

TASMANIAN PORTS CORPORATION

MARINE PILOTAGE CODE

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PART 1 - GENERAL

1.1. Scope

- This document sets out the required standards for the application and renewal of Licences and Pilotage Exemption Certificates in those ports, areas and zones where the Tasmanian Ports Corporation has been defined as the Pilotage Service Provider by Marine and Safety Tasmania in accordance with the Deed of Agreement.
- This document acknowledges and recognises the minimum standards outlined by Ports Australia in the document *Marine Pilotage Standards 1997* and other guidelines issued by the National Maritime Safety Committee as amended from time to time.
- These standards conform to Bridge Resource Management principles.
- These standards acknowledge human factors as an essential element of safe pilotage operations.

1.2. Definitions

The following definitions are additional to those contained in the *Marine and Safety Authority Act Tasmania 1997* and the *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

"AMSA"	Means Australian Maritime Safety Authority.
"Check Pilots"	Means experienced Pilots responsible for ensuring contemporary training standards and professional practices are adhered to. They take responsibility for Restricted and Unrestricted Licence recommendations. It is a role for a practicing "Licenced Pilot" with at least 2 years full time pilotage experience as an Unrestricted Pilot in a Primary Port. A Check Pilot must have completed a Bridge Resource Management course.
"Check Pilotage"	Means the formal process of monitoring a pilot's proficiency by a Check Pilot.
"Exemption"	Means a Pilotage Exemption Certificate in force and issued in accordance with Division 4 of the <i>Marine and Safety (Pilotage and Navigation) Regulations 2017</i> . It may be endorsed for a nominated port(s), area(s), zone(s), vessel or vessel size and must be applied to the Master of the vessel not engaging a Pilot.
"Deed of Agreement"	Means the document signed by Marine and Safety Tasmania, Tasmanian Ports Corporation Pty Ltd and the Crown in Right of the State of Tasmania on 20th January 2009.
"Licence"	Means a Pilot's Licence in force and issued in accordance with the <i>Tasmanian Marine and Safety (Pilotage and Navigation) Regulations 2017</i> .
"LOA"	Means Length Over All, i.e. the extreme length of a vessel. It has the same meaning as length defined under the <i>Tasmanian Marine and Safety (Pilotage and Navigation) Regulations 2017</i> .

“Low Risk Vessel”	Means a vessel between 35 and 75 metres LOA and: <ul style="list-style-type: none"> ● Not carrying more than twelve (12) passengers; ● Not a cargo carrying vessel; ● Not engaged in towing operations; and ● Not a vessel that has a normal operating speed greater than 25 knots.
“MAST”	Means Marine and Safety Tasmania
"Medical Health and Fitness Order"	Means Marine Order - Part 9. (Health Medical Fitness) issued by AMSA.
“Pilotage Exemption Certificate”	Means a Pilotage Exemption Certificate in force and issued in accordance with the <i>Marine and Safety (Pilotage and Navigation) Regulations 2017</i> . It may be endorsed for a nominated port(s), area(s), zone(s), vessel or vessel size and must be applied to the Master of the vessel not engaging a Pilot.
“Pilotage Audit”	Means an assessment of pilotage processes to ensure compliance with the Tasports’ Pilotage Safety Management System.
“Primary Port”	Means Hobart Zone “A” or Zone “B”, Bell Bay Zone “E”, Burnie, Devonport, and Port Latta.
“Restricted Licence”	Means a Pilot’s Licence limited to vessels of up to 180m LOA in a Primary Port.
“Regulations”	Means the <i>Marine and Safety Tasmania (Pilotage and Navigation Safety) Regulation 2017</i> .
“Secondary Port”	Means Coles Bay, Naracoopa, Port Arthur, Port Davey, Stanley or Strahan.
“Tasports”	Means Tasmanian Ports Corporation Pty. Ltd.
"Trip"	Means a single transit into or out of a port or zone, as well as a shift ship between berth(s) and or anchorage(s). Where a specific number of trips is specified in this Code, there shall be a reasonable balance of trips into and out of the pilotage area or zone.
"Unrestricted Licence"	Means a Pilot’s Licence that is not restricted in regard to area, vessel size, class, or time of day, within a particular pilotage area.
“Voyage”	Means one trip into a pilotage area and one trip out of the pilotage area.

