

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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(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;
- ...

- (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 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.

Identity Card
for Deep-Sea Pilots in the Baltic

front

(emblem of
the issuing
authority)

(name of the issuing country)

Deep-Sea Pilot Identity Card

No

(place and date of issue)

(issuing authority)

.....

(signature of the issuing official)

(official seal)

back

Mr
(surname and Christian name)

.....
(place and date of birth)

(photograph)

is licensed to act as a
Deep-Sea Pilot in the Baltic.

All authorities involved are requested
to render him aid in the pursuance of
his duties.

.....
(signature of the pilot)

Further notes:

- 1 The text of the Identity Card should be in English plus the national language(s).
- 2 The colour should be red with black printing.
- 3 The card should be sealed in plastic.
- 4 The size of the card should be 10 cm by 7 cm.

Notice to Mariners:

Recommendation on the use of adequately qualified deep-sea pilots in the Baltic.

On 1 January 1982 uniform rules for minimum qualification requirements and working conditions for deep-sea pilots in the Baltic Sea area south of the Belts and the Sound will come into force. At the same time, IMCO Resolution A. 480 (XII) - "Recommendation on the use of adequately qualified deep-sea pilots in the Baltic" - will take effect.

It is by virtue of this Resolution that the pilotage authority of Denmark urges all ships which wish to avail themselves of deep-sea pilots in the area of the Baltic to take only pilots licensed by a pilotage authority of a Baltic coastal state who are in possession of an identity card issued by a competent authority of a Baltic coastal state.

Such deep-sea pilots may be requested from the address listed below:

List of addresses for requesting deep-sea pilots for the Baltic

DENMARK

Dragør Pilot
(Allinge, Bornholm)

telephone: 01-53 22 22
telegrams: drogdenpilot
telex: 31356

Skagen Pilot

telephone: 08-44 55 66
telegrams: skawpilot
telex: 67550

Store-Bælt Pilot

telephone: 09-50 15 35
telegrams: beltpilot
telex: 50391

Deep-sea pilotage should be ordered eighteen (18) hours in advance.

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FINLAND

Ajos	Pilot Station	telephone	(980)	92027
Oulu	"	"	(981)	344257
Marjaniemi	"	"	(981)	600568
Raahe	"	"	(982)	37567
Tankar	"	"	(968)	26160
Vaasa	"	"	(961)	112496 to april 1983
Raippaluoto	"	"	(961)	39725 from april 1983
Mäntyluoto	"	"	(939)	443126
Rauma	"	"	(938)	11626
Isokari	"	"	(922)	3939
Turku	"	"	(921)	303453
Mariehamn	"	"	(928)	11074
Hanko	"	"	(911)	82246
Porkkala	"	"	(90)	2984112
Helsinki	"	"	(90)	650411
Emäsalo	"	"	(915)	27710
Orrengrund	"	"	(915)	565334
Kotka	"	"	(952)	11782
Hamina	"	"	(952)	54111

A deep-sea pilot may also be obtained via the vessel's agents.

Deep-sea pilots should be ordered twenty-four (24) hours in advance.

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GERMAN DEMOCRATIC REPUBLIC

VEB Schiffsmaklerei with offices at

Rostock	telephone: 383/0
	telex: 31286
Wismar	telephone: 2486
	telex: 318841
Stralsund	telephone: 60 23 65
	telex: 318538
Warnemünde Pilot	telephone: Rostock 52358
	or Rostock 3665244
	V.H.F.: Channel 12 (14)
Timmendorf Pilot	telephone: Wismar Kirchdorf 25
	V.H.F.: Channel 12 (14)
Stralsund Pilot	telephone: Stralsund 692424
	V.H.F.: Channel 12 (14)

Deep-sea pilotage should be ordered twenty-four (24) hours in advance.

GERMANY, FEDEREL REPUBLIC OF

Lotsenbrüderschaft	telephone: 0431-36 28 58
Nord-Ostsee-Kanal II/	or 0431-30121
Kieler Förde/Trave	telegrams: balticpilots Kiel
Schleuseninsel 6	or förderlotse Kiel
D-2300 Kiel 17	telex: 299857 bwki d

SWEDEN

Luleå ⁹ Pilot Station	telephone: 0920-12063
Malmö Pilot Station	telephone: 040-115269
Stockholm Pilot Station	telephone: 08-20 02 07
	telex: 12858

Deep-sea pilotage should be ordered twelve (12) hours in advance.

