MEDIA KIT:
Site Sponsorships | Newsletter | Sponsored Articles

www.Marine-Pilots.com
Introducing Marine-Pilots.com

Marine-Pilots.com is a web platform FOR pilots and ABOUT pilots. We are dedicated to making pilots better and safer worldwide.

We want to bring pilots, suppliers and interested parties together, generate a large community and promote the exchange of information among peers. The web platform will initially be financed exclusively by industry partners. The use of the site is free of charge. Marine-Pilots.com always wants to deal fairly and objectively with all suppliers for the effective and efficient work of pilots. Objectivity and transparency are important to us.

Target groups of Marine-Pilots.com:

- Marine Pilots
- Organizations, associations and companies offering pilotage services
- Suppliers of pilot equipment, information and services
- People who are interested in the work of pilots and may want to become pilots themselves

Operational Range:

- With an existing user base of more than 4,000 recipients (3,500 pilots and approximately 500 pilot organizations) in more than 120 countries around the world via Marine-Pilots.com. In addition, more than 1,000 people* have already subscribed to the Marine-Pilots.com newsletter.

* As of August 2019

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OUR PASSION: Improving marine pilot's work by providing information and services. We want to support and constantly improve the work of maritime pilots. Humanity, security and efficiency are our top priorities.

Measurement of the global pilot world
It is important to know which persons, organisations or companies in which region you have to contact and which products and services are offered by whom. For this reason, we would like to record and make visible all stakeholders around the work of the Marine Pilots worldwide. Getting to know each other creates an exchange of information and grows cooperation among each other.

A Home Base for the World’s Marine Pilot’s
Information for and about pilots is widely scattered on the Internet and often difficult to find, despite individual countries and organisations doing their best. We want to aggregate all relevant information about and for pilots and publish it at Marine-Pilots.com. We would like to further strengthen the worldwide community of pilots and promote the exchange of valuable information to that community.

We want to give the world's pilots a voice and make their valuable work for the safety of ships and the global flow of goods more visible.

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Sponsorship Level: GOLD

In each category of the Buyer’s Guide there is a Gold-Sponsor which is displayed at the beginning of the category with logo and company text.

Additionally, Gold Sponsors have their logo appear on the start page PLUS integration in our Marine-Pilots Newsletter two times a year (distribution approx. 4,000 recipients – 3,500 marine pilots / 500 pilot)

Your company logo
Your company text
www.Marine-Pilots.com
In each category of the Buyer’s Guide there are three silver sponsors which are displayed prominently, including company logo, at the beginning of the category. All other providers will only be shown after the articles at the bottom of the page.
Companies involved in Pilot Plugs

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Bronze sponsors receive their company logo alongside their listing in the Buyer’s Guide category.

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## Buyer’s Guide - Sponsorship Rates

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<td>Your company is displayed at the beginning of the category with logo and company text. + Company logo alongside the listing within the Buyer´s Guide category + Logo appearance on the start page + Integration in our Marine-Pilots Newsletter two times a year</td>
<td>2,500</td>
<td>9,500</td>
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<td>Silver</td>
<td>One of three company boxes displayed at the beginning of the category with company logo + Company logo alongside the listing within the Buyer´s Guide category</td>
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<td>500 p. year</td>
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We grant a discount of approx. 5 %, if sponsors pay per year.
Sponsorship - E-mail Newsletter

Circulation: more than 4,000 recipients (approx. 3,500 personal pilots / 500 pilot organizations)

Published fortnightly

Opening rate: more than 30%

Newsletter Package 1
1 Client
Space for a logo, graphic, text and a link
€ 1,900 / p. Mail

Newsletter Package 2
3 Clients
Space for a logo, graphic, text and a link
€ 500 / p. Mail

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The use of helmets... or "Why Do Pilots Not Wear Helments"

by Marine-Pilots.com

Photo and article by: --

Pilot transfer to pilot holder is where it is at
The most dangerous part of a helicopter/envelope jet’s job (even the personal part of it) is the transfer from the pilot holder to the pilot and from the pilot to the pilot holder, as to the stairs incidents and accidents involving pilots falling from the pilot holder into the pilot seat and in the water, have to be avoided. Stairs landing on failure of the ladder nearly show. The pilot’s personal protective equipment is therefore of paramount importance in the prevention of serious injury due to an accident in water. Even though we still have here and there aviation wearing what could be described as 'Pilot Select’ (Ad Hoc) whatever, it is not a good practice. If a non-participating pilot organization is still mandatory the one of at least an ad hoc automatically. Where we are a full weather jacket (different types and fashion which incorporates the HOHEM requirement for helicopters as well as some not). A full helmet and even a personal rescue kit (including a life jacket and a life ring) is absolutely necessary.

All this equipment is quite important in the personal safety of the pilot but is also the ability of providing adequate protection a pilot suffer a minor than possible but serious or fatal accident.

The Safety Management Systems we implemented when we’re in charge of a Pilots’ Department requires for a correct formal safety assessment and an ongoing review of critical flight envelope. Due to previous incidents with pilots, while transferring to or from the ship, the risk of head injury was described and consequently prevented action taken. Appropriation safety helmets, lifejackets and other rescue equipment, which mitigate the risk of head and spine injury for water impacts are authorized. Also taking into account previous experiences on this subject (as US and North European ports).

Since the beginning of this year, pilots at the point of transfer have been using those safety helmets on a regular basis as a complement to the other standard protective equipment.

"Why Do Pilots Not Wear Helmets?"

published by Capt. A. North on Professional Master, March 2005, shows that this issue is an ongoing concern, but not very often dealt with.

There was a space of accidents, however shown that often pilots are rendered unconscious when they fall from a pilot holder and are unable to take action to save themselves. Wrecking a jet (plain due to the pilot and the destruction, when the jet is airborne, anything dropped from the deck is falling into the pilot holder can cause serious head injury.

Here on the Columbia River Bar, hulls have become obsolete safety gear. From the beginning of the jet/holder transfer, these were mandated by the helicopter companies. Nowadays helmets belong to the protective measures that are being looked for by the mariners. These have become mandatory, and are now used in both helicopter and fixed landing craft. There have been serious accidents in which a head injury has been prevented.

Why not?"

The big question is why not? this is the easiest and cheapest way to reduce injury and noble, and tradition seems to be no reason to wear a type of head protection. All of the helmet, athletic, and proof of proof, but if the pilot is unable to help themselves due to a head injury?...

This is the implication of the observer that this is a safety equipment for the "Why do helmets?"

Since we implemented this simply effective safety measure on that part, all pilots do not have the same protection and the protective measures only being specified by the mariners. There have become mandatory, and are now used in both helicopter and fixed landing craft. There have been serious accidents in which a head injury has been prevented.

One of the main arguments I heard was the aforementioned dangerous phrase "we've always done it like that!", Bill at some point something had to change, and we did.

Obviously every part is different and there are usually very particular characteristics that make certain procedures fit for a certain area but totally inadequate for another. It is up to the billing organization to identify hazards based on local weather conditions and, through a thorough risk assessment, come up with mitigation measures.

Marine pilots not only supply ships and offshore vessels with ships but also provide services to other seaborne operations by contributing to the overall safety of marine traffic, and by ensuring the protection of the environment. In any case, this should be complimented with high standards of personal safety, beginning with marine operators of all HMC, including suitable helmets.

I would like to know those pilots and other professional mariners feel about this (optional) subject.

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