



## Pilotage Advisory Committee

Ref. : HQ/COM 928/19/1

### Working Group on Training and Certification for Pilots

#### Notes of the Second Meeting

Date : 26 November 2004 (Friday)  
Time : 2:30 p.m.  
Venue : Room M802, 8/F, Li Ka Shing Tower, Hong Kong Polytechnic University, Hung Hom, Kowloon

#### Present

Chairman :	Mr. Jimmy NG	Master Mariner
Members :	Capt. Joseph FONSEKA	Master Mariner
	Capt. LAM Tsan-wa	Representing HK Pilots Association Ltd.
	Capt. SHAM Yiu-tong	- ditto -
	Capt. YEUNG Man-chor	- ditto -
	Capt. WU Ka-shun	Representing Tug Operators
	Mr. TONG Ho-lok	S/MAI(1), Marine Department (MD)
	Mr. Tony CHAN	MO/Training(1), MD
	Mr. Tony LI	MO/Pilotage, MD
Secretary :	Ms. Shirley HO	ADS/C&G, MD

#### Absent with Apologies

Mr. Steven LAM	SMO/Training, MD
Capt. Alan Loynd	Representing Tug Operators

## **I. Opening Remarks**

1. The Chairman welcomed all to the meeting.

## **II. Confirmation of Minutes of Last Meeting**

2. The minutes of the last meeting held on 14 October 2004 were confirmed without any amendments.

## **III. Discussion Item**

### *Examination Syllabus for Pilots*

3. Mr. TONG Ho-lok told members that the examination syllabuses for Class I and Class II pilots were proposed to be revised as attached in Appendices I and II in accordance with the IMO Resolution A960 and sought members' endorsement to the amendments. Members exchanged views and the Chairman summarized as follows -
  - (a) The revised syllabuses were endorsed with the following amendments –
    - (i) For Class II Pilots Examination Syllabus, to add into the “Oral Examination” an item “(vi) Collection of evidence in incidents”; and
    - (ii) For Class I Pilots Examination Syllabus, to add into the “Note” an item “(i) Examination Syllabus of Class II Pilots may be included in Class I examination.”
  - (b) It was suggested that the examination syllabuses should be uploaded onto the website of Marine Department (MD) to facilitate an easy reference. Members agreed that a hyperlink to the pdf file, not necessarily a webpage, of the syllabuses might suffice. The Secretary would follow up the matter;

- (c) The agreement made in the above paragraph 3(a) and (b) would be reported and submitted to PAC for endorsement at the next PAC meeting; and
- (d) Sample each of the “Marine Accident Report” and the “Pilots Accident Report” would be made available for discussion at the next meeting to see whether the two reports should be included in the training and development programme for pilots.

### ***Training and Continued Proficiency of Class I Pilots***

- 4. To establish some bases for members’ discussion of the training and continued proficiency of Class I pilots, the Chairman had asked Mr. Tony LI to prepare some statistics and charts of “Marine Accidents involving Pilots (January 2003 to September 2004)”. The statistics were sent to members on 11 November 2004. Mr. Tony LI explained them in details at the meeting.
- 5. The Chairman clarified that the statistics did not reflect the causes of the accidents and invited members to give views on the direction that the training and continued proficiency of pilots should follow. Subsequent to an active discussion, the following conclusions were drawn –
  - (a) It was unquestionable that training and continued proficiency of Class I pilots were required. However, there was no conclusive evidence to correlate the statistics presented and the current level of proficiency of Class I pilots;
  - (b) It was agreed that there might be a more imminent need for Class I pilots to have comprehensively planned training because they had not been tested or examined for a longer time than Class II pilots;
  - (c) Mr. Tony LI was therefore requested to explore if any statistics of accidents causing by equipment failure could be made available to help further discussion and analysis at the next meeting;
  - (d) HKPA was also requested to consider furnishing the meeting with –

- (i) any more statistics about the accidents involving pilots; and
  - (ii) statistics or information about the training, such as seminars, workshops or others, provided to their pilots; and
- (e) Details of the training contents, including whether, which or how the ship simulator would be used, should be further discussed and decided at future meetings.
6. It was also agreed that the HKPA's document QSP-010 "Recruitment and Training – Pilot", a copy of which was tabled at the previous meeting and distributed to every member, would be discussed at the next meeting.

#### **IV. Any Other Business**

7. There being no other business, the meeting ended at 4:15 p.m.

#### **V. Date of Next Meeting**

8. The next meeting would be held in the Conference Room of Hong Kong Pilots Association Ltd. on 14 January 2005 (Friday). Members would be informed of its details in due course.

## Appendix I

### Class I Pilots Examination Syllabus

#### Practical Examination

The practical examination should consist of three berthings as follows:

- ( i ) Berthing a container vessel of not less than 220m and not more than 260m in length to Kwai Chung terminal.
- ( ii ) Berthing a dry cargo vessel/bulker of not less than 220m and not more than 260m in length to any dry cargo vessel/bulker berth.
- ( iii ) Berthing an oil tanker of not less than 220m and not more than 260m in length to any oil tanker berth.