1.3. Licences and Certificates

- Pilots must hold an appropriate and current Licence endorsed for nominated port(s), area(s), zone(s) or vessel size.
- Exempt Masters must hold an appropriate and current Pilotage Exemption Certificate endorsed for a nominated port(s), area(s), zone(s), vessel or vessel size, and must be Master of the vessel not engaging a Pilot.
- Licences and Pilotage Exemption Certificates must specify any conditions and limitations under which they are issued, including exclusions, ports, areas, zones and vessel particulars such as length or class. If not so endorsed they are to be taken as Unrestricted with regard to vessel class, size and area.

- Licences and Pilotage Exemption Certificates remain valid for the period stated on the certificate, provided all the requirements of this Code have been met and contrary advice is not received from MAST.
- Licences and Pilotage Exemption Certificates will be recommended for renewal provided all the requirements of this Code have been met.
- Pilots must produce a copy of their current Licence to the Ship's Master, or MAST, on demand.
- Exempt Masters must produce a copy of their current Pilotage Exemption Certificate to any authorised person on demand.

1.4. Bridge Resource Management (BRM)

- This document reflects the commitment by Tasports to the principles of Bridge Resource Management, and the importance of human factors in pilotage operations.
- All licenced Pilots are required to have completed BRM training before a Restricted Licence is issued by MAST.

1.5. Safety Management System

- A Pilotage Safety Management System has been implemented in consultation with MAST. All Pilots shall comply with the provisions contained in the Ports Procedures Manual and the Pilotage Safety Management System Manual.

PART 2 – NEW PILOTS

2.1. Trainee Pilots

In order to become a Trainee Pilot and commence training for a Restricted Licence an applicant shall:-

- (i) demonstrate physical and mental fitness to a standard specified in the Medical Health and Fitness Order; and
- (ii) have either:-
 - (a) a valid Certificate of Competency as an Australian Master Unlimited;
 - (b) a Certificate of Recognition issued by AMSA in relation to an international qualification equivalent to (a);
 - (c) Royal Australian Navy qualifications and such additional competencies recognised by AMSA that are required to achieve a Certificate of Competency as a Master Unlimited; or
 - (d) a valid pilot's licence issued in another Australian jurisdiction.

A Trainee Pilot will undergo the training identified in Part 7 of this Code.

In order to make an application for a Restricted Licence a Trainee Pilot must meet the requirements of Section 8(1) of the Regulations. A Trainee Pilot will be trained at a Primary Port of Hobart (Zones "A" or "B"), Burnie, Devonport, Bell Bay (Zone "E") or Port Latta and will make application after training for a Restricted Licence at one of these ports.

2.2. Restricted Licence

Prior to applying for a Restricted Licence, at either Hobart Zone "A" or "B", Bell Bay Zone "E", Burnie, Devonport or Port Latta, an applicant must have completed, at one of these nominated ports within a 12 month period, on vessels exceeding 35m LOA, a minimum of:-

- Hobart Zone "A", thirty (30) trips;
- Hobart Zone "B", sixty (60) trips;
- Bell Bay Zone "E", one hundred (100) trips;
- Devonport, thirty (30) trips;
- Burnie, thirty (30) trips; and
- Port Latta, twenty (20) trips.

In each case:

- Twelve (12) trips must be completed within the hours of darkness; six (6) for Port Latta.
- Twelve (12) trips must be completed within the hours of daylight; six (6) for Port Latta.
- Five (5) trips must be with a Check Pilot who attests that the Trainee Pilot was competent to undertake each pilotage act without the assistance of the Check Pilot.

In addition the applicant must also complete:

- Training as per the requirements of Part 7 and an Examination in accordance with Part 6.
- A simulator training course under peer review for the port or zone to which the Restricted Licence applies.

