



MARINE STANDARD

No.6.3

Training and Certification of Pilot Exempt Masters for Victorian Ports

Issue 1

Pursuant to section 66(1) of the *Marine Act 1988* (Vic) I hereby repeal the Standard for Training and Certification of Pilot Exempt Masters for Victorian Ports, dated 7 February 2002 and issue Marine Standard No.6.3, Issue 1, to come into operation on 29 June 2012

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1. Purpose

The purpose of this Standard is to specify:

- (a) the requirements which must be fulfilled for an Applicant to be granted a Pilot Exemption Certificate;
- (b) the conditions of holding a Pilot Exemption Certificate; and
- (c) the requirements to renew a Pilot Exemption Certificate.

2. Authorising Provision

This Standard is made pursuant to:

- (a) sections 65(g) and 66(1) of the Act; and
- (b) regulations 311, 312, 313 and 314 of the Regulations.

3. Definitions

3.1 In this Standard,

“**Act**” means the *Marine Act 1988* (Vic);

“**AMSA**” means the Australian Maritime Safety Authority;

“**Applicant**” means a person applying for:

- (a) a Pilot Exemption Certificate;
- (b) renewal of a Pilot Exemption Certificate; or
- (c) endorsement of a Pilot Exemption Certificate,

as the context requires;

“**Application**” means an application for:

- (a) a Pilot Exemption Certificate;
- (b) renewal of a Pilot Exemption Certificate; or
- (c) endorsement of a Pilot Exemption Certificate,

as the context requires;

“**Certificate of Competency**” means a certificate issued by the Director under section 99C of the Act;

“Certificate of Recognition” has the meaning given to it in the Marine Orders Part 3 (Seagoing Qualifications) made under section 425(1AA) of the *Navigation Act 1912* (Cth);

“Check Pilot” means a Pilot holding an Unrestricted Pilot Licence for at least five (5) years in respect of a stated Port and who is authorised by the Director to accompany an Applicant on Check Trips to assess an Applicant’s capacity and competence;

“Check Trip” means a passage during which an Applicant or Pilot is assessed by a Check Pilot on his or her ability to take pilotage charge of a Vessel;

“Director” means the Director, Transport Safety as defined in section 3 of the *Transport Integration Act 2010* (Vic);

“Examiner” means a person authorised to conduct examinations or assess Applications on behalf of the Director;

“Flag State” in relation to a vessel, means the country under whose laws the vessel is registered or licensed;

“LOA” means length overall;

“Master” in relation to a Vessel, means a person (other than a person who is acting as the pilot of that Vessel) having command or charge of the Vessel;

“Medical Examination Guidelines” has the meaning given to it in the Marine Orders Part 9 (Health – Medical Fitness) made under section 425(1AA) of the *Navigation Act 1912* (Cth);

“Medical Inspector” means a person registered under the *Health Practitioner Regulation National Law (Victoria) Act 2009* to practise in the medical profession (other than a student) with:

- (a) post-graduate training in occupational medicine;
- (b) maritime experience; or
- (c) both of the above,

and is approved by the Director or appointed by AMSA;

“Observer Trip” means a passage during which an Applicant is under training on the navigation bridge of a Vessel that is under pilotage charge of a Pilot or Pilot Exempt Master;

“Pilot” means a person who is licensed as a pilot under Marine Standard 6.2 – Training and Licensing of Marine Pilots for Victorian Ports, Issue 1;

“Pilot Exemption Certificate” means a pilot exemption certificate issued in accordance with this Standard;

“Pilot Exempt Master” means a Master who is exempted under the Regulations from the requirement to engage a Pilot for any particular Port;

“Pilotage Services” means:

- (a) the service of providing a Pilot to navigate a Vessel within, or into or out of, Port Waters;
- (b) the service of providing transport and transfer of a Pilot to and from a Vessel for which services under paragraph (a) are required; or
- (c) both of the services referred to in paragraphs (a) and (b);

