

Appendix to PACWG meeting notes of 15 April 2016

The following tables list out the amendments in track change mode based on *Annex II of PACWG Paper No. 1/2016*.

Proposed Arrangements for Training, Assessment and Examination for Apprentice ~~and Class II~~ and ~~Class I~~ Pilots¹

	Apprentice To IIF	IIF To IIE	IIE To IID	IID To IIC	IIC To IIB	IIB To IIA	IIA To I	I
Simulation Training (MD & Pilots)	1	1	1	1	1	1	1	-
Practical Vessel Training (Pilots)	Cap.84C, S1-	2	2	2	2	2	2	-
Practical Assessment (Pilots)	3	1	1	-	1	1	1	-
Practical Examination (MD & Pilots)	1	-	-	1	-	-	3*	-
Oral Examination (PAC)	1	-	-	-	-	-	1	-
Written Examination (MD)	1	-	-	-	-	-	-	-
<u>Experience required</u>	<u>Schedule</u> <u>1 to</u> <u>Cap.84C</u>	<u>Schedule</u> <u>3 to</u> <u>Cap.84C</u>	<u>Schedule</u> <u>3 to</u> <u>Cap.84C</u>	<u>Schedule</u> <u>3 to</u> <u>Cap.84C</u>	<u>Schedule</u> <u>3 to</u> <u>Cap.84C</u>	<u>Schedule</u> <u>3 to</u> <u>Cap.84C</u>		
Continued Proficiency Development Programme (Pilots)	-	-	-	-	-	-	-	1

Note*: Subject to further discussion

¹ Revised from Annex II to PACWG Paper No. 5/2015, retrievable from http://www.mardep.gov.hk/en/aboutus/pdf/pacwgp5_15.pdf

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class IIF	
Apprentice	NA	Simulation training (MD and Pilots)	Simulation training conducted by MD and Pilots
		<u>3 practical assessments (Pilots)</u> Practical vessel training – (Pilots)	<u>Piloting & berthing a ship of any type with LOA from >80m to ≤160m on 3 occasions.</u> Training as per Cap. 84C Schedule 1
		<u>1 joint practical examination (MD and Pilots)</u> <u>3 practical assessments (Pilots)</u>	<u>Piloting & berthing a ship of any type with LOA from >80m to ≤160m on 1 occasion. (i) Piloting & berthing a bulker or tanker ship with LOA from >80m to ≤160m on 2 occasions;</u> <u>(ii) Piloting & berthing a container ship with LOA from >80m to ≤160m on 1 occasion.</u>
		<u>Oral examination (PAC)</u> 1 joint practical examination (MD and Pilots)	<u>As per Annex IV to PACWG Paper No. 1/2016 Piloting & berthing a ship of any type with LOA from >80m to ≤160m on 1 occasion.</u>
		<u>Written examination (MD)</u> Oral examination – (PAC)	As per <i>Annex IV</i> to PACWG Paper No. 1/2016
		<u>Experience _____ required</u> <u>Written examination (MD)</u>	<u>As required under Schedule 1 to Cap. 84C. As per Annex IV to PACWG Paper No. 1/2016</u>

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class IIE	
IIF	160m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of vessels with LOA from >160m to ≤ 180m or a length appropriate to the role played in various locations within HK waters. Candidate should complete all 6 training scenarios and :- (i) taking the role of pilot in charge in 2 scenarios; (ii) taking the role of a member of the bridge team in 2 scenarios; and (iii) taking any roles in the wheelhouse in 2 scenarios.
		2 practical vessel-training (Pilots)	Piloting & berthing a ship of any type with LOA from >160m to ≤180m on 2 occasions. (i) Piloting & berthing a bulker or tanker ship with LOA from >160m to ≤180m on 1 occasion; and (ii) Piloting & berthing a container ship with LOA from >160m to ≤180m on 1 occasion.
		1 practical assessment (Pilots)	Piloting & berthing a ship of any type with LOA from >160m to ≤180m on 1 occasion.
		<u>Experience required</u>	<u>As required under Schedule 3 to Cap.84C.</u>