Once issued with a Restricted Licence a Pilot will exercise the Licence on a risk assessment basis in consultation with a Check Pilot, taking the following elements into consideration:

- the Licence holder's prior experience;
- the physical limitations of the port, particularly in relation to tidal streams and environmental conditions;
- the type of vessel to be piloted, its length, breadth, draft, visibility and handling characteristics; and

- the type of pilotage to be undertaken, such as anchoring, berth shift, river transit or open water navigation.

2.3. Unrestricted Licence

Only after obtaining a Restricted Licence can an application be made for an Unrestricted Licence.

For any existing Licenced Pilot seeking an Unrestricted Licence at a Primary Port, five (5) trips must be completed on vessels larger than the existing limit, two (2) trips of which must be with a Check Pilot. Progression to an Unrestricted Licence will be based on the recommendation of the Check Pilot.

Once issued with an Unrestricted Licence a Pilot will exercise the Licence on a risk assessment basis in consultation with a Check Pilot, taking the following elements into consideration:-

- the Licence holder’s prior experience;
- the physical limitations of the port, particularly in relation to tidal streams and environmental conditions;
- the type of vessel to be piloted, its length, breadth, draft, visibility and handling characteristics; and
- the type of pilotage to be undertaken, such as anchoring, berth shift, river transit or open water navigation.

2.4. Minimum Limits for Restricted and Unrestricted Licences

Irrespective of the assessment process in section 2.2 and 2.3 the following minimum limits for initial Restricted and Unrestricted Licence shall apply.

Restricted Licence	
Maximum vessel LOA	180 metres
Minimum training period	4 months (from commencement)
Number of check pilotages	5
Unrestricted Licence	
Maximum vessel LOA	Unlimited
Minimum training period	6 months (from commencement)
Number of check pilotages	2

2.5. Check Pilotage

Check pilotage for a Restricted or Unrestricted Licence is a process of practical assessment whereby the proficiency of a Pilot is observed and commented on in writing by experienced and qualified peers. It is intended that the process will lead to a system of positive feedback, highlighting areas that require further training, development or technique refinement. The results of a Check Pilotage shall be recorded on the appropriate form (Check Pilotage Template).

Check Pilotages are conducted for, but not limited to, the following:-

- Restricted Licencing;
- Unrestricted Licencing; and
- Additional port licences.

2.6. Recommending and Issuing of Restricted and Unrestricted Licences

Restricted and Unrestricted Licences are issued by MAST based on recommendations made by a Check Pilot and are port specific.

Prior to being issued a Restricted or Unrestricted Licence an applicant must:-

- Complete the requirements as detailed in sections 2.2, 2.3 and 2.4;
- Complete the necessary examination as detailed in Part 6;
- Complete check pilotage trips;
- Comply with the minimum qualifying periods as specified in section 2.4; and
- Complete an application on the appropriate form (Pilot Licence and Pilotage Exemption Application).

Prior to recommending a Licence, or Licence endorsement, the Check Pilot must ensure completion of the appropriate check list (check list for renewal of a Pilot's Licence or Pilotage Exemption Certificate).

PART 3 – ADDITIONAL LICENCES

3.1. Requirements for Hobart (Zone “A” and “B”), Bell Bay Zone “E”, Devonport, Burnie and Port Latta

A Licenced Pilot seeking to add the additional port(s) of Hobart Zone “A” or Zone “B”, Bell Bay Zone “E”, Devonport, Burnie or Port Latta to his/her current Licence must complete within 12 months, the following trips on vessels exceeding 35m LOA :-

- Hobart Zone “A”, fifteen (15) trips;
- Hobart Zone “B”, twenty five (25) trips;
- Bell Bay Zone “E”, twenty five (25) trips;
- Devonport, fifteen (15) trips;
- Burnie, fifteen (15) trips; or
- Port Latta, twenty (20) trips.