POLAND

Cdańsk - Gdynia Ports

- MORSKA AGENCJA-Gdynia

telephone: 20-41-17
20-37-04

telex: 054-301 MAG

cable: MAG GDYNIA POLAND

- HARBOUR MASTER-Gdynia

VHF Ch. 12/71/

telephone: 21-66-36

telex: 054-505 UMOR

Szczecin-Swinoujście Ports

- MORSKA AGENCJA-Szczecin

telephone: 44-745

telex: 0422147 MAS

cable: POLBROCKER

- HARBOUR MASTER-Szczecin

VHF Ch. 12

telephone: 30-65-53

telex: 0425-425

- HARBOUR MASTER-Swinoujście

VHF Ch. 12, 14

telephone: 34-31

telex: 5476

Deep-sea pilotage should be ordered twenty-four (24) hours in advance.

UNION OF SOVIET SOCIALIST REPUBLICS

Klaipeda Harbour Master

to be contacted by radio

Leningrad Harbour Master

to be contacted by radio
or telephone: 2510290

Riga Harbour Master

to be contacted by radio

Tallinn Harbour Master

to be contacted by radio
or telephone: 24584

Ventspils Harbour Master

to be contacted by radio.

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



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ASSEMBLY - 12th session
Agenda item 10(b)

IMCO

RESOLUTION A.480(XII)

adopted on 19 November 1981

RECOMMENDATION ON THE USE OF ADEQUATELY QUALIFIED DEEP-SEA PILOTS IN THE BALTIC

THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization,

BEING AWARE of the close relationship between the safety of navigation and the prevention of pollution from ships,

NOTING resolution 5 of the International Conference on Marine Pollution, 1973, in which the Conference recommended that the Organization continue its work on the development of measures for the minimization of accidental spillages,

NOTING FURTHER that, on account of the hazards associated with navigation in the congested area of the Baltic, ships' masters often enlist the assistance of deep-sea pilots,

RECALLING resolution A.159(ES.IV) by which the Assembly recommended to Governments that they should organize pilotage services in those areas where such services would contribute to the safety of navigation,

RECOGNIZING that the services of qualified deep-sea pilots in the Baltic make an important contribution to the safety of navigation and the prevention of pollution,

NOTING that the pilotage authorities of the Baltic coastal States have agreed and will implement, from 1 January 1982, "Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic",

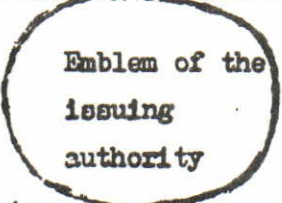
NOTING ALSO that the pilotage authorities will make available highly qualified and efficient deep-sea pilotage services on the basis of these Rules,

1. RECOMMENDS Member Governments to take all necessary measures to ensure that ships which wish to avail themselves of deep-sea pilots in the area of the Baltic should only take pilots licensed by a pilotage authority of a Baltic coastal State who are in possession of an identity card in the form shown in Annex 1 to the present resolution, issued by a competent authority listed in Annex 2 to the present resolution;
2. REQUESTS the Secretary-General to bring this information to the attention of all Member Governments for circulation to all concerned.

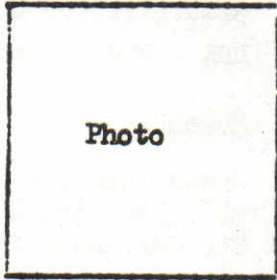
ANNEX 1

EXAMPLE OF THE DEEP-SEA PILOT'S CARD

Front of the card

	(name of the issuing country) Deep-Sea Pilot Identity Card No.
(place and date of issue)	
(issuing authority)	
..... (signature of the issuing official)	Official seal

Back of the card

Mr. (surname and christian name)	
..... (place and date of birth)	
is licensed to act as a Deep-Sea Pilot in the Baltic	
All authorities involved are requested to render him aid in the pursuance of his duties. (signature of the pilot)

Further notes:

1. The text of the Identity Card should be in English plus the national language or languages.
2. The colour should be red with black printing.
3. The card should be sealed in plastic.
4. The size of the card should be 10 cm by 7 cm.

