Reflecting on Training and Practices for Piloting in Today's World

NZ MARITIME PILOTS ASSOCIATION
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Mea Culpa: I humbly apologise to pilot John Davis for my inadvertent swipe at Picton Pilots last issue: I repeated a ferry captain’s remark about being audited by pilots with less experience than ferry masters. Since John served many years on the ferries before piloting in Picton, then patently this was an unfair remark. The fault is all mine.

The cover photo is a fishing vessel on the beach at Gisborne (see Ports of Call). Chris Kaye was ready with his own pilot ladder. Boarding ships at sea can be challenging (especially without a pilot boat) and mitigation of risk is key: many pilots in NZ now wear helmets, and growing numbers have accepted IMPA advice on not wearing back-packs. The inset photo is “Milburn Carrier II” leaving Nelson (see John Barr’s Farewell on p. 6). Holcim have been in the cement business in NZ since 1888 - thus a fundamental part of NZ infrastructure. It was the Romans who invented cement, but only recently appreciated for its longevity, flexibility and strength. All roads lead to Rome. Former Mississippi River Pilot, Mark Twain (Sam Clemens) wrote: “History doesn’t repeat itself, but it often rhymes”. I was alerted to the story of brothers Tiberius and Gaius Gracchus. Both men promoted the re-distribution of wealth to the landless poor until assassinated by the oligarchs. The physical resemblance between Tiberius Gracchus and Bobby Kennedy (RFK) is uncanny. RFK - assassinated on 5th June 1968 - threatened the oligarchy with his potential anti-war mandate. 1968 was a year of brutal suppression of peaceful revolution everywhere, and no politician has since dared follow the Gracchi.

AMPT in May gave much food for thought; my very brief summary (p.8) suggests future articles. My thanks to Kees in bringing it all together. Perhaps the biggest insight was that ports and pilots have great diversity (which is healthy) but we could all benefit from a national audit to survey these great ideas as a resource, since there is no monopoly on genius. Such a survey might encompass SOP, MPX, PPP, PPU, Data Analysis, Pilot Boats, Tugs, H&S etc. Perhaps some newly retired pilots and/or marine managers could act as national auditors?

Though technology soars exponentially, Humans evolve more leisurely: as thinking pilots, we must keep abreast of both evolutions. To this end, much greater analysis is required from recent accidents to identify the key issues and make meaningful changes. The past is an early warning system, and we have been afforded a chance to look afresh.

Meanwhile, shipping and insurance industries are embracing Big Data (HiLo Project) to minimise mishap and identify weak points in both technical and Human fields: pilots will not be exempt, and good enough will no longer be good enough.
Note of Thanks from NZMPA Secretary
Adam Eager  Pilot

I do need our members to get in touch (sec@nzmpa.org) to update their contact details (name, email, phone, mobile and address), I promise not to sell any of your information to Facebook, Cambridge Analytica or any other marketing company, though that would be an additional revenue stream.

Perhaps we could introduce a feedback loop, reminding and encouraging our members to get in touch with any questions they may have for the Executive or with topics they wish to have discussed at the upcoming AGM, highlight potential topics or projects for review and any professional development opportunities.

I have just had an epiphany! We, NZMPA, could be a PD provider of sorts: after feedback from our members, we could approach industry providers and negotiate PD opportunities for our members. With a number of pilots doing the same online course for example, this would allow for local support groups and eventually lead to subject matter experts within our team. I will research course providers and collate some info.

Finally, since the editor has appointed me lifestyle guru, did you know that keeping a positive attitude and remembering to be thankful can add an extra ten years to your life? If we really want to live longer we might want to make our own happiness a priority. Being diligent about exercising, eating properly, getting enough sleep, taking vitamins and so many other aspects of our lives, and yet we neglect our own happiness. Or, we have misplaced our priorities and focus on things that don’t bring true happiness and instead bring instant pleasures. These insights from The Nuns’ Study (and pilots often get by on wings and prayers). Thanks anyway…
Last month saw TAIC release the long awaited report on the grounding of the Azamara Quest. This was over 27 months after the incident, so it is disappointing that it took so long to release this report which identifies issues that should be uncommon in pilotage operations today. With non-technical training such as BRM, BTM and Human Factors, and with aids such as ECDIS and PPU's, ships should not deviate from the track as happened in this case. Looking at the tracks of not only this vessel, but also the Molly Manx, L’Austral, Maersk Garonne, CMA CGM Vasco De Gama and Costa Concordia, we can see the vessels steadily deviate from the planned track. For whatever reason the pilot allowed this to happen, whether intentionally or accidently, the bridge team failed to support him by questioning or actively challenging his actions. Whilst the inquiry may be critical of poor BRM, where a Shared Mental Model was not established through poor communications or inadequate briefings, and where the passage plan was either not matching or adhered to, I feel there needs to be a review of our navigational practices. Should we be asking the bridge team to monitor the vessels progress and challenge the pilot if concerned at any time, as this is so often lost in the various bridge cultures we encounter? For that reason we need a fresh look at how we engage with and direct the bridge team.

In today’s world do we still need the navigating officer preoccupied with putting a position on the chart at regular intervals? Do they actually maintain a state of situational awareness when so often they merely put a GPS position in the chart without any cross-referencing? When this is done, it is only a record of where the ship was seconds or even minutes before. The ship’s location can be seen in real-time on the ECDIS, and if radar overlay is used we are able to confirm that the electronic image is a true reflection of our actual surroundings. Visual cues, bearings, radar ranges and parallel index lines can all be used to confirm the ship is in the right place and heading in the right direction. As the Rena grounding demonstrated, inaccurately plotted positions are less important now, when VDR and external AIS monitoring will provide a record of the event after an incident. Would it not be better to request that the navigating officer monitor our position relative to the track on the agreed and matching passage plan? If this was clearly their role, might they have pointed out to the master and pilot in the cases mentioned that the ship was deviating from its planned track? In all three NZ cases, the ships deviated from their planned track, and in each case the predictor could have given a clear indication that more or less rudder was required.