"Pilotage Services Provider" means a person registered by the Director under Part 3.B of the Act to provide Pilotage Services;

"Port" includes any of the following waters, or any part of those waters:

- (a) any harbour or haven, whether natural or artificial;
- (b) any estuary, channel, river, creek or roadstead; and
- (c) any navigable water in which Vessels may lie for shelter or for the transfer of cargo or passengers;

"Port Waters" has the meaning given to it in the *Port Management Act 1995* (Vic);

"Qualifying Trip" means a passage during which an Applicant is actively in command of a Vessel with a Pilot embarked;

"Regulations" means the *Marine Regulations 2009* (Vic);

"Tanker" means a cargo Vessel constructed or adapted for carrying a cargo of liquid in bulk;

"TSV" means Transport Safety Victoria;

"Unrestricted Pilot Licence" means a licence that authorises the licensee to pilot a Vessel in a stated pilotage area without any limit on the LOA or draught length of a Vessel which may be piloted; and

"Vessel" means any kind of Vessel that is used, or capable of being used, in navigation by water, however propelled or moved and includes:

- (a) a barge, lighter, floating restaurant or other floating vessel; and
- (b) an air cushion vehicle, or other similar craft, that is used in navigation by water; and
- (c) any aeroplane that is designed for and capable of being water borne, for so long as that aeroplane is waterborne.

4. Requirements

4.1 Application

4.1.1 Port Waters

4.1.1.1 A Pilot Exemption Certificate may be issued to an Applicant who is the Master of a Vessel that is regularly visiting:

- (a) the Port of Melbourne;
- (b) the Port of Geelong;
- (c) the Port of Hastings;
- (d) the Port of Portland; or
- (e) any other Victorian port subject to pilotage.

4.1.2 Vessels

4.1.2.1 A Pilot Exemption Certificate may be issued where the Applicant is the Master of:

- (a) a Vessel up to and including 185 metres LOA; or
- (b) a Vessel, excluding a Tanker, that is above 185 metres LOA subject to the requirements set out in clause 4.2.9.

4.1.2.2 A Pilot Exemption Certificate will be issued in respect of a Vessel provided that the Vessel is manned in accordance with current Flag State legislation.

4.1.3 Pilot Exemption Certificates Issued Prior to the Commencement of this Standard

4.1.3.1 A Pilot Exemption Certificate issued and in force prior to the commencement of this Standard shall, with such modification and adaptation as may be necessary, remain in force as if it were granted under the provisions of this Standard.

4.2 Issuing

4.2.1 General

4.2.1.1 In order for a Pilot Exemption Certificate to be issued to an Applicant, an Applicant must satisfy each of the following requirements:

- (a) qualifications under clause 4.2.2;
- (b) medical examination under clause 4.2.3;
- (c) eyesight examination under clause 4.2.4;
- (d) training under clause 4.2.5;

- (e) Qualifying Trips under clause 4.2.6;
- (f) oral examination under clause 4.2.7; and
- (g) Check Trips under clause 4.2.8.

4.2.1.2 A Pilot Exemption Certificate is valid for a period of two (2) years after the date it is issued provided it is not cancelled by the Director.

4.2.2 Qualifications

4.2.2.1 A Pilot Exemption Certificate may be granted to an Applicant who is the Master of a Vessel.

4.2.2.2 An Applicant for a Pilot Exemption Certificate must hold one of the following:

- (a) a valid Certificate of Competency issued by AMSA; or
- (b) an equivalent Certificate of Competency issued by the relevant authority of a Flag State that is party to the *International Convention on Standards of Training, Certification and Watchkeeping of Seafarers 1995* and that is formally recognised by AMSA by a Certificate of Recognition or is otherwise accepted by the Director.

4.2.2.3 An Applicant must be able to speak and understand English to a standard that will allow them to safely perform the duties and responsibilities of a Pilot Exempt Master.

