

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.

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");

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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;
- (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 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;
- (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;

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