This practice has been taken a step further in an article about to be released in the Nautical Institute’s June edition of their Seaways journal. This article is a joint work by Hans Hederstrom and Antonio Di Lieto (Carnival), Peter Listrup (Smartship) and Ravi Nijjer. Their proposal is for the ship to stay within a corridor based on the planned track, and have an area outside of this called the reserve, which may be used if required. However beyond this is the No Go Area where the ship should not go. This proposal will be easy to action on most cruise ships, however it may be more challenging on cargo vessels due to inferior equipment, operator skill levels and the ability to establish a clear understanding of the concept and the navigator’s role.

The above follows a similar logic to what I’ve heard from a number of experts, in that a ship should not be taken away from a planned track to allow for external forces, where it is assumed that they will bring the ship back to the track. The planned track is intended to be the safe line of advance for the ship, and close and constant monitoring should be
used to keep the ship on it. For many years we have attempted to do this by visual means, which has resulted in us continually playing catch-up, whereas nowadays we have the predictor which in conjunction with a wheel over point, allows us to navigate proactively rather than reactively. If this practice had been used in all of the cases mentioned, the outcomes would very likely have been different. In the case of the Costa Concordia the passage planning and intentions were correct, however the bridge team failed to execute them for various reasons that we are well aware of now. The series of incidents have shared so many similarities, and this reinforces the need to review what could have been done differently. We need to develop strategies to prevent another incident due to the similar causes, and these incidents should be seen as the learning events they are. Looking back at these cases, I cannot say that something similar could not happen to me, and therefore I need to use robust practices in conjunction with the latest technology available to ensure the unthinkable never happens. For those of you who feel we’re doing fine with the status quo, make sure you attend this year’s conference in November. This will be an opportunity to promote your current practices in favour of alternatives which will see a significantly different approach to navigational practices and bridge engagement in the future.

Steve Banks
President, NZMPA

From Lew Henderson’s Port of Call entry: “Recently we commemorated the loss of the Wahine 50 years ago. Steve and myself were fortunate to head out to the entrance on the day and be involved in laying wreaths on behalf of the NZMPA and CentrePort. We remembered not only those who were lost on the day but also the Harbour Masters team including pilots, launch masters, tug crews and other mariners involved in the disaster. It was sobering to reflect on the amazing actions of members of our organisation who performed to the highest of standards under extreme conditions, just as we might hope to do ourselves should the occasion arise.”
CLOSING CHAPTER TO MILBURN CARRIER II

On the 30th April 2018 the “MV MILBURN CARRIER II” will be handed over to her new owners in Lyttelton, which is where she has been registered for the previous 30 years. Well-known around the coast as the MC2, she will be re-named “NACC MILBURN” and re-registered in PANAMA. After sailing to Singapore for some maintenance, she will be plying her trade between Taiwan and the Philippines.

In early February 1988 I picked up the fly-job for the delivery of Milburn Cement's new vessel “Milburn Carrier II” from the “corner”. The “corner” was the Shipping Office roster run by the Ministry of Transport in each port where seafarers presented themselves to the Shipping Master when looking for employment. This was prior to specific company employment and was a system that had been in place for many years.

A few days later the crew and I flew to South Korea via Japan. Our final destination was Ulsan, which is the seventh largest city in South Korea with a population of 1.1million people, situated on the South Eastern tip of the South Korean Peninsula.

We arrived at our hotel (which was quite a lavish affair) and proceeded to the restaurant to meet and greet the rest of the crew and tell some tall tales as seafarers are prone to do.

We had two or three days R&R prior to joining the ship, which was the norm in those days, so we had time for a bit of shopping and sightseeing, some locals we met took a few of us down to Pusan/Busan for a daytrip, and a stroll through the infamous Texas Street. When we arrived at the yard gate for our first morning we would not enter due to a picket line being held by the yard workers wives and daughters over yard safety concerns, this delayed us for a couple of days.

When we gained access to the Hyundai shipyard we were all amazed by its sheer size: Hyundai shipyard is the largest shipyard in the world covering an area of 1780 acres and employing 25,000 people. We boarded the vessel and were impressed by her accommodation and overall high standard of construction and fitting-out. The MC2 was also considered to be quite “high tech” with a high level of computerised systems; the next few days prior to sailing were spent familiarising ourselves and getting the MC2 ready for sea.

Incidentally the Royal New Zealand Navy’s new tanker “ENDEVOUR” was built in the same yard and sailed a couple of days before us; she was delivered to NZ and commissioned on the 8th April 1988. After 30yrs of service “ENDEVOUR” was decommissioned in December 2017, she will sailed to India and be scrapped in April 2018.

The transit was approx 20 days and we enjoyed a very smooth trip home without any major issues, arriving in Westport on the 15th March 1988 to some considerable interest from the locals. I have some great memories of that trip and the characters onboard, some of whom are sadly no longer with us. It has been a pleasure to be part of this closing chapter for “Milburn Carrier II”.

John Barr
Chief Officer
BRIEF REPORT ON AMPT

30th April to 4th May 2018

Attending: 3 Otago Pilots, 2 Auckland, 1 each from Timaru, Northport, and Bluff. Classes ran from 0800 every morning with a short break for lunch i.e. this was a very intensive course with a good variety of speakers and sufficient time for debate. Although I took copious notes, we were all given a USB with all relevant papers. This report then is the briefest summary of some of the stand-out points for me.


2. John Burton on the hierarchy of laws applicable to pilots: MTA, then Maritime Rules, HM Directions, Company SOP. If SOP’s are not robust enough, they can contradict MTA therefore pilots following the former could foul the latter. Essential that SOPs checked for their legality.

3. Hans Hederstrom video on history of CSMART. Reminder that BRM includes both Human and technical resources. Assertiveness required to challenge seniors (Halo effect) accomplished by putting Master in subordinate role thus onus is on him to challenge juniors (rather than vice-versa). To change cultures requires buy-in from top. “Adaptive Capacity” is the ability to manage extraordinary situations – perhaps not covered by SOP. Captains must be “hands-off” and learn coaching skills. Skill to develop a successor is symptomatic of good leadership but too much instruction creates stress. Hans tells story of the destruction of Tjorn Bridge killing 8 in 1980.

