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INFORMATION ON DEEP-SEA PILOTAGE  
IN THE BALTIC SEA

1 The Maritime Safety Committee, at its fifty-third session (MSC 53/24, paragraph 3.38) noted the information on deep-sea pilotage in the Baltic Sea provided by Finland, German Democratic Republic, the Federal Republic of Germany, Poland, Sweden and USSR as appended hereto.

2 Members are invited to bring this information to the notice of their shipowners and seafarers.

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ANNEX 1

The Baltic Pilotage Authorities Commission

recognizing that deep-sea pilotage helps to enhance safety of navigation and 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 and
- B. masters of ships other than registered in one of the Baltic states, infrequently sailing in the respective area

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

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ANNEX 2

## INFORMATION PAPER

## ON DEEP-SEA PILOTAGE IN THE BALTIC SEA

INTRODUCTION

The Baltic Pilotage Authorities Commission (BPAC), a non-governmental organization of the pilotage authorities of the Baltic coastal states, has over a number of years made efforts, by compiling statistics and general information, to establish a quantified assessment of the value that a ship may derive from using the expertise and support of a deep-sea pilot. BPAC has occupied itself very early with the problem of standards in deep-sea pilotage and produced a set of "Rules for Minimum Qualification Requirements and Working Conditions for Deep-Sea Pilots in the Baltic", which were adopted by the IMO Assembly as Resolution A. 480 (XII).

Although compulsory deep-sea pilotage in the Baltic area would undoubtedly improve the safety of navigation, the efficiency of communication at sea, and the observance of regional traffic regulations, BPAC feels that, at the present time, thorough information is the most suitable instrument to draw the attention of potential users to the advantages they will enjoy if they avail themselves of the services of a qualified deep-sea pilot when sailing in the area. Therefore, BPAC is active in promulgating notices to the shipping community illustrating the benefits of using the expertise of qualified deep-sea pilots.

HISTORY AND DEVELOPMENT

For a great many centuries, shipowners have employed skilled navigators, who were often additional to the complement of the ship, to take their vessels across the oceans of the world. The introduction of standards of competency for ships' officers decreased the need for such casual navigators, as ships' officers were expected to meet all the navigational needs of the ship.

However, for various reasons, but especially in areas of difficult traffic conditions, there is often a demand for skilled men with local knowledge to assist in the navigation of a ship.

These men act primarily in the rôle of advisers to navigating teams and their basic function is that of a specialist navigator rather than of a pilot. As the Baltic Sea is an area not only with dense shipping traffic and a great number of traffic separation schemes, crossroad areas, and narrow estuaries, but also an area where quite often strong winds, fog, or ice prevail, such specialists are of great importance to those ships whose masters are not too familiar with the area.

A deep-sea pilot cannot turn a sub-standard ship into a safe one, neither can he make non-operational equipment work. He cannot make skilled navigators out of incompetent officers, but his presence on board will be a benefit to any ship.

#### DESCRIPTION

Pilotage services differ from port to port, from district to district, and from country to country. As a result, it is hardly possible to give a list of explicit definitions of pilotage on the international level. It should be noted that the present paper deals only with deep-sea pilotage, that is pilotage outside the limits of district pilotage (port, river, or harbour pilotage). This paper, therefore, refers only to pilotage in international waters.

Deep-sea pilotage is a non-compulsory service. That is to say, it is entirely a decision of the shipowner or of the master whether to take a deep-sea pilot. The obligations of the Baltic pilotage authorities are to ensure the qualification of deep-sea pilots at all times, to issue relevant certificates, and to supervise the activities of deep-sea pilots and of their organizations on the basis of the rules and regulations put into force by the Governments of BPAC Member Authorities.

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.

The pilotage authorities of the Baltic coastal states draw special attention to the following port-of-departure rule which came 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. -

#### CATALOGUE OF BENEFITS

This catalogue is not presented in any particular order of priority as it includes items that are not comparable with each other. For the sake of convenience, they are presented under three headings.

#### Navigation

1 A licensed deep-sea pilot is a navigator of proven experience in the area for which he has been certificated. His qualifications

are to an agreed acceptable standard, and he has passed an examination on deep-sea pilotage in the area concerned. He must also have produced evidence of good conduct, integrity, and reliability of character. A man of such standing and competency rendering navigational assistance to a master is an invaluable asset on board, particularly where any deficiency exists.