4.2.3 Medical Examination

4.2.3.1 An Applicant must undertake a medical examination within the six (6) month period that immediately precedes the date of Application.

4.2.3.2 A medical examination must be performed by a Medical Inspector.

4.2.3.3 The Medical Inspector will conduct such examinations, tests and interviews and make such inquiries in relation to an Applicant as are appropriate to determine whether the Applicant is medically fit to perform the intended duties of a Pilot Exempt Master.

4.2.3.4 The Applicant must provide details of their previous medical history to the Medical Inspector on request.

4.2.3.5 In determining if an Applicant is medically fit, a Medical Inspector must, in addition to applying normal medical fitness considerations:

- (a) give full consideration to the Medical Examination Guidelines; and
- (b) be satisfied that the Applicant at least meets the minimum standards specified in the Medical Examination Guidelines as applicable to a Pilot Exempt Master.

4.2.3.6 If the Medical Inspector:

- (a) is satisfied as to the identity of an Applicant;

- (b) is able to attest to the true state of the Applicant's health; and
- (c) determines in accordance with clause 4.2.3.5 that the Applicant is medically fit to perform the duties of a Pilot Exempt Master,

the Medical Inspector is to issue to the Applicant a certificate of medical fitness indicating that the applicant is medically fit to perform the duties of a Pilot Exempt Master..

4.2.4 Eyesight Examination

4.2.4.1 An Applicant must undertake an eyesight examination within the six (6) month period that immediately precedes the date of Application.

4.2.4.2 The examination must be undertaken by a Medical Inspector qualified to practice as an optometrist or ophthalmologist.

4.2.4.3 The Medical Inspector will conduct such examinations, tests and interviews and make such inquiries in relation to an Applicant as are appropriate to determine whether the Applicant is visually fit to perform the intended duties of a Pilot Exempt Master.

4.2.4.4 The Applicant must provide details of their previous medical history to the Medical Inspector on request.

4.2.4.5 In determining if an Applicant is visually fit, a Medical Inspector must:

- (a) give full consideration to the vision standards set out in the Medical Examination Guidelines; and
- (b) be satisfied that the Applicant at least meets the minimum vision standards specified in the Medical Examination Guidelines as applicable to a Pilot Exempt Master.

4.2.4.6 If the Medical Inspector:

- (a) is satisfied as to the identity of an Applicant;
- (b) is able to attest to the true state of the Applicant's vision; and
- (c) determines in accordance with clause 4.2.4.5 that the Applicant is visually fit to perform the duties of a Pilot Exempt Master,

the Medical Inspector is to issue to the Applicant a certificate of visual fitness indicating that the Applicant is visually fit to perform the duties of a Pilot Exempt Master.

4.2.5 Training

An Applicant shall complete the following practical training:

- (a) attend as an observer on the navigation bridge of a tug operating within the Port(s) for not less than five (5) hours, unless otherwise specified by the Director; and
- (b) attend the relevant Port office(s) and receive instructions in the operational procedures of that Port(s).

4.2.6 Qualifying Trips

4.2.6.1 To be granted a Pilot Exemption Certificate an Applicant must complete the Qualifying Trips in respect of each Port for which the Pilot Exemption Certificate is required.

4.2.6.2 All Qualifying Trips must be completed within the twelve (12) month period that immediately precedes the date of Application.

4.2.6.3 For the Port of Melbourne or Port of Geelong:

- (a) an Applicant must complete six (6) Qualifying Trips inward and six (6) Qualifying Trips outward between berth and sea through Port Phillip Heads, of which one (1) trip inward and one (1) trip outward are in the hours of darkness; and
- (b) where an Applicant is the supernumerary Master or chief officer of a Vessel under the charge of a licensed Pilot or Pilot Exempt Master and serves actively or as an observer on the navigation bridge of such Vessel, the Applicant must also complete:
 - (i) one (1) additional Qualifying Trip inward and one (1) additional Qualifying Trip outward; and
 - (ii) one (1) of the Qualifying Trips inward and one (1) of the Qualifying Trips outward for each channel while the Vessel is under the charge of a Pilot.