In addition:

- Training as per the requirements of Part 7 and an Examination in accordance with Part 6;
- Six (6) trips must be completed within the hours of darkness;
- Six (6) trips must be completed within the hours of daylight;
- Two (2) check pilotage trips to be completed to the satisfaction of a Check Pilot (Included in trip requirements); and
- A simulator training course under peer review must be completed by applicants for Hobart Zone “B”, Bell Bay Zone “E”, Burnie, Devonport or Port Latta.

Once issued with a Restricted or Unrestricted Licence a Pilot will exercise the Licence on a risk assessment basis in consultation with a Check Pilot, taking the following elements into consideration:-

- the Licence holder’s prior experience;
- the physical limitations of the port, particularly in relation to tidal streams and environmental conditions;
- the type of vessel to be piloted, its length, breadth, draft, visibility and handling characteristics; and
- the type of pilotage to be undertaken, such as anchoring, berth shift, river transit or open water navigation.

3.2. Requirements for Bell Bay Zone “D” and Spring Bay

A Licenced Pilot seeking to add the additional port(s) of Hobart Zone “D” and Spring Bay to his/her current Licence must, within 24 months, complete the following on vessels exceeding 35m LOA:-

- Training as per the requirements of Part 7 and an Examination in accordance with Part 6;
- Six (6) trips in each port or zone;
- Two (2) trips must be completed within the hours of darkness where applicable;
- Two (2) trips must be completed within the hours of daylight; and
- Complete two (2) check pilotage trips to the satisfaction of a Check Pilot.

- Qualifying trips for a Spring Bay Licence must be completed on Woodchip Carriers.

Once issued with a Restricted or Unrestricted Licence a Pilot will exercise the Licence on a risk assessment basis in consultation with a Check Pilot, taking the following elements into consideration:

- the Licence holder's prior experience;
- the physical limitations of the port, particularly in relation to tidal streams and environmental conditions;
- the type of vessel to be piloted, its length, breadth, draft, visibility and handling characteristics; and
- the type of pilotage to be undertaken, such as anchoring, berth shift, river transit or open water navigation.

3.3. Requirements for Hobart Zone "C", Port Arthur, Coles Bay, Grassy and Lady Barron

A Licenced Pilot seeking to add the additional port of Hobart Zone "C", Port Arthur, Coles Bay, Grassy or Lady Barron to a current Licence must complete, within 24 months, on any suitable vessel :-

- Training as per the requirements of Part 7 and an Examination in accordance with Part 6;
- Four (4) trips in each port or zone;
- Complete one day training on a ship handling simulator for Grassy; and
- If there is a Licenced Pilot for the port, successfully complete a check pilotage.

3.4. Issuing of Additional Ports on a Licence

Prior to being issued an additional port on an existing Pilot License, an applicant must:-

- Complete the requirements as detailed in sections 3.1, 3.2, and 3.3;
- Complete the necessary examination as detailed in Part 6; and
- Complete an application on the appropriate form (Pilot Licence and Pilotage Exemption Application).

3.5. Renewal of Licences

Licences will remain current if Pilots:-

- Demonstrate physical and mental fitness to a standard specified in the *Medical Health and Fitness Order*;
- Undertake training as required by the Pilotage Service Provider;
- At the Primary ports of Hobart Zones "A" and "B", Burnie, Devonport and Bell Bay Zone "E", make a pilotage trip at intervals not exceeding ninety days (3 months);
- In Spring Bay and Port Latta, make a pilotage trip at intervals not exceeding one hundred and eighty days (6 months);
- For Hobart Zone "C" and "D", Port Arthur, Coles Bay, Grassy, and Lady Barron make a trip on a vessel approved by Tasports at intervals not exceeding twelve (12) months, and retain a Licence at a Primary Port;
- Undergo a check pilotage at least every twelve (12) months in Hobart Zone "A", Burnie, Devonport, Bell Bay Zone "E", Spring Bay and Port Latta; and
- Undergo a check pilotage at least every six (6) months in Hobart Zone "B".

