pilot has been found no longer able to carry out his profession for lack of fitness or on account of a reduction of his mental capacity;
 - (3) the certificate of competency upon the basis of which the issuance of the deep-sea pilot's licence is based has been suspended by the competent authority or by court decision;
 - (4) the deep-sea pilot concerned has proved himself, through repeated and/or gross violation of duty, no longer qualified for carrying on his profession.

6.5 At any time, the appropriate pilotage authority may order a deep-sea pilot to undergo a medical fitness test.

7 Assistance to be rendered to deep-sea pilots

7.1 All deep-sea pilots of the Baltic coastal states may use the existing national pilotage facilities under equal conditions and against payment of even fees.

7.2 The pilotage authorities shall ask the competent authorities to assist deep-sea pilots finishing service in a port of a Baltic coastal state in returning to their home countries without delay.