4.2.6.4 Where the Vessel to be piloted is eighty (80) metres or less in length, an Applicant must only complete three (3) Qualifying Trips inward and three (3) Qualifying Trips outward between berth and sea through Port Phillip Heads, of which one (1) trip inward and one (1) trip outward must be in the hours of darkness.

4.2.6.5 Where an Applicant intends to travel to both the Port of Melbourne and the Port of Geelong, the Director may require that additional Qualifying Trips be completed.

4.2.6.6 For the Port of Hastings:

- (a) an Applicant must complete six (6) Qualifying Trips inward and six (6) Qualifying Trips outward between berth and sea of which:
 - (i) one (1) Qualifying Trip inward and one (1) Qualifying Trip outward are in the hours of darkness; and
 - (ii) one (1) Qualifying Trip is to and one (1) Qualifying Trip is from the Cowes Anchorage; and

(b) where the Applicant is the supernumerary Master or chief officer of a Vessel under the charge of a licensed Pilot or Pilot Exempt Master and serves actively or as an observer on the navigation bridge of such Vessel, the Applicant must also complete:

- (i) one (1) additional Qualifying Trip inward and one (1) additional Qualifying Trip outward; and
- (ii) one (1) of the Qualifying Trips inward and one (1) of the Qualifying Trips outward for each channel while the Vessel is under the charge of a Pilot.

4.2.6.7 Where the Vessel to be piloted is eighty (80) metres or less in length an Applicant must only complete three (3) Qualifying Trips inward and three (3) Qualifying Trips outward between berth and sea, of which one (1) trip inward and one (1) trip outward must be in the hours of darkness.

4.2.6.8 For the Port of Portland:

- (a) an Applicant must complete three (3) Qualifying Trips inward and three (3) Qualifying Trips outward of the Port and associated channels, including one (1) trip inward and one (1) trip outward in the hours of darkness; and
- (b) where the Applicant is the supernumerary Master or chief officer of a Vessel under the charge of a licensed Pilot or Pilot Exempt Master and serves actively or as an observer on the navigation bridge of such Vessel, the Applicant must also complete:
 - (i) one (1) additional Qualifying Trip inward and one (1) additional Qualifying Trip outward; and
 - (ii) one (1) of the Qualifying Trips inward and one (1) of the Qualifying Trips outward for each channel while the Vessel is under the charge of a Pilot.

4.2.6.9 Where the Vessel to be piloted is eighty (80) metres or less in length an Applicant must only complete two (2) Qualifying Trips inward and two (2) Qualifying Trips outward between berth and sea, of which one (1) trip inward and one (1) trip outward must be in the hours of darkness.

4.2.6.10 For any other Port, an Applicant must complete such Qualifying Trips as the Director requires.

4.2.7 Oral Examination

4.2.7.1 An Applicant must successfully pass the oral examination to be granted a Pilot Exemption Certificate.

4.2.7.2 An Application for an oral examination must be made within three (3) months of completing the required Qualifying Trips under clause 4.2.6.

4.2.7.3 In order to pass the oral examination, the Applicant must satisfy the Examiner that he or she has a thorough understanding of all areas in the syllabus as outlined in Annex A to this Standard.

4.2.7.4 An Applicant who does not pass the oral examination shall:

- (a) be provided with recommendations as to the additional knowledge or practical experience they require; and
- (b) will be permitted to re-sit the examination.

4.2.7.5 The Examiner shall also assess the characteristics of the Vessel to which the Application applies and may recommend to the Director that the Applicant obtain additional experience or that the Pilot Exemption Certificate state conditions which limit the Pilot Exemption Certificate.

4.2.8 Check Trips

4.2.8.1 An Applicant must be the Master of a Vessel to complete the required Check Trips.

4.2.8.2 Check Trips shall only be commenced after all other requirements set out in clause 4.2.1.1 for the issuing of a Pilot Exemption Certificate have been satisfied by the Applicant.