PART 4 – LICENCE SUSPENSION OR CANCELLATION

- 4.1.** MAST may suspend a Pilot's Licence if the Pilot;
- a) does not undertake a pilotage act in the relevant pilotage area as required in section 3.6; or
 - b) fails to meet the standards of medical and mental fitness specified in regulation 11 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*; or
 - c) does not undertake a check pilotage as required by section 3.5.
- 4.2.** A suspension is revoked when the holder of the Licence has satisfied any requirements specified by MAST in relation to the suspension.
- 4.3.** MAST may cancel a Pilot's Licence if the Pilot does not undertake a pilotage act within the relevant pilotage area for a period exceeding twelve (12) months.

PART 5 – EXEMPT MASTERS

5.1. Eligibility for a Pilotage Exemption

In order to apply for a Pilotage Exemption Certificate applicants must:

- Meet the requirements of Section 23 of the Regulations or, have other approved experience and qualifications consistent with the Regulations and allow the issue of an exemption to the holder of a State issued certificate;
- Demonstrate competence in both spoken and written English to a standard that would allow clear and concise communication for all operational and pilotage requirements;
- Have completed the necessary trips as detailed in the Qualifying Trips Section 5.2, with all trips properly recorded on the appropriate form;
- Have completed the necessary examination as detailed in Part 6;
- Provide evidence of current medical fitness to a standard specified in the *Medical Health and Fitness Order*, or other medical certificate acceptable to MAST;
- Complete the necessary Check Pilotage(s) to the satisfaction of a Check Pilot;
- Submit, on the appropriate form (Pilot Licence and Pilotage Exemption Application), an application together with a record of qualifying voyages; and
- Present a valid Certificate of Competency for the size of vessel exemption being sought in accordance with Regulation 23.

5.2. Qualifying Trip Requirements

Prior to making an application and sitting a pilotage exemption examination, an applicant must observe a minimum number of trips to the port or zone as detailed below with the applicant actively following or conducting the navigation and manoeuvring of the vessel on each occasion. There shall be an even mix of trips into and out of the pilotage area.

Vessels Over 75 metres

For an applicant seeking a pilotage exemption certificate for vessels exceeding 75m LOA at Hobart Zone “A”, “C”, “D”, “E”, Burnie, Devonport or Spring Bay, complete within 12 months, the following on vessels exceeding 50m LOA:-

- Fifteen (15) trips at each port;
- Complete two (2) check pilotage trips to the satisfaction of a Check Pilot (included in trip requirements);
- Six (6) trips must be within the hours of daylight;
- Six (6) trips must be within the hours of darkness (unless a daylight exemption only is required);
- For any extension to an exemption, four (4) further trips must be completed on vessels larger than the existing limit, two (2) trips of which must be check pilotages; and
- Complete to the satisfaction of the Pilotage Service Provider, a local knowledge test for the appropriate port.

For an applicant seeking a Pilotage Exemption Certificate for vessels exceeding 75m LOA at Grassy, complete within 12 months the following on the vessel for which the exemption will be applied:-

- Fifteen (15) trips;
- Complete a Pilotage Audit (included in trip requirements); and
- Complete a local knowledge test to the satisfaction of the Pilotage Service Provider.

Vessels Under 75 metres

For an applicant seeking a Pilotage Exemption Certificate for a vessel less than 75 metres but greater than 35 metres LOA, at Hobart Zone “A”, “B” (not including Tasman Bridge), “C”, “D”, “E”, Burnie, or Devonport, complete the following on a vessel approved by Tasports:-

- Six (6) trips in each nominated zone or port;
- Two (2) trips must be completed within the hours of darkness unless a daylight only exemption is required;
- Two (2) trips must be completed within the hours of daylight;
- Complete one (1) check pilotage trip to the satisfaction of a Check Pilot (included in trip requirements).
- Complete to the satisfaction of the Pilotage Service Provider, a local knowledge test for the appropriate port;
- For any extension to an exemption, four (4) further trips must be completed on vessels larger than the existing limit, one (1) trip of which must be a check Pilotage; and
- Exemption extensions shall be made in conservative steps and shall take into account the applicant's prior experience and the physical limitations of the port.