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class IID	
IIE	180m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of vessels length from >180m to ≤210m or a length appropriate to the role played in various locations within HK waters. Candidate should complete all 6 training scenarios and:- (i) taking the role of pilot in charge in 2 scenarios; (ii) taking the role of a member of the bridge team in 2 scenarios; and (iii) taking any roles in the wheelhouse in 2 scenarios.
		2 practical vessel-training (Pilots)	Piloting & berthing a ship of any type with LOA from >180m to ≤210m on 2 occasions. (i) Piloting & berthing a bulker or tanker ship with LOA from >180m to ≤210m on 1 occasion; and (ii) Piloting & berthing a container ship with LOA from >180m to ≤210m on 1 occasion.
		1 practical assessment (Pilots)	Piloting & berthing a ship of any type with LOA from >180m to ≤210m on 1 occasion.
		<u>Experience required</u>	<u>As required under Schedule 3 to Cap.84C.</u>

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class IIC	
IID	210m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of vessels length from >210m to ≤ 250m or a length appropriate to the role played in various locations within HK waters. Candidate should complete all 6 training scenarios and:- (i) taking the role of pilot in charge in 2 scenarios; (ii) taking the role of a member of the bridge team in 2 scenarios; and (iii) taking any roles in the wheelhouse in 2 scenarios.
		2 practical vessel-training (Pilots)	Piloting & berthing a ship of any type with LOA from >210m to ≤250m on 2 occasions. (i) Piloting & berthing a bulker or tanker ship with LOA from >210m to ≤250m on 1 occasion; and (ii) Piloting & berthing a container of ship with LOA from >210m to ≤250m on 1 occasion.
		1 joint practical examination (MD and Pilots)	(i) Piloting & berthing a bulker or tanker ship with LOA from >210m to ≤250m on 1 occasion.
		<u>Experience required</u>	<u>As required under Schedule 3 to Cap.84C.</u>

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class IIB	
IIC	250m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of vessels length from >250m to ≤300m or a length appropriate to the role played in various locations within HK waters. Candidate should complete all 6 training scenarios and :- (i) taking the role of pilot in charge in 2 scenarios; (ii) taking the role of a member of the bridge team in 2 scenarios; and (iii) — taking any roles in the wheelhouse in 2 scenarios.
		2 practical vessel-training (Pilots)	Piloting & berthing a ship of any type with LOA from >250m to ≤300m on 2 occasions. (i) Piloting & berthing a bulker or tanker ship with LOA from >250m to ≤300m on 1 occasion. (ii) Piloting & berthing a container ship with LOA from >250m to ≤300m on 1 occasion
		1 practical assessment (Pilots)	Piloting & berthing a <u>ship of any type</u> bulker or tanker ship with LOA from >250m to ≤300m on 1 occasion.
		<u>Experience required</u>	<u>As required under Schedule 3 to Cap.84C.</u>

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class IIA	
IIB	300m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of vessels length from >300m to ≤ 350m or a length appropriate to the role played in various locations within HK waters. Candidate should complete all 6 training scenarios and:- (i) taking the role of pilot in charge in 2 scenarios; (ii) taking the role of a member of the bridge team in 2 scenarios; and (iii) taking any roles in the wheelhouse in 2 scenarios.
		2 practical vessel-training (Pilots)	Piloting & berthing a ship of any type with LOA from >300m to ≤350m on 2 occasions.
		1 practical assessment (Pilots)	Piloting & berthing a ship of any type with LOA from >300m to ≤350m on 1 occasion.
		<u>Experience required</u>	<u>As required under Schedule 3 to Cap.84C.</u>

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class I	
H-A	350m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of heavy laden bulkers, tankers and vessels with LOA >350m or a length appropriate to the role played in various locations within HK waters. Candidate should complete all 6 training scenarios and :- (i) taking the role of pilot in charge in 2 scenarios; (ii) taking the role of a member of the bridge team in 2 scenarios; and (iii) taking any roles in the wheelhouse in 2 scenarios.
		2 practical vessel training (Pilots)	Piloting & berthing a ship of any type with LOA >350m but need not be >360m on 2 occasions.
		1 practical assessment (Pilots)	Piloting & berthing a ship of any type with LOA >350m but need not be >360m on 1 occasion.
		3 joint practical examination (MD and Pilots)	Subject to further discussion
		Oral Examination (PAC)	As per Annex VI to PACWG Paper No. 1/2016

Pilot Class	Maximum Length	Training & Assessment	
I	Any Length	Continued Proficiency Development Programme (Pilots)	In a 5-year cycle comprises of lectures on professional topics, application of modern electronic navigational aids and simulation practice.