4.2.8.3 An Applicant must successfully complete one (1) Check Trip inward and one (1) Check Trip outward in the Port Waters for which the Pilot Exemption Certificate is required.

4.2.9 Requirements for Vessels over 185 metres LOA or of Unusual Design

4.2.9.1 Where a Vessel is more than 185 metres LOA or of unusual design or characteristics an Applicant may be required to complete further training or sit further examinations on the recommendation of the Examiner.

4.2.9.2 Each Applicant in respect of a Vessel that is more than 185 metres LOA shall be assessed by the Director on the criteria outlined in Annex B to this Standard.

4.3 Conditions

4.3.1 General

4.3.1.1 A Pilot Exempt Master must comply with the following conditions:

- (a) Pilot Exemption Certificate limits under clause 4.3.2;
- (b) any endorsement of exemption for additional Vessels under clause 4.3.3;
- (c) continuing medical and eyesight requirements under clause 4.3.4;
- (d) continuing service requirements under clause 4.3.5; and
- (e) operational requirements under clause 4.3.6,

(“Conditions”)

4.3.1.2 If a Pilot Exempt Master breaches any of the Conditions, the Director may:

- (a) reprimand the Pilot Exempt Master;
- (b) suspend the Pilot Exemption Certificate; or
- (c) impose conditions upon the Pilot Exemption Certificate.

4.3.2 Certificate Limits

4.3.2.1 The Director will endorse the Pilot Exemption Certificate limiting its applicability to the relevant Port for which the requirements under clause 4.2.5, 4.2.6, 4.2.7 and 4.2.8 have been satisfied.

4.3.2.2 Subject to clause 4.3.3, the Director will endorse the Pilot Exemption Certificate limiting its applicability to a particular Vessel or Vessels.

4.3.2.3 The Director may endorse the Certificate:

- (a) limiting its applicability to a particular berth, wharf or dock; and
- (b) with the passage which shall be navigated.

4.3.3 Endorsement of Exemption for Additional Vessels

4.3.3.1 The Director may grant an endorsement to a Pilot Exempt Master to take charge of Vessels that are approximately the same length and draught or of lesser length or draught than their Certificate is endorsed for. The Pilot Exempt Master shall be assessed by the Examiner as to whether the endorsement should be given and what additional requirements or limitations should be imposed, if any.

4.3.3.2 The Director may grant an endorsement to a Pilot Exempt Master to take charge of Vessels that are of substantially greater length and draught than their Certificates are endorsed for provided that:

- (a) the Applicant completes two (2) Qualifying Trips inward and two (2) Qualifying Trips outward of the Port Waters concerned on a Vessel of substantially the same length and draught as that for which exemption is sought, of which one (1) trip inward and one (1) trip outward shall be in the hours of darkness; or
- (b) the Applicant, in the position of supernumerary Master, completes four (4) Observer Trips inward and four (4) Observer Trips outward of the Port Waters concerned, of which at least one (1) trip inward and one (1) trip outward shall be completed in the hours of darkness,

and the Examiner assesses the Application and decides that an endorsement should be given and what specified conditions or limitations should be imposed, if any.

4.3.4 Continuing Medical and Eyesight Requirements

4.3.4.1 A Pilot Exempt Master must continue to meet the Standards set out in clauses 4.2.3 and 4.2.4 of this Standard unless otherwise permitted by the Director in writing.

4.3.5 Continuing Service Requirement

4.3.5.1 A Pilot Exempt Master must hold a valid Certificate of Competency or Certificate of Recognition at all times.

4.3.5.2 A Pilot Exemption Certificate must be used by a Pilot Exempt Master at least once every six (6) months.

4.3.5.3 Where the Pilot Exemption Certificate is not used once in six (6) months, the Pilot Exempt Master's next passage to or from the Port shall be a Qualifying Trip.

