

## **PILOTAGE ADVISORY COMMITTEE**

Ref. : HQ/COM 928/19/1

### **Working Group on Continued Proficiency Development Programme (CPDP) for Class I Pilots**

#### **Notes of 1<sup>st</sup> Meeting**

Date : 27 October 2008 (Monday)  
Place : Conference Room A, 24/F, Harbour Building  
Time : 2:30 p.m.

#### **Present**

Chairman: Capt. CHAN Lok-ching	Master Mariner
Member: Capt. YEUNG Man-chor	HK Pilots Association (HKPA)
Capt. Steven LAM	- ditto -
Mr. WONG Wing-hung	SMO/Training, Marine Department (MD)
Mr. Andrew NG	MO/Pilotage, MD
Secretary: Mr. John LEUNG	ADS/C&G, MD

#### **Absent with Apologies**

Capt. David WATKINS	Master Mariner
Mr. TONG Ho-lok	S(N)Exam, MD

#### **Formation of the Working Group**

1. Mr. Andrew NG thanked all members for joining the working group and welcomed all to the meeting.
2. Mr. Andrew NG briefed members that the Pilotage Advisory Committee (PAC) meeting held on 5 September 2008, members of the PAC agreed that a working group, including experienced master mariners from PAC, relevant MD officials and HKPA's representatives, should be set up to look into HKPA's proposed amendments to the CPDP for Class I Pilots in more details.

3. Capt. CHAN Lok-ching was unanimously elected by members as the Chairman of the Working Group.
4. Capt. YEUNG Man-chor elaborated that since Courses 1 to 3 only needed fine-tuning as reported at the last PAC meeting, the Working Group should concentrate on Courses 4 and 5 only. Members agreed that the objective of the Working Group was to make recommendations to the Pilotage Advisory Committee on matters referring to the proposed amendments to Courses 4 and 5 of the CPDP for Class I Pilots.

### **Discussion Items**

5. A paper setting out the points for discussion prepared by Capt. YEUNG Man-chor of HKPA was tabled for members' reference and discussion.
6. Capt. Steven LAM briefed members that Course 4 was on Bridge Resource Management (BRM) theory, while Course 5 was on practical simulation exercises. Due to the limitations of the equipment and the experience of the trainers, to facilitate the training it was necessary for Courses 4 and 5 of the CPDP to be re-structured to meet the pilots' requirements.
7. After some detailed discussion, members had agreed to the following proposals –
  - (a) Course 4 “Managerial Aspects” and Course 5 “Practical Aspects” should be combined as one course and renamed as Course 4 “Managerial and Practical Aspects”;
  - (b) To cater for the needs of the pilots, two whole day courses per year would be run and a total of ten pilots (two bridge teams) would attend each course;

- (c) The BRM Theory would be conducted in the morning session of the combined course. Simulation exercises including role-plays, past incidents, and emergency situations would be conducted in the afternoon session. Three scenarios would be included with the option for an extra one if time allowed. For those who had attended either “Managerial Aspect” or “Practical Aspect” in the first training cycle were required to attend the unattended session only;
- (d) The MD Training Centre could provide hire services of ship simulator and modeling as necessary; and
- (e) Working Group members apart from HKPA would attend the first combined course to evaluate whether the training was appropriate and satisfactory.

## **VI. Date of Next Meeting**

- 8. HKPA would prepare the course details and other materials, and circulate them to members for comments before the next meeting.
- 9. The next meeting would be held in the MD Training Centre at the Stonecutters Island in January 2009 so that Working Group members might be given a demonstration of the ship simulation at the same time.
- 10. There being no other business, the meeting ended at 3:45 p.m. The date of the next meeting would be announced in due course.