4. PTA = Proficiency, Training & Assessment. 4 grades: Above, Standard, Accepted, Below. System designed to raise standard, not to fail people. Resilience vs. Brittle orgs. : the former can adapt to stress, the latter breaks.

5. CSMART is free to pilots: 2 sim spaces reserved & can observe other courses.

6. Communications and Geert Hofstede’s “Power-Distance-Index” (PDI). Thus Russia, Mex and China dictatorships whilst Denmark and USA democracies!!!

7. Peter Willyams (POAL Pilots) on Safety (though they don’t use heaving lines!). Both Timaru and POAL boats have FLIR (heat seeking cameras - $3-4k). Gloves are Youngblood Kevlar.

8. MNZ Mark Rothwell. Ex-RN “Pilot” now MNZ. His “Pilotage Panel” has no NZMPA pilots, but gives advice to MNZ on pilotage! Claims that the term “Equivalent” to Master Mariner needs to be tested as a service to ports in future because [he thinks] there is a shortage (Wrong!). Wants to increase Simulator pilot training from 25% to 90%? lest we lose critical assets (like Manukau). Mark’s presentation provoked robust discussion - which is healthy!
9. “Situational Awareness”. Automation on Flight Deck lead to “Skill-Fade” in Air France airbus crash. Skill-Fade begins after 9 days! Might simulators fill the gap after a long absence? Remote simulator link to MIT?
10. Automation and Sat Nav. How robust is PPU? (Missile systems switch from Sat-Nav. to land-based. N.B. differences noted between radar and PPU).
11. ACS = Air Cavity Hull. Diamond Princess >11 kts. creates air skin around hull, decreased friction = increased speed, saves fuel, stops corrosion.
12. Bartlett: “Greatest shortcoming of Human Race is inability to understand the exponential function”…
13. Ross Vennel on Tides. Moon orbits Earth around a pivot point 2/3 Rad from centre Earth (wobble when viewing distant stars) create centrifugal forces to +/- solar and lunar bulges (which are waves travelling around Earth bouncing off continents etc.). NZ (like Madagascar) only places on Earth where HW and LW can occur same time on same coast! Tide wave circulate anti-c/w at 300Km/hr. Cook Strait always has HW vs. LW at each end! 6kts Tidal Power!!! C=$\sqrt{gh}$ (c = wave sp; g = 9.8; h = depth of water). Ocean waves travel at 300 km/hr.; harbour waves at 30km/hr. (Otago has 5h flood, 7h ebb). Tide prediction too complex therefore tidal gauges essential. Sit on floor in cage, measures all movement in column of water, not just bottom current! ADCP=Acoustic Doppler Current Profiler measures every 3s (cost $50k!).
17. Bollard Pull & SWL. Tug lines best placed on bit nearest Panama (less likely to rip base plate off deck!). SWL of bits higher than that for moorings (1.6?).
18. Giles Lesser (OMC) DUKC is a scientific approach to calc UKC by understanding the complex environment; it integrates real-time Meteo and Hydro, Hi-Density Bathymetry, real-time AIS etc. OMC can be used for UKC integrating all ship dynamics of pitch, heel, roll, yaw, GM etc. Analysis proves that DUKC means less dredging, Tidal windows bigger, deeper drafts possible i.e. a Win-Win-Win!!! OMC can cost $70-80k per annum - but look at the gains! Even better news! They have a free app called KeelCheck (apps.omcinternational.com).

CONCLUSION:
An excellent course which kept our attention throughout; it enabled cross-fertilisation between pilots which helps raise professional standards on an individual and a national level. Progress requires constant effort and resting on laurels is not an option.
I Key Question

- We all know that the primary obligation under MR90 is to carry a pilot when in a compulsory pilotage area, but for this presentation: when can a vessel be lawfully in a compulsory pilotage zone without a pilot on board?

II Why does it Matter?

- There are criminal consequences – the owner, master, and even a pilot could commit an offence under MTA.
- There are civil consequences – the shipowner risks their insurance cover becoming void, the port operator/pilot risk negligence actions with unlimited liability (ie s 60B MTA will not apply)

III Situations without Pilotage

A Exempt Masters

- Pilotage Exemption Certificate (PEC) issued by MNZ under MR90
- MR90.63:
  
  “A current PEC entitles the holder to navigate a named ship or ships, or size and type or category of ship, as specified by the Director, in the pilotage areas specified, without a pilot, while being the master or first mate of that ship, subject to rule 90.24 [Director MNZ override] and any conditions endorsed on the PEC.”

- Note:
  - Currency requirements;
  - Reassessment annually;
  - Varies by port;
  - Common in Wellington/Marlborough

- Cannot get by on a recently expired PEC, or a PEC for a nearby port!
- Director of MNZ can overrule a PEC too if pilot needed for safety purposes (s 60A MTA)
- Listen for the following on the radio (MR90.65):
  
  “(c) prior to entering into or navigating within that pilotage area, contact the local harbour control; and— (i) advise their name, the name of the master and the name of the ship; (ii) report any defects to the harbour master as required by rule 90.25; and (d) if required by the harbourmaster— (i) give the number of their PEC; and (ii) confirm that their PEC is current.”

B Emergencies

- MTA s 19 (duties of a master) – can breach the MR “in an emergency, in the interests of safety”
- Section 19 sets out a list of factors to weigh up e.g. danger to life, no other reasonable option, proportionate response, e.g. danger of (not) doing X is greater than danger of breaching rule Y

C Remote Pilotage

- Important provision in MR90 about this – 90.23(1)(b) / (2)(b):
  
  … receives advice from a pilot ashore or aboard another vessel, who holds a current appropriate pilot licence, in circumstances where the master has been informed by the pilot that—

  (i) the pilot is unable to transfer to or from the ship safely; and

  (ii) in the opinion of the pilot, the movement of the ship within the pilotage area can be completed safely, with the pilot’s advice.
“Advice in such circumstances may be given via radio communication or shore signal.”