For an applicant seeking an exemption for vessels at Spring Bay, Grassy, Lady Barron, Port Arthur, Strahan (restricted to Macquarie Harbour) or Coles Bay, complete on a vessel approved by Tasports:-

- Four (4) trips in each nominated port;
- Two (2) trips must be completed within the hours of darkness (excluding Grassy);
- Two (2) trips must be completed within the hours of daylight (4 trips for Grassy);
- Where the qualifying trips are completed in daylight, a daylight only exemption will be issued; and
- Complete to the satisfaction of the Pilotage Service Provider, a local knowledge test for the appropriate port.

5.3. Low Risk Vessels Under 50 metres

For an applicant seeking a Pilotage Exemption Certificate for a low risk vessel less than 50 metres LOA, the following criteria will apply:-

During the initial pilotage at a Primary Port the Pilot will:

- Assess the Master on local knowledge of the ports to be visited;
- Assess the vessel in terms of navigation equipment; and
- Provide the Master with relevant information such as passage plans, anchoring positions and general port information.

On completion of the assessment the Pilot may make a recommendation for the issue of an Exemption Certificate with an appropriate list of conditions.

The applicant must also:-

- Make an application on an approved form (Pilot Licence and Pilotage Exemption Application);
- Present a valid Certificate of Competency for the size of vessel exemption being sought; and
- Provide evidence of current medical fitness to a standard specified in the *Medical Health and Fitness Order* or other medical certificate acceptable to MAST.

5.4. Low Risk Vessels Over 50 metres

For an applicant seeking a Pilotage Exemption Certificate for a low risk vessel greater than 50 metres but less than 75 metres LOA the following criteria will apply:-

During the initial pilotage at a primary port the Pilot will:-

- Assess the Master on local knowledge of the ports to be visited.
- Assess the vessel in terms of navigation equipment; and
- Provide the Master with relevant information such as passage plans, anchoring positions and general port information.

On completion of the assessment the Pilot may make a recommendation to MAST for the issue of an Exemption Certificate with an appropriate list of conditions.

The applicant must also:-

- Make an application on an approved form (Pilot Licence and Pilotage Exemption Application);

- Present a valid Certificate of Competency for the size of vessel exemption being sought; and
- Provide evidence of current medical fitness to a standard specified in the *Medical Health and Fitness Order* or other medical certificate acceptable to MAST.

An exemption from pilotage will not apply to the Primary Ports of Hobart (Zones A and B), Bell Bay, Devonport or Burnie.

5.5. Vessels at Strahan, Port Davey, Stanley or Naracoopa

An applicant seeking an exemption for a vessel at Strahan, Port Davey, Stanley or Naracoopa, may make application to be exempt from the requirement to employ a Pilot in accordance with Regulation 18 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

The applicant must:

- Make an application on an approved form (Pilot Licence and Pilotage Exemption Application);
- Present a valid Certificate of Competency for the size of vessel exemption being sought;
- Provide evidence of current medical fitness to a standard specified in the *Medical Health and Fitness Order* or other medical certificate acceptable to MAST;
- Within the period of one (1) year immediately before lodging the application, have served in a capacity of not less than first mate on a vessel navigating the relevant pilotage area; and
- Complete a local knowledge test for the relevant port.

5.6. Limitations

Any Limitations imposed on a Pilotage Exemption Certificate will take into account the Master's previous experience, the size or class of ship and, where required, reflect the recommendation of the Check Pilot.

Exemption Certificates may nominate a certain vessel or class of vessel and restrict a holder in the following manner:-

- Specify a vessel;
- Specify a length or draft;
- Daylight only;
- To a certain berth or berths;
- Vessels not exceeding 75m LOA;
- Vessels not exceeding 165m LOA; or
- Vessels not exceeding 215m LOA.