4.3.5.4 A Pilot Exempt Master shall successfully complete one (1) Check Trip within the period commencing six (6) weeks before and ending six (6) weeks after, the one year anniversary date of Certificate issue. A second Check Trip must be completed in the six (6) week period that immediately precedes expiry of the Pilot Exemption Certificate in order for a Pilot Exempt Master to be eligible to renew a Pilot Exemption Certificate.

4.3.5.5 Where a Pilot Exemption Certificate is not used by a Pilot Exempt Master during the two (2) year validity period of the Pilot Exemption Certificate, the Pilot Exemption Certificate will not be renewed.

4.3.5.6 A Pilot Exempt Master must keep a record of the dates on which he or she has used the Pilot Exemption Certificate.

4.3.6 Operational Requirements

4.3.6.1 A Pilot Exempt Master shall prepare a passage plan for any forthcoming pilotage.

4.3.6.2 A Pilot Exempt Master shall comply with the rules, regulations and directions for the time being in force with respect to pilotage within the relevant Port.

4.3.6.3 A Pilot Exempt Master shall use their utmost care and diligence in piloting any Vessel of which they have pilotage charge.

4.3.6.4 A Pilot Exempt Master must promptly comply with all:

- (a) lawful directions issued by the Director;
- (b) Port regulations;
- (c) harbour master's directions; and
- (d) standards issued by the Director under the Act.

4.3.6.5 A Pilot Exempt Master shall not take charge of his or her Vessel unless he or she has a blood alcohol content (BAC) of 0 grams per 100 millilitres.

4.3.6.6 A Pilot Exempt Master must notify the Director immediately if the Pilot Exempt Master cannot, for any reason, perform the duties of a Pilot Exempt Master in a safe and competent manner. The Director may investigate the matter and take such further action as the Director deems is necessary.

4.3.6.7 A Pilot Exempt Master that is in charge of any Vessel that:

- (a) sustains or causes any damage;
- (b) meets with any accident;
- (c) loses an anchor or cable;
- (d) becomes stranded;
- (e) becomes disabled; or
- (f) becomes involved with any incident including a close quarters situation which:
 - (i) endangers the Vessel;
 - (ii) endangers any persons aboard;
 - (iii) endangers any other Vessel;
 - (iv) endangers any other persons; or
 - (v) threatens the environment,

shall furnish a verbal report to the harbour master immediately and submit a fully detailed written report to the Director within 48 hours of the incident occurring. The Director may institute an investigation into the causes of the accident or incident in accordance with Part 8, Division 3, of the Act.

4.4 Renewal

4.4.1 Renewals process

4.4.1.1 To renew a Pilot Exemption Certificate a Pilot Exempt Master must successfully fulfil the following requirements:

- (a) satisfactory compliance with all ongoing Conditions outlined in clause 4.3; and
- (b) training as outlined in clause 4.4.2 below.

4.4.1.2 The Pilot Exemption Certificate shall be renewed for a period of two (2) years.

4.4.2 Training

4.4.2.1 An Applicant for renewal of a Pilot Exemption Certificate shall undertake the following refresher training:

- (a) not less than two (2) hours as observer on the navigation bridge of tugs operating within the relevant Ports(s) unless otherwise specified or exempted by the Director;
- (b) a visit to the relevant Port offices(s) to be instructed in the operational procedures of that Port; and
- (c) any other training as may be deemed necessary by the Examiner or the Director.