The amendments in track change mode are set out below based on *Annex IV of PACWG Paper No. 1/2016*.

Proposed Examination Syllabuses for Class II Pilots

Examination Syllabus (Proposed in April 2016)

For amending from Apprentice Pilot to Class IIF Pilot

Practical Examination

The practical examination consists of one berthing of a ~~dry cargo/bulker ship, a tanker ship, or a container ship~~ ship of any type with LOA from >80m to ≤160m ~~of not less than 80m and not greater than 160m~~ to any ~~dry cargo/bulker/tanker~~ berth as appropriate.

Written Examination

- (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; and
 - (d) Limits of local pilotage areas including prohibited areas, anchorages and areas of restriction of any kind;
- (iii) Knowledge of ship handling:-
 - (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;

- (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; and
 - (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.), defect or damage to ship which might affect ship 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; and
 - (d) Undue interference from Master;
- and
- (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.

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Oral Examination

A comprehensive knowledge of :-

- (i) Syllabus contained in the written examination;
- (ii) The bridge equipment and navigational aids used for navigation, i.e. radar, Automatic Identification System (AIS), Electronic Chart Display and Information System (ECDIS) etc.;
- (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, port regulations and pollution prevention rules;
- (v) Use of VHF in accordance with the International recognized standards;
- (vi) Hong Kong Merchant Shipping Notice, Hong Kong Merchant Shipping Information Notes and Marine Department Notices (MDN); and
- (vii) Collection of evidence in incidents.

Other Requirements

The candidate is required to produce the following training records² to the Pilotage Authority:

- (i) [Appropriate experience as required under Schedule 1 to Cap.84C](#);
- (ii) Simulation training;
- (iii) 3 practical assessments; and
- (~~iii~~iv) ~~any~~ [Any](#) other training and courses attended.

² [Para. 8 of Cap. 84C.](#)

**For amending from Class IIF to Class IIE Pilots
And from Class IIE to Class IID Pilots**

The candidate is required to produce the following training records to the Pilotage Authority:

- (i) [Experience required under Schedule 3 to Cap.84C;](#)
- (ii) [Simulation training;](#)
- (iii) 2 practical vessel training;
- (~~iii~~iv) 1 practical assessment; and
- (iv) ~~any~~ [Any](#) other training and courses attended.

For amending from Class IID to Class IIC Pilot

Practical Examination

The practical examination consists of one berthing of a ~~dry cargo/bulker ship~~ or ~~a~~ tanker ship with LOA from >210m to ≤250m to any dry ~~cargo/bulker/~~ or tanker berth as appropriate.

Other Requirements

The candidate is required to produce the following training records to the Pilotage Authority:

- (i) Experience required under Schedule 3 to Cap.84C;
- (ii) Simulation training;
- (iii) 2 practical vessel training;
- (iii) 1 practical assessment; and
- (iv) ~~any~~ Any other training and courses attended.

**For amending from Class IIC to Class IIB Pilots
And from Class IIB to Class IIA Pilots**

The candidate is required to produce the following training records to the Pilotage Authority:

- (i) [Experience required under Schedule 3 to Cap.84C;](#)
- (ii) [Simulation training;](#)
- (iii) 2 practical vessel training;
- (~~iii~~iv) 1 practical assessment; and
- (iv) ~~any~~ [Any](#) other training and courses attended.

In addition, *Annex V* ‘Syllabus for Class I Pilots endorsed in PAC meeting held on 30 June 2005’ and *Annex VI* ‘Proposed Examination Syllabuses for Class I Pilot’ of PACWG Paper No. 1/2016 have been put off upon the discussion at the PACWG meeting of 15 April 2016 (paragraph 4 of the meeting notes refers).

Ends.