5.7. Recommending and Issuing of Pilotage Exemption Certificates

Pilotage Exemption Certificates are issued by MAST in accordance with Regulation 25.

Prior to being issued a Pilotage Exemption Certificate, an applicant must:-

- Complete the necessary trips as detailed in 5.2;
- Complete the necessary examination as detailed in Part 6 or local knowledge test;
- Provide evidence of current medical fitness to a standard specified in the *Medical Health and Fitness Order* or by MAST for state issued Certificates of Competency;
- Complete the necessary check pilotage(s), where required, to the satisfaction of a Check Pilot;
- Submit, on the appropriate form, an application together with a record of qualifying voyages (Pilot Licence and Pilotage Exemption Application); and
- Present a valid Certificate of Competency for the size of vessel exemption being sought.

Prior to seeking an extension on a Pilotage Exemption Certificate, an applicant must complete with a Licenced Pilot:

- The specified qualifying trips;
- The specified check pilotage; and

- Ensure completion of the appropriate check list by the Check Pilot.

5.8. Renewal of Pilotage Exemption Certificates

Pilotage Exemption Certificates shall remain in force for a maximum of twelve (12) months from the date of issue, but may be renewed for a further period of twelve (12) months if the holder has complied with the following requirements:-

For the ports of Hobart (Zones “A” and “B”), Burnie, Devonport, Bell Bay (Zones “D” and “E”), and Spring Bay the applicant must:-

- Make an application on the appropriate form (Pilot Licence and Pilotage Exemption Application);
- Undertaken one (1) voyage within the relevant pilotage area;
- Demonstrate physical and mental fitness to a standard specified in the *Medical Health and Fitness Order* or by MAST for State issued Certificates of Competency; and
- For vessels exceeding 75 m LOA, complete a pilotage audit.

For the ports of Hobart Zone “C”, Grassy, Lady Barron, Port Arthur, Strahan and Coles Bay, the applicant must:-

- Make an application on the appropriate form (Pilot Licence and Pilotage Exemption Application);
- Undertaken one (1) voyage within the relevant pilotage area; and
- Demonstrate physical and mental fitness to a standard specified in the *Medical Health and Fitness Order* or by MAST for State issued Certificates of Competency.

5.9. Lapsing of Pilotage Exemption Certificates

If the holder of a Pilotage Exemption Certificate has not been employed on a vessel as Master navigating the relevant pilotage area for six (6) months, the Certificate lapses until the holder has:-

- (a) Within 6 months of lapsing, navigated the waters of the relevant pilotage area for one (1) voyage with a Pilot, or for the ports of Hobart Zone “C”, Grassy, Lady Barron, Port Arthur, Strahan and Coles Bay, with an Exempt Master; and
- (b) Passed any examinations required by MAST.

If the holder of a Pilotage Exemption Certificate has not been employed on a vessel as Master navigating the relevant pilotage area for one (1) year the Certificate will be cancelled.

Masters must maintain a record of all pilotage trips undertaken for submission to the Pilotage Service Provider, or MAST upon request.

PART 6 – EXAMINATIONS

6.1. Pilot and Exempt Master Examinations

Examinations for a Pilotage Exemption Certificate, Pilot Licence (including additional ports to a licence) will consist of three parts:-

- Practical assessment of knowledge and ability normally conducted during the qualifying trips and check pilotage;
- A written section including completion of a blank chart; and
- Oral questions during the practical section and following assessment of the written section.

Examinations for Licence extension within a pilotage area or zone will normally consist of two parts:-

- Practical assessment of knowledge and ability normally conducted during the qualifying voyages and Check Pilotage; and
- Oral questions during and following the practical section.