“This situation should be covered by the pilotage provider’s Standard Operating Procedures (SOPs), which must specify the circumstances in which ‘leading in’ or ‘leading out’ of ships by a pilot is permitted, and when the harbourmaster should be consulted before proceeding. In some pilotage areas, leading in may be considered unsafe in any circumstances and will not be permitted.”

- Taking footnote 7 literally you could argue it’s broad – you can use an SOP to say when you can lead in or lead out – just adjust it as you see fit.
- But the rule is actually quite limited and also region-specific.
- Caution when using guidance such as footnotes, as compared with the text of the rule itself

When do you think you would be providing appropriate advice:
- Sitting at a radar watching?
- At the waterfront, watching the ship itself?
- Sitting at a screen watching the AIS track?
- At the TAB, watching the dog track?

- Does that reference to radio/shore signal mean semaphore, VHF or mobile phones?

Our break-down of decision-making under this rule:
1. Is it permitted in your port at all? (check SOPs)
   a. No: stop! (normal pilotage) / Yes: to 2
2. (If permitted) are you as the pilot unable to transfer to/from the ship safely?
   a. No: stop! (normal pilotage) / Yes: to 3
3. Do you the pilot think that it the movement of the ship within the pilotage area can be completed safely, with your advice?
   a. No: stop! (vessel should hold off) / Yes: to 4
4. Do you need to consult the HM or perform any other steps under your port’s SOPs?
   a. No: on to 5. Yes: perform those steps
5. Inform the master of your decision to undertake remote pilotage
6. Provide advice to the vessel from ashore or from another vessel (using the communication method that provides the best level of communication; and using the vantage point that complies with your SOP or is the safest in your view)

- Note that this is a controversial topic.
  o Not permitted in Australia and elsewhere.
  o Some pilots refuse even where permitted – nothing in the rule compels an individual pilot to provide remote pilotage.
  o Seems to put cargo interests before safety interests?
  o Might want SOP change for your port.
  o We appreciate pilots are in a difficult position in this regard.

- Note law change in 2017, to enable liability provision at s 60B MTA to extend to pilotage “in accordance with the maritime rules, on land or on board another ship.”

D The “Minor Incursion” Rule

- There is another rule that can lead to some difficult questions on interpretation, and inspired the title of this presentation – we have called it the ‘minor incursion’ rule

- MR90.23(6):

  [The main compulsory pilotage rules] do not apply where the ship is transiting between the perimeter of the pilotage area and a designated pilot boarding station or anchorage within that pilotage area with the prior approval of a pilot.”
A designated pilot boarding station or anchorage at a location specified in the pilotage provider’s or port operator’s SOPs and identified on nautical charts.

Such approvals must only be given in accordance with the pilotage provider’s SOPs and may not be appropriate in all pilotage areas or circumstances. Where adopted, such arrangements must be agreed between the pilotage provider and the harbourmaster. Approvals may be relayed to a ship by an appropriately qualified person, other than a pilot, who is designated to do so in the accordance with those SOPs.

So a few different areas to think of here:
- Pilotage area perimeter
- Pilotage area
- Pilot boarding station
- Anchorage

Footnote 9 is saying that the anchorage/boarding station must be “official”, in the sense of featuring in both SOPs and charts – in other words, a pilot cannot “designate” their own anchorage.

Footnote 10 is fleshing out the arrangements to put this in place – SOP, HM consult, region specific

The overall rule is curious if read literally in the context of Wellington’s pilot station delta:
- From the perimeter of pilotage area
- Down to pilot station delta (that’s officially designated)
- Pilot has approved it

Why would we permit that? Or does it seems legitimate?

We are told that some cruise masters are asking to use pilot station delta in Wellington to limit the amount of time with a pilot on board – but it takes them past Barrett Reef!

Does it make any sense / have any application on the way out of the port?

This rule actually needs a more careful reading than a literal one. Think of the purpose of the rule – it is to let a very particular situation work, ie where a vessel has entered the pilotage area, but has to travel a short distance to a designated anchorage/pilot station. Without the rule the whole system would not work – the master would be in breach just for trying to reach the anchorage, even though that was the anchorage designated on the chart.

So it’s a lesson about how we read rules – not being too literal, keeping in mind the main purpose (safety)

Three Scenarios to talk through (focusing on ‘minor incursion’ in particular):
- Scenario A (Wellington/Picton type scenario)
  - Dangerous passage
  - But an anchorage/pilot boarding station designated on the port side of that passage
- Scenario B (Gisborne Type)
  - Vessel is safely anchored
  - No obvious dangers on the way out
  - Possibility of saying “all clear”?
- Scenario C (Whangarei Type)
  - No designated anchorages/boarding stations within the pilotage area
  - Can the pilot/SOP just say “pilot disembarks by buoy 1 & 2”?

Important that SOPs, harbourmasters’ directions, bylaws, and LINZ charts for your port marry up with MTA and MR90. Significant liability risks for regional councils, port operators, and pilots if this is not done – legal advice should be sought for a “health check”.
Significant increase in reports being submitted: 94 in last six months versus 59 over previous period

*Manrope deficiencies included knots or monkey fists at end, too thin (<28mm), synthetic material, not run thru stanchions, half-hitched around bottom of stanchions, greasy, seizing at intervals, rigged thru ladder, and not rigged to height of handrails (combination ladders).
- Vessel operators with 4 or more vessels reported deficient in the last six months include Maersk Line, China Navigation Co., CMA-CGM SA, and ANL Cont Line. ANL vessels as operated by both CMA-CGM SA and ANL Cont Line are the most common vessels to be reported.

- One incident of a magnet letting go—this has led to major injuries overseas and supports use of helmets.

- Completing a report only takes a minute, and there’s no need to log in. (www.NZMPA.org, “Event Report” at bottom right of page).

- Thanks to Troy Evans for his ongoing work in maintaining and improving the Pilot Event Report and Ian Shields at CHIRP for his efforts on behalf of the safety of mariners everywhere. Improvement will follow if pilots report deficiencies and refuse to board non-compliant ladders.