5. Administrative Arrangements

5.1 Documentation

5.1.1 Issuing a Pilot Exemption Certificate

5.1.1.1 All Applicants shall provide the following documents with their Application for a Pilot Exemption Certificate:

- (a) completed application form;
- (b) testimonials satisfactory to the Director with regard to experience, ability and good conduct of the Applicant within the twelve (12) month period that immediately precedes the date of Application;
- (c) written evidence from the owner or manager of the Vessel, confirming that the Applicant is or is intended to be Master of that Vessel;
- (d) details of the Vessel for which the Pilot Exemption Certificate is sought;
- (e) certified copy of a Certificate of Competency or Certificate of Recognition;
- (f) certificate of medical fitness issued in accordance with clause 4.2.3.6;
- (g) certificate of visual fitness issued in accordance with clause 4.2.4.6;
- (h) verification of Port office(s) visit;
- (i) verification of Observer Trips on tugs if required;
- (j) verification of qualifying service;
- (k) two (2) passport size photographs signed on reverse;
- (l) the appropriate fee in accordance with Part 8, Division 2, of the Regulations; and
- (m) verification of Check Trips (trips undertaken and verification submitted after successful completion of oral examination).

5.1.2 Conditions which may be imposed on a Pilot Exemption Certificate

5.1.2.1 A Pilot Exempt Master may supply the Director with a copy of the following documents over the period of holding a Pilot Exemption Certificate:

- (a) for any additional endorsements, verification of completion of Qualifying Trips or Observer Trips as applicable in accordance with clause 4.3.3.2;
- (b) for continuing service, verification that the Pilot Exemption Certificate has been used once every six (6) months in accordance with clause 4.3.5.2; and
- (c) for continuing service, verification of completion of Check Trips in accordance with clause 4.3.5.4 of this Standard.

5.1.3 Renewal

5.1.3.1 An Applicant shall supply the following documents with their Application for renewal of a Pilot Exemption Certificate:

- (a) completed application form;
- (b) certificate of medical fitness issued in accordance with clause 4.2.3.6;
- (c) certificate of visual fitness issued in accordance with clause 4.2.4.6;
- (d) verification of Port office(s) visit;
- (e) verification of Observer Trips on tugs if required;
- (f) verification of other training if required;
- (g) two (2) passport size photographs signed on the reverse; and
- (h) the appropriate fee.

5.2 Review of Standard

This Standard is to be reviewed not less than once every five (5) years.

Annex A: Syllabus for Oral Examination

1. General

1.1 This Annex outlines the syllabus of the oral examination.

2. Requirements

2.1 An Applicant must have knowledge in the following areas:

- (a) all lights, buoys, headlands, channels, soundings, shoals, tides, currents and other marks, features and phenomena connected with, or incidental to, the navigation of such Port or Ports;
- (b) operational procedures including bridge resource management and passage planning;
- (c) relevant Port rules and regulations, including harbour master directions and Standards;
- (d) the correct procedure for radio communications;
- (e) the availability and proper use of towage facilities, particularly for Tankers and deep draught ships;
- (f) environmental management;
- (g) Port control priorities; and
- (h) responsibilities of TSV, AMSA, the harbour master and the Port.

Annex B: Criteria for Being Granted a Certificate for Vessels (Excluding Tankers) over 185 metres LOA or of Unusual Design

1. General

1.1 This Annex outlines the criteria for being granted a Pilot Exemption Certificate for Vessels over 185 metres LOA or of unusual design.

2. Requirements

2.1 In reaching a decision the Director will consider the following factors:

- (a) frequency of service and periods of absence from the Port in relation to Vessel size, draught, etc;
- (b) previous experience of the Applicant;
- (c) any submission from the Vessel owners, managers or agents, including training time to be spent with Pilots, harbour masters or on simulations, etc;
- (d) additional qualifying service to be made with licensed Pilots rather than Masters who hold a Pilot Exemption Certificate;
- (e) the frequency of service to be maintained to keep the exemption current, together with alternative requirements; and
- (f) any submission by the relevant harbour master or Port.

2.2 Any exemption granted under clause 4.3.3.2 will be subject to such limitation as the Director sees fit to impose, and any such limitations will be endorsed on the Pilot Exemption Certificate.

2.3 An Applicant who is granted an exemption under this section shall forward full details of all trips made to the Port at intervals not exceeding twelve (12) months from the date of issue of the Pilot Exemption Certificate.