The Examination syllabus for Pilots and Exempt Masters will consist of:

- All appropriate geographical characteristics of the port together with names;
- All appropriate hydrographic details of the port together with names including banks, shoals, reefs, the 5m and 10m contours and other isolated dangers;
- All navigation aids of the port together with names and characteristics, design and actual berth and channel depths;
- Tide and current flow details together with the use of tide tables;
- Position of submarine cables and pipelines and the position of overhead obstructions including clearing heights;
- Prohibited anchoring areas and prohibited areas;
- Pilotage area and zone limits;
- General courses and distances within pilotage areas;
- Ferry routes;
- Knowledge of recreational boat areas and likely race routines;
- Knowledge of prevailing wind patterns;
- Special environmental areas;
- Reporting Points;
- Local signals;
- Knowledge of navigation warning broadcasts;
- Detailed knowledge of Tasman Bridge procedures if appropriate;
- Traffic control systems;
- Detailed practical experience of all relevant ship types and handling characteristics together with a sound appreciation of manoeuvring techniques;
- An understanding of tug operations, in particular the limitations and benefits imposed by tug design with regard to local ports, areas, zones and conditions;
- Detailed knowledge of limitations imposed or benefits available due to relevant ship design with regard to local ports, areas, zones and conditions;
- A thorough understanding of limitations imposed or benefits available due to wind and water flow;
- A thorough understanding of relevant fendering types, limitations and benefits;
- Knowledge of relevant Legislation and Port Regulations; and
- Knowledge and use of electronic aids to navigation.

In addition, the examination syllabus for Pilots will further include:-

- Detailed knowledge of local operational procedures, limits, guidelines and emergency management processes;
- A thorough understanding of Bridge Resource Management, Human Factors and safety management principles, methods and philosophy;
- A thorough understanding of ship handling theory including transverse thrust, multiple propeller couples, the use of thrusters, pivot points, directional momentum, and interaction;
- Detailed knowledge in the application of contemporary technology, rudder types, bridge equipment and bridge design; and
- Detailed knowledge of the dangers within, and the risk management procedures for, each operational area.

PART 7 – PILOT TRAINING

All Pilots recognise the value of, and are committed to, ongoing training that contributes to the professional development of Pilots.

- It is acknowledged that any training program developed may require Pilot participation in ship simulator courses, manned model ship handling courses and observations on board tugs during operations.
- A record of each element of training for a Primary Port Licence is to be maintained and endorsed by a Check Pilot, and any training program will be structured under the guidance of a Check Pilot to meet the needs of each new Pilot taking account of experience, previous training, areas of development potential and the evolving needs of the pilotage service.
- Areas of training and development will be identified and addressed in a structured program. That will include the following elements:-
 - Detailed practical experience of all relevant ship types and handling characteristics together with a sound appreciation of manoeuvring techniques;
 - Detailed knowledge of limitations imposed or benefits available due to ship design with regard to local ports, areas, zones and conditions;
 - A thorough understanding of limitations imposed or benefits available due to wind and water flow;
 - A thorough understanding of limitations imposed and the risks inherent in voyages to infrequently used parts of a pilotage zone;
 - Competence at all times of day, in all states of tide, weather and visibility;
 - A thorough understanding of ship handling theory including transverse thrust, multiple propeller couples, the use of thrusters, pivot points, directional momentum and interaction;
 - A thorough understanding of relevant fendering types, limitations and benefits;
 - Detailed knowledge in the application of contemporary technology, rudder types, bridge equipment and bridge design;
 - Knowledge of relevant Legislation and Port Regulations;
 - Detailed knowledge local operational procedures, limits, guidelines and emergency management processes;
 - Detailed knowledge of the dangers within and the risk management procedures for each operational area;
 - Knowledge and use of electronic aids to navigation;
 - A thorough understanding of Bridge Resource Management principles, methods and philosophy;
 - A thorough understanding of Human Factor principles, methods and philosophy;
 - A thorough understanding of communication options under difficult physical and language conditions;
 - A thorough understanding of Safety Management principles, methods and philosophy;
 - An understanding of tug operations, in particular the limitations and benefits imposed by tug design with regard to local ports, areas, zones and conditions; and

A program of large vessel, extreme weather, emergency exercises and ship system failures is to be undertaken and successfully completed on a ship simulator model prior to recommending a progression to an Unrestricted Licence.