- Reminder on Tripping Lines:

Additional Resources

- Twitter/Facebook: #Dangerousladders
- Chirp Maritime - Subscribe to Feedback Magazine at https://www.chirpmaritime.org/subscribe/

Josh Osborne
NEWS FROM PORT ASH

7th June 2018

It has been a busy year so far but we are about to start a welcome break. With the advent of our usually benign winter, warm-weather pilots look to their nice cosy simulator training. We are glad of the break to do necessary repairs and odd jobs that cannot be done with courses running.

Weatherwise it has been an unusual year starting with a very dry spell indeed. Our lake levels were maintained at navigable levels, but the ground water on which we depend in very dry conditions receded towards the depth of our top-up bore. A large and expensive drilling machine was called in to dig two more and deeper bores which not only yielded good water, but guaranteed continuous rain which continues to this week. It had to happen of course…

With demolition of coal-fired power stations threatened and power cuts forecast for hot summers, we have expanded our existing solar power system with a battery and diesel generator backup system. The thought of a busy course being seriously interrupted by lengthy power cuts is not to be contemplated!

The new ship-control system touchscreen tablets are proving more reliable than this generationally suspicious writer expected. Seated forward, the facilitator - looking innocent and choosing his moment - can apply wrong way wheels and engine stoppages without warning. In the accelerated scale it is bit ‘sudden’ but reminds the pilot graphically why these contingencies should be refreshed. We’ve not heard of a wrong-way wheel incident for some time so perhaps modern pilots are more aware than in the past.

Although it was a while back, it was interesting to see Novatug’s new concept demonstration model CRT (Carrousel Rave Tug) tug. Take a 32m long tug hull, fit a Voith propulsion unit at each end and tow from a central conning position. The tug’s line comes from a winch attached to a circular 360° towing bar which completely encircles the bridge superstructure and conning position. A working model from Port Revel was demonstrated here to a mixed group including Napier. It is undoubtedly an impressive tug and the Dutch tug master impressed all of us with his handling skills assisting the ship-models.

It was good to meet new pilot recruit Ken Wilson from Timaru. He is one of several trainees to visit here with a twin-screw background and to whom single screw ships are a bit of a novelty. In similar vein we recently met three shipmasters from the new Holcim cement carrier Buffalo whose previous experience was Vectwin and who now have to deal with single-screw CPP instead.

Several short refresher CPD courses have been carried out in recent months. These comprise Outcome Based exercises based on the more likely port-specific scenarios compiled in consultation with the port and used to practise response. Most ports use two tugs for Days two and three which works well.

Others are to come later this year including the RNZN who have three courses booked this calendar year. Taranaki, Wellington, Napier and Port Nelson are shown on our calendar and we look forward to meeting them in due course.

Cliff Beazley
Managing Director
Port Ash Australia
GISBORNE
The annual results for 2017/18 have now been finalised with the Port cracking the 3 million tonne mark for the first time. 10 years ago the Port had a throughput of approximately 600,000t with volumes climbing steadily through to 2013, a plateau for a couple of years and then another steady climb over the past 3 years.

Of note, in addition to the ever increasing log numbers is the fact that we are seeing more reefer cargo to the point where opportunities for coastal shipping services out of the Port are starting to gain some traction. At the same time we are also investigating export opportunities geographically remote from Gisborne.

The inner harbour redevelopment is underway with a new launch berth planned as part of the wider Berth 3 marina development and new cruise passenger reception facilities. Our other ‘Port’, Gisborne Airport is also in line for a spruce up with the new terminal development plans well advanced.

Surge has arrived in Gisborne after several months of relatively benign conditions. Use of shore moorings has increased in step and we look forward to the arrival of a pair of Shore Tension units for trialling in late July.

We are investigating available technology to give us a better understanding of vessel motions in the approach channel with a view to establishing some finite criteria around UKC requirements. Currently we operate an all-encompassing 2m static UKC regime which has allowance for a range of variables and whilst we are probably not in the DUKC type league there may well be some reasonably low hanging fruit to pick in terms of expanded operating windows.

A couple of weeks ago the day started with a phone call from an insurance assessor which started with the line; “you’d be aware the fishing vessel high and dry on the beach ……”. Well no we were not aware of it but after half an hour of scouring the local beaches we did find the offending vessel high and dry on a very flat sand bank adjacent to the northern bank of the Waipaoa River mouth. The usual sort of thing, ran aground in the wee hours on the top of a spring tide.

The grounding also coincided with (and threw a spanner in the works of) the state visit of our own NZMPA Grand Poobah Steve Banks. The red carpet had to be rolled up and replaced with big bits of rope and shackles. After a long day of planning and spade work, running soundings and marshalling various tackle we did manage to catch up with Steve and Maria for a very pleasant wharf side dinner.

The following day we rigged a bridle, connected a tug and started taking the weight a couple of hours before high water. On the cusp of high water, with 10cm of tide left to rise, the tug on full noise and using the F/V main engine running astern to move the sand from around her she started to inch forward and the rest is history. (Chris Kaye)

PORT OTAGO
Now that the cruise ship season is over, the other trades are more to the fore as it were, and we’ve had some new faces appearing in the tanker-trade up to Dunedin. The STI Gramercy has been and gone; the STI Onyx has been allowed entry to the port next week, but the STI Chlamydia allegedly got a knock-back on health grounds.

The old Korean fishing boats, which now have been converted to old New Zealand fishing boats are still keen to enter the port on a 24-hour basis, rebutting the current daylight-only navigation requirement; it was proposed a night vision camera be used for navigating the channel, since pilots complain that they can’t see where they are going at night, or indeed daylight come to that, due to the physical
constraints on visibility caused by the structural nature of vessels designed for looking aft onto the fishing-deck operations rather than forward in the direction the vessel is going. Not looking where you are going is not a new concept in the fishing trade, of course, and has been the bad practice of a large part of the industry for some considerable time. Anyway, with the anecdotally very expensive (for the owners), camera option firmly rejected by pilots, the next move appears to be to crop out the tunnel-like port holes at the bridge front and replace them with a big window or two with maybe even a wiper or clear-view screen so that pilots, and indeed crew, may experience the novelty of seeing where they are going. This solution was mooted by pilots some time ago and seems to have been taken up as a serious option by the ships concerned, so all credit to the owners and operators for embarking on that course of action. I for one, look forward to charging up and down the ditch confident in the knowledge that by turning my head through an arc of more than twenty-five degrees, I will be greeted with the sight of the beacons round the next bend rather than the bridge-front bulkhead six inches in front of my nose. A good effort by all concerned in establishing a solution to a decade-or-more-long problem by implementing what has been the bleedin’ obvious answer for just as long.