ANNEX 2

LIST OF COMPETENT AUTHORITIES

DENMARK

- 1 Farvandsdirektoratet
P.O. Box 19
DK 1001 Kobenhavn K

FEDERAL REPUBLIC OF GERMANY

- 2 Wasser- und Schifffahrtsdirektion Nord
Hindenburgufer 247
D - 2300 Kiel 1

FINLAND

- 3 National Board of Navigation
POB 158
SF 00141 Helsinki 14

GERMAN DEMOCRATIC REPUBLIC

- 4 Seefahrtsamt der Deutschen
Demokratischen Republik
Patriotischer Weg 120
DDR - 2500 Rostock 1

POLAND

- 5 Urząd Morski w Gdyni
81 - 338 Gdynia
Ul. Chrzanowskiego 10
- 6 Urząd Morski w Słupsku
76 - 200 Słupsk
Al. Sienkiewicza 18
- 7 Urząd Morski w Szczecinie
70 - 207 Szczecin
Pl. Batorego 4

SWEDEN

- 8 Sjöfartsverket
Traffic Department
S - 60178 Norrköping

USSR

- 9 Pilot Authority of Leningrad
Sea Merchant Port
191035 Mezhevoy Canal 5
Leningrad

National Pilotage Authority

N O T I C E

to all Masters
Entering the Baltic Sea
concerning Deep-sea Pilotage

The IMO recommends that ships which wish to avail themselves of deep-sea pilots in the area of the Baltic should only take deep-sea pilots licensed by a pilotage authority of a Baltic coastal state, i.e. Denmark, Finland, the German Democratic Republic, the Federal Republic of Germany, the Polish People's Republic, Sweden, and the Union of Soviet Socialist Republics (IMO-Resolution A.480 (XII)).

Such licensed deep-sea pilots are in possession of a red identity card as shown.

The pilotage authorities of the Baltic coastal states draw special attention to the following rule which comes into force as of 1st January, 1983:

Deep-sea pilotage in the Baltic Sea Area shall be performed by deep-sea pilots from the respective ports of departure of the Baltic coastal states 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.

INCIDENT REPORT FORM

Annex 6

COLLISION · GROUNDING · LOSS OF ANCHOR · CLOSE ENCOUNTER · MARINE POLLUTION
(DELETE AS APPROPRIATE)

(Reports should also be submitted whenever an incident occurs
which in the opinion of the Pilot, may have led to a casualty)

Section 'A' of this report consists of basic data for statistical and reference purposes.

SECTION A STATISTICAL DATA

1.

DATE

TIME OF INCIDENT

2. POSITION OF OCCURRENCE AND METHOD OF OBTAINING POSITION

3. PILOTED VESSEL NAME

FROM

TO

PORT OF REGISTRY/NATIONALITY

OWNERS/AGENTS

CARGO: TYPE

IMO CODE (IF KNOWN)

TONNAGE: GT

NT

LENGTH

DRAFT: FOR.

AFT.

PROPULSION: MAIN

BOW/STERN THRUSTERS: —

H.P.

PROPULSION: PROPELLERS NO.

TYPE FIXED/C.P.

ROTATION LH/RH

PROPULSION: CONTROLS: BRIDGE/ENGINE ROOM DIRECTED BY:

PROPULSION: SPEED MAX

MAX/MIN MANOEUVERING

NAVIGATIONAL AIDS · OPERATIONAL STATUS:

CHART(S)

COMPASS

STEERING MODE:

RADAR(S)

RADAR(S) PLOTTING MODE

DEPTH RECORDER

V.H.F.

TRAFFIC INFORMATION SERVICE

OTHER NAVAIDS

AIDS/EQUIPMENT REPORTED INOPERABLE BY VESSEL:

4. NAVIGATIONAL DATA RELATING TO INCIDENT

COURSE(S)/SHIPS HEAD/HELM

SPEED

CONDITIONS: Visibility

Wind

Sea

Tide: Direction/Rate

HW/LW @

REGULATIONS: Lookout

Lights/Shapes

Sound/Signals

5. CREW · Disposition

6. TUG ASSISTANCE/DEPLOYMENT

7. VESSEL(S)/OBJECTS INVOLVED & EXTENT OF DAMAGE IF ANY

SECTION B ACCOUNT OF INCIDENT

Section 'B' requires an explanation of the incident in concise terms following the sequence and if necessary expanding on Section 'A' as appropriate, including Authorities contacted at the time of the incident.

A sketch should accompany this report whenever appropriate.

NAME

(Block letters only)

Signature of Pilot

Date of Report

SECTION C CAUSE OF INCIDENT

FOR ANALYSIS PURPOSES ONLY - AT PILOTS OPTION

A significant contribution to Safety of Navigation will be made if the Cause of casualties can be readily established. A brief, objective analysis will greatly assist in compiling information for this purpose. Recommendations as a result of incidents are also encouraged.

SECTION D FOR ADMINISTRATION PURPOSES