#### Oral Examination

A comprehensive knowledge of :

- ( i ) Tidal streams, depths and shoals throughout Hong Kong waters.
- ( ii ) Characteristics of all lights, buoys, beacons, bridge lighting system and harbour facilities throughout Hong Kong waters.
- ( iii ) Depths and scope of berth at all Government mooring buoys.
- ( iv ) **Limits of local pilotage areas** including prohibited areas, anchorages and areas of restriction of any kind.  
(These will be indicated by the candidate on a blackboard plan of Hong Kong waters.)
- ( v ) Berthing **and unberthing** at various wharves, piers, buoys, etc. in Hong Kong **under the influence of wind, current and tide.** (Models will be used for demonstration.)

- (vi) Manoeuvring behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems
- (vii) Use and limitation of various types of tugs
- (viii) The bridge ~~electronic~~ equipment and **navigational aids** used for navigation, i.e. **radar**, Automatic Identification System (AIS), Electronic Chart Display and Information System (ECDIS), ~~use of VHF in accordance with the International recognised standards.~~**etc**  
(It is assumed the candidate is able to transmit distress signal by using VHF Digital Selective Call (DSC).)
- (ix) **Systems of radio navigational warning broadcasts in Hong Kong and the type of information broadcast.**
- (x) International Regulations for Preventing Collisions at Sea 1972 **as amended**, and port regulations **and pollution prevention rules.**
- (xi) **Use of VHF in accordance with the International recognized standards**
- (xii) **Hong Kong Merchant Shipping Notice and Hong Kong Merchant Shipping Information Note**
- (xiii) **Handling emergency conditions measures**, i.e. collision with other vessel, grounding, **loss of steering gear failure, loss of propulsion engine failure, failure of vital systems and automation etc., in a narrow channel or fairway.**

#### Note

Candidates will be expected to achieve a higher standard in the oral examination than Class II candidates.

## Appendix II

### Class II Pilots Examination Syllabus

#### Written Examination – Pilotage Principles

- ( i ) Knowledge of Pilotage Ordinance (Cap. 84) and the Berthing Guidelines
  
- ( ii ) Navigational knowledge of the Hong Kong waters:
  - ( a ) Tidal streams, depths and shoals throughout Hong Kong waters.
  
  - ( b ) Characteristics of all lights, buoys, beacons, bridge lighting system and harbour facilities throughout Hong Kong waters.
  
  - ( c ) Depths and scope of berth at all Government mooring buoys.
  
  - ( d ) Limits of local pilotage areas including prohibited areas, anchorages and areas of restriction of any kind.
  
- ( iii ) Knowledge of shiphandling:
  - ( a ) Berthing and unberthing at various wharves, piers buoys, etc. in Hong Kong under the influence of wind, current and tide.
  
  - ( b ) Manoeuvring behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems. ~~General handling characteristics of various types of vessels including the limitations imposed by different types of machinery.~~
  
  - ( c ) Precautions to be taken when passing close to other vessels underway or at moorings.
  
  - ( d ) The effects of and the uses to which transverse thrust may be put. The effects when used in conjunction with a bow thruster.

- ( e ) Turning short round. The use of the anchor when manoeuvring or berthing.
- ( f ) Use and limitation of various types of tugs
- ( g ) Precautions to be taken when using lines to mooring buoy.
- ( iv ) Relationship with Master:
  - ( a ) Information which pilot should obtain from Master upon boarding e.g. Handling characteristics of ship, type of cargo, (D.G., etc.) damage to ship which might affect handling.
  - ( b ) Information which pilot should offer to Master upon boarding e.g. Preparations for mooring, berthing, anchoring, signals required, use of VHF etc.
  - ( c ) Advice to Master riding out typhoons in Hong Kong harbour or anchorages.
  - ( d ) Undue interference from Master.
- ( v ) Handling emergency conditions, i.e. collision with other vessel, grounding, loss of steering, loss of propulsion, failure of vital systems and automation etc., in a narrow channel or fairway.

### Oral Examination

A comprehensive knowledge of :

- ( i ) Syllabus contained in the written examination
- ( ii ) The bridge ~~electronic~~ equipment and **navigational aids** used for navigation, i.e. **radar**, Automatic Identification System (AIS), Electronic Chart Display and Information System (ECDIS), ~~use of VHF in accordance with the International recognised standards.etc~~  
(It is assumed the candidate is able to transmit distress signal by using VHF Digital Selective Call (DSC).)



- (iii) Systems of radio navigational warning broadcasts in Hong Kong and the type of information broadcast.
- (iv) International Regulations for Preventing Collisions at Sea 1972 as amended, and port regulations and pollution prevention rules.
- (v) Use of VHF in accordance with the International recognized standards
- (vi) Hong Kong Merchant Shipping Notice and Hong Kong Merchant Shipping Information Note