These older ships used to be considered to be great fun to pilot by some of our fraternity but now the increasing number of paranoid pilots, fearing the loss of their jobs and subsequent inability to pay the mortgage and other bills, not to mention the increased perception (probably just a perception, but it’s having an effect) of criminalisation is resulting in a marked increase in risk aversion. This ultimately has to be considered a good thing, if for no other reason than saying otherwise could result in aforementioned job loss and inability to pay mortgages due to it being a non-conformist utterance. However, an increase in risk aversion correspondingly increases the perception that “pilots are great ones for telling you what they can’t do”. Well, shipping industry, industry in general and Joe Public, it was your call and ultimately you get what you want, albeit with a bit of a time lag. And who’d dare to say it’s not a good thing?

(Craig Holmes)

**MARSDEN POINT**

We had a great summer up North, but as I sit down to write this, we are having our first taste of winter. It has been busy shipping-wise, each of us logging 3 digits jobs figures, with 3 as first digit! Booking annual leave is a mission in itself!

Golden Bay Cement, container trade between NorthPort and Lyttelton which started 6 months ago seems to have established: a regular stream of Swire container ships are involved in doing the trade. NorthPort has secured a first Container Liner service stop: MSC 15-days service. We are hoping this will result in NorthPort going ahead with the 4th Berth project. News of our first Car Carrier is far from Fake News!

Recently, we NorthTugz Pilots had a chance to visit our peers in POAL and Tauranga, resulting in a valuable exchange of ideas; such meetings within the NZ Pilots community should happen more often.

The Refinery is going through Planned shutdown; however, this has not resulted in less traffic, as we are still handling all the import Product for North Island and hence have been busy. Logs ships traffic is also on the full-swing, resulting in waiting frequently for the Berth

Our company along with NorthPort has acquired a dedicated Full mission ship Simulator: it is from Be Software. It is quite realistic, with several 42 inch Screens. It is a perfect in-house training tool. For more info, see: [http://www.be-software.net/products-services/maritime-simulation/bridge-simulator/bridge-instrumentation/](http://www.be-software.net/products-services/maritime-simulation/bridge-simulator/bridge-instrumentation/).

Our Marine Officer/Pilot in waiting, Richard Oliver, is progressing through his licences, He has got his Grade 3 License and two More to go

Our New Operation Manager, Avinash Murthy has settled -in well and has bought in few long-awaited changes in how operations are planned and - more importantly - how information distributed, abandoning the archaic telephone method!

I am happy to see the interest and uptake that is observed in Pilot Ladder event reporting domestically and internationally. Chirp Maritime seems to be playing a vital role by taking it forward and highlighting it to ships managers and completing the loop. I am wondering when I am still climbing the pilot ladder and my head has just popped over the main deck and a crew member asks me which
side alongside Pilot? Can I make Pilot Ladder event report? Safe Piloting to all. (Kirit Barot)

WELLINGTON
Just when winter rears it frozen head and life seems to just be ticking along comes something to wake you up. Two things have brought me out of my winter hue - firstly I was presented with one of those dreadful ladder contraptions where the ladder is attached below the platform of an accommodation ladder. I know the rules allow trapdoor systems but they do have restrictions and both SOLAS and Rule 53 require the ladder to extend through the platform to 1.5m (or 2) above the trapdoor. These two vessels now trading to NZ appear to be non-compliant in this format. The pilot is expected to climb up or down through the hole and then onto the ladder shackled onto the bottom of the platform.

How are we expected to compare or inspect this setup to the rules or boarding arrangement poster before using it? And to top it off, the whole assembly is suspended by a wire and a winch which are of unknown capacity and quality. At least if the launch snatches onto the ladder, I have a chance to see if any damage was done, and to hope one part of the 4 side ropes is still holding it all together. If this is then supported by a wire, winch, and friction brake, how do I or the ship's crew inspect this before I risk life and limb out there in the oggin. Sure gets me worrying.

Then to brighten my day along comes our new trainee and a breath of fresh air to have a keen young pilot traipsing along behind who seems to think I might have answers to his challenging questions. Suddenly makes me feel like I'm not a jaded, grumpy old WMM (white middle aged male) but someone also keen to show off the skills we develop over our careers.

Anyway what's up in Wellington? Well our container berth is half gone with only a few piles left. Now we wait to see how it will be replaced and wonder what a lovely new modern berth will look like. Not much else except the winter looks as daunting as the summer was good. There is always a pay back in life.

Recently we commemorated the loss of the Wahine 50 years ago. Steve and myself were fortunate to head out to the entrance on the day and be involved in laying wreaths on behalf of the NZMPA and CentrePort. We remembered not only those who were lost on the day but also the Harbour Masters team including pilots, launch masters, tug crews and other mariners involved in the disaster. It was sobering to reflect on the amazing actions of members of our organisation who performed to the highest of standards under extreme conditions, just as we might hope to do ourselves should the occasion arise. (Lew Henderson)

LYTTELTON
We recently had a visit from Giles Lesser and the crew from OMC. With our channel soon to be longer and deeper it is time to move on from the rule of 10% of draft applied to a predicted tidal curve and put some science into the equation. DUKC is a managers dream with measurable safety factors on one hand and the ability to minimise dredging costs on the other. We all participated in Pilot Briefings and a DUKC familiarisation session to prepare us for its introduction. Giles went out on a few transits with boxes of technical measuring stuff to carry out vessel surveys. A big dredge is due in a few months to shift some mud around the harbour after which we await the arrival of deeper draft vessels. As the channel will be extending past the Heads and will have a course alteration we have ordered new leads and channel beacons. After 20 years of no additional navigation aids I am looking forward to seeing the light.

After months of deliberations HR have finally appointed and we can start training a new Pilot. Kush Bhandari brings Piloting experience from Mundra Port in India and has recently been serving as a Master on Shell LNG tankers in Australia. He is getting a brisk Lyttelton welcome with sleet blowing through as I look out the window, thankful it is my day off. (Finlay Laird)

NAPIER
Napier is an avid user of NZMPA’s reporting tool, and I believe the reports make a positive difference, as I see few repeat offenders. For example, when a vessel has been flagged with a ladder deficiency on its way to us, the issue has generally been resolved by the time they arrive. So thanks to all for submitting these reports, potentially saving our bacon. An exception last month was a non-compliant trapdoor ladder arrangement on one of our regular callers. I had been none the wiser until I received this report, and I'll be interested to
hear what our regulators make of it. In other news, our pilot vessel suffered a mechanical breakdown for over a week in May. Despite this spanner in the works, we got two engine rebuilds completed in record time. Lady luck shone upon us as we had no significant swell for the entire period while using our tugs for transfers. This was new to most of us, so we’ve now gained a good perspective on what’s feasible. We only had one carry over to Tauranga. Thankfully, as the weather turned, so did our pilot vessel. Just as well, as the next container vessel was heading to Panama and no one was putting their hand up for that one. We are about to kick off our annual jaunt across the ditch to do some training, assessing a new class on its way to Napier, and putting some of us through our paces. One group will be heading off to do a manned model refresher, and the rest to the stimulator. The simulator group will include some tug Masters again, which gives us a great opportunity to test our contingency plans together. Lastly, one of our pilots has received his new Stormy winter jacket, a switch from the rest of us using SeaSafe. It has a substantial crotch strap, like an oversized adult diaper. I’m sure he’ll have the last laugh, he’s definitely going to be the warmest on the water, and probably better equipped to deal with a Westerly coming away unexpectedly, provided he has the crotch strap donned.  

(Sven Van Dulm)

**AUCKLAND**

There are a lot of developments taking place around here lately. Our Northern Fergusson berth has neared completion, with new cranes due to arrive in September, and the Port has released its 30-year plan which has been accepted by the council, and means we can now proceed with channel and berth deepening, and make changes to some of the other berths, and basically get on with it. I imagine this will be much to the chagrin of a group of prominent Architects who had recently revealed on the front page of the Herald, an intriguing vision with their own designs. It is my from my own experience with Architects that I can opine they like to spend vast sums of clients’ money designing vast edifices to themselves with little thought to how it can actually be achieved, and this plan appears to back me up. They wanted the Port gone yesterday, and in its place an artificial volcano, with the usual distorted steel and concrete creations scattered around the place creating an exciting living space for Aucklanders. Whilst I know nothing about building artificial volcanoes and apartment blocks, I do know that they require a fair bit of material, possibly inconsequential products such as cement, sand and aggregate, which at the moment arrive in Ships and Barges that quietly slip-in on an almost daily basis and discharge thousands of tonnes every week. I’m not sure they thought that one through…just saying.

We had another bit of a battle earlier this year, but we managed to successfully repel an invasion from a very unwelcome group of hitch-hikers, namely the *Halyomorpha haly* or more commonly known as the *Japanese Stink Bug*. The latter name being less impressive but far more helpful in explaining where they’re from, what they do and what they are, and for some reason they chose this year to immigrate here in large numbers aboard car carriers. Unfortunately for them they didn’t count on the efficiency of our MPI inspectors who promptly sent them back out to sea so other Ports could deal with them. This resulted in a near panic in the City when the headlines ran “Auckland could run out of cars!” in articles written by people who clearly couldn’t have driven to work in the past 10 years. Once these vessels returned from their overseas fumigation the resultant log jam of car carriers saw us often with 4 alongside and 3 or four at anchor on any given day throughout most of summer, as they could only discharge 10 cars at a time for heat-treatment and each time the ships would have to close-up for several hours whilst this was undertaken then open-up again and repeat the process, which ended up taking a fair bit of time to discharge 2-3000 cars, and causing some to be here for over a month. It also caused a continual problem of finding berths to squeeze them in. Suffice to say everything is back to normal with this vital flow of vehicles again pouring out towards intersections and carparks across the city. Finally, congratulations goes out to Matt Dundas who attained his C grade Pilot’s license last week. His patience being finally rewarded, after his training was put on ice a couple of times whilst he applied his administrative skills toward overhauling our SOPs, and getting involved in a couple of other ports, Port and Harbour safety reviews. Good news for Sam Eves who has now started training for his next grade.  

(Craig Colven)
Maritime NZ – NZMPA

Working together for the maritime industry

By Sharyn Forsyth, General Manager Maritime Standards, Maritime NZ

This is the first of a regular Maritime NZ column in The Pilot. I and others from Maritime NZ will provide information about how our organisations are working together and on other topics of interest to pilots.

You may be aware that Maritime NZ and NZMPA work together on a Continuing Professional Education Working-Group. NZMPA President, Steve Banks, and I lead the working group, which also includes the NZMPA Vice-president, pilots, Nelson Harbormaster Dave Duncan, and expert staff from Maritime NZ’s Technical, Environmental and Navigation team.

In response to recommendations from the working-group, representatives of Pilotage Exemption Certificate (PEC) holders and training-providers, Maritime NZ is developing guidance for ports, pilots and PEC holders. The intent is to provide clarity about the content of a good proficiency plan, the conduct of annual assessments and peer reviews. The working group and representatives of PEC holders and training providers considered that it was more appropriate to develop guidance on these matters than continuing to pursue the development of a continuing professional education management tool.

Consultation on the guidance will begin in June, and will include consulting marine operations managers at their group meeting in Invercargill in July. It is hoped that the guidance can be completed in August.

FATIGUE

Maritime NZ has underway inter-related pieces of work on fatigue that will be of relevance to Pilots. Fatigue is a complex issue, which is not necessarily resolved simply by adhering to a set number of hours. Operators also need to take into account matters such as the type of work being undertaken, contributing environmental factors, time of day and the quality of rest when not at work. Therefore setting a number of hours may not be helpful. Essentially, the requirement is for the operator to focus on taking the best approach to manage the risk associated with fatigue.

We have no recommendations on fatigue and hours of rest for harbour tug and launch crews and pilots – other than generic guidance. Maritime NZ recognises the need for effective fatigue management across the maritime sector, but does not prescribe minimum hours of rest, other than for SOLAS/STCW ships. These prescribed minimums come from the STCW code and are incorporated into Maritime Rule 31.30. Health and Safety at Work Act 2015 (HSWA) and the
Maritime Rules oblige operators to recognise the need for fatigue management for their seafarers, and to implement procedures accordingly. The projects underway are:

Revising previously published guidance

Last year Maritime NZ initiated the external guidance review project to revise 35 existing guidance documents and 125 Safety Updates on its website so that they reflect the HSWA. The project includes fatigue-related documents.

The existing documents contained a lot of repetition, and the project has condensed the updated content into one guideline.

The original documents focused on the fishing sector and the revised version does as well. This is because the information we have suggests that in New Zealand fishing accounts for the largest share of harm-related incidents, and Maritime NZ investigations have identified fatigue as a factor in many of those incidents.

Fatigue campaign

The Maritime NZ communications team is leading work on a communications campaign to address fatigue. This campaign addresses the fishing sector, for the reasons noted above. The campaign involves making regular contact with fishing operations and, over a period of time, delivering a series of messages designed to influence behaviour. You can get information about this by emailing mikael.aldridge@maritimenz.govt.nz

Existing content and hours of work

Older fatigue-related guidance published by Maritime NZ in 2007 contained specific content about working hours. These documents have been removed from the menu on the Maritime NZ website but can still be found using the search function or Google search.

As new guidance is published, this older guidance is being removed.

Under HSWA and the HSWA regulations, it is the role of persons conducting a business or undertaking (PCBUs) to eliminate or minimise risk to health and safety in the workplace, including the risks associated with fatigue. Consistent with this approach, the new guideline and campaign information will not specify working hours.

Fatigue overview

Simply put, tired people can make poor decisions. Fatigue management is a shared responsibility between HSWA PCBUs and workers to manage the impacts – principally to people but also to their business activities, irrespective of whether they are ashore or afloat. In effect it needs a shared mental model approach to fatigue management.
SERVICE & DISSERVICE

Big Picture Joined-Up Thinking Vs. Small-minded ideology

Pilotage (like government) is a professional service. The role of the Marine Pilot is to keep ships safe from harm and from harming other shipping, port infrastructure and the environment. Bigger ships makes for decreasing safety margins, whilst the costs of a mishap are astronomical (Rena $700 million; Costa Concordia $2 Billion). Navigational equipment and ship-handling are more technically complex. The skills demanded of pilots increases with each passing year, which is why raising the bar of professionalism has been the primary focus of NZMPA since its inception.

It ought to be of significant concern to not just ship-owners, but to the whole shipping business (and the NZ public), that there are moves within NZ to actually lower the entry level into the pilotage profession. By tradition, the entry-level qualification was Master Mariner’s Certificate (testament to 10 - 30 years seafaring and many education hurdles). The Maritime Transport Act states this requirement, but with the addition of “or equivalent” which used to imply Naval Officers of similar experience. It is this term “equivalent” which is being tested by certain ports. There are indeed many ports overseas which train [as pilots] candidates with lower qualifications, mainly due to a shortage of Master Mariners. Happily, strategic thinking 20 years ago by Auckland Maritime School has ensured that NZ has a plentiful supply - now and into the future. There is neither logical nor logistical need to consider lowering the entry-level qualification. (Should that need ever arise, then NZMPA would embrace the challenge).

Recently, the master of Ovation of the Seas remarked that Otago Harbour is their most difficult port in the world. Ovation is operated by Carnival Cruise Corporation - a hard-headed business consortium of passenger ship-owners - whose ships cost billions to build; their aversion to risk is financially understandable. For that reason, they built a Training Establishment in NL (costing 75 Million Euros) to ensure that all their officers attend one week’s intensive training & assessment every year, irrespective of where in the world they live. The NL facility is known as CSMART and all marine pilots are invited to attend for free, because Carnival Corp understands that raising pilots’ professionalism also makes sound financial sense.

Ports are a strategic asset to New Zealand, and the reputation of NZ Pilots is among the best in the world. NZ Pilots have fully embraced the pioneering work done by our colleagues in Australia and Scandinavia who adapted the “Crew Resource Management” (CRM) philosophy of the aviation industry to improve performance. One can only speculate on the potential legal hazard which pilots, regulators, harbour masters, ports and their boards might be exposed to: sharp litigators would spare no effort in finding fault.

Lowering the entry-level qualification could put that hard-earned reputation at risk. Prevention [of accidents] is always better [and cheaper] than cure: cutting financial corners is a very costly and patently false economy. No-one benefits from lowering the professional standard and it does a severe disservice to all parties.

Hugh O'Neill
Navicom Dynamics HarbourPilot Plug

“PPU aids arrival of MV Rising Sun at Port of Geraldton”
(Navicom’s Dale Marsh explains)

Last month, the Port of Geraldton received the MV Rising Sun – the largest ever bulk carrier ship to berth at Geraldton port. It was a well-planned operation which required the skills of marine pilots, hydrodynamic experts and tug masters to ensure the docking was successful. The MV Rising Sun is from Japan and weighs over 90,000 tonnes. It is 235m long and 43m wide. Accepting this class of vessel at Geraldton was a first, and further trials are to take place before the new class of vessel is accepted as a standard vessel to visit Geraldton Port.

An article by David Sexton on Daily Cargo News provides more detail about the planning and implementation of this operation. [https://bit.ly/2FV1Ivs](https://bit.ly/2FV1Ivs) The Australian Broadcasting Corporation (ABC News) was invited on board the vessel to witness its berthing. A video was created to capture the event and to hear from a few of the key team members of the successful operation.

Navicom Dynamics are proud to state that our HarbourPilot Lightweight was on board the Rising Sun, supporting its arrival into Geraldton port. Accurate information and reliable performance from