- 2 A deep-sea pilot must be in possession of a Radar Simulator/Observer's Certificate and will be competent in the use of that equipment.
- 3 A deep-sea pilot is expected to keep his knowledge up to date by reference to Notices to Mariners and any other sources of navigational information on his area of competence.
- 4 A deep-sea pilot's knowledge is of great support and value to the navigating team of the ship without him taking over the duties and responsibilities of that team.
- 5 His experience with, and his knowledge of, local features such as tides and currents improve the navigational capabilities of a ship.
- 6 A deep-sea pilot has the ability to
  - report correctly and competently any relevant information when and where appropriate;
  - help a ship to be navigated through a given area without being in breach of any local laws or regulations;
  - use his knowledge to facilitate masters the planning of ships' passage through safe waters. (This applies particularly to deep-draught ships).

- 7 The information contained in a deep-sea pilot's Bridge Book should enable him to present an up-to-date situation report to the master of a ship.

#### Local knowledge

- 1 A deep-sea pilot will have a fully comprehensive knowledge of matters in relation to the area covered by his certificate.
- 2 He will be knowledgeable in matters of shipping movements in his area; this will be of particular importance in places such as the Fehmarn Belt and the Cadet Trench (Kadetrenden).
- 3 His local expertise will include information on ships' routing systems (in particular, traffic separation schemes) and will include knowledge of specific instructions how to use them.
- 4 He will know all about local communication systems in his area, including the proceedings of local ship reporting systems and, in particular, the VHF channels to be used.
- 5 He will watch local weather forecasts and have great experience in interpreting such forecasts to the ship's advantage.
- 6 Knowledge of the limits of local pilotage districts will enable a deep-sea pilot to safely make up to those limits without loss of time. His experience of local pilotage operating procedures will ensure that no breach of local pilotage laws will occur.

#### Emergency procedures; Search and Rescue

- 1 By having a good knowledge of this area a deep-sea pilot will be in a position to provide the master of a ship with good, factual, and independent support in times of emergency both within the ship itself and outside. In particular, he will know from where to obtain assistance and will be able to establish communication with relevant places.

- 2 Knowledge of his area will enable a deep-sea pilot to appreciate the limits within which to deal with an emergency, and he will be in a position to point out those limits to the master.
- 3 In the ultimate situation a deep-sea pilot will know the safest emergency anchorages, the most appropriate ports and places of refuge, and the best positions for beaching a ship.
- 4 In times of emergency, or in search and rescue situations, a deep-sea pilot will be a good adviser to the master, especially when he is acting as "Co-ordinator Surface Search" to the benefit of his own ship and of other ships in the vicinity.
- 5 When pollution of any type has occurred, a deep-sea pilot know how to report the incident quickly and accurately and will be in a position to give advice on clean-up procedures.

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ANNEX 3

## LIST OF ADDRESSES FOR REQUESTING DEEP-SEA PILOTS FOR THE BALTIC

DENMARK

The Sound Pilot Station  
Marmorvej 1, Frihaven  
DK-2100 Copenhagen Ø  
Denmark

telephone: 01 386 700  
cableaddress: SOUNDPILOT  
telex: 275 15 Sundet DK

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, FEDERAL REPUBLIC OF

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

Luleå 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.

FINLAND

Ajos	Pilot Station	telephone	(980)	92027
Oulu	"	"	(981)	344257
Marjanieni	"	"	(981)	600568
Raashe	"	"	(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
Orregrund	"	"	(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.

POLAND

**Cdańsk - Gdynia Ports**

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|------------------------------|---------------------------------------|
| - MORSKA AGENCJA-Gdynia      | telephone: 20-41-17<br>20-37-04       |
|                              | telex: 054-301 MAG                    |
|                              | cable: MAG GDYNIA POLAND              |
| - HARBOUR MASTER-Gdynia      | VHF Ch. 12/71/<br>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<br>telephone: 30-65-53     |
|                              | telex: 0425-425                       |
| - HARBOUR MASTER-Swinoujście | VHF Ch. 12, 14<br>telephone: 34-31    |
|                              | telex: 5476                           |

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

UNION OF SOVIET SOCIALIST REPUBLICS

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|--------------------------|---|
| Klaipeda Harbour Master  | to be contacted by radio                          |
| Leningrad Harbour Master | to be contacted by radio<br>or telephone: 2510290 |
| Riga Harbour Master      | to be contacted by radio                          |
| Tallinn Harbour Master   | to be contacted by radio<br>or telephone: 24584   |
| Ventspils Harbour Master | to be contacted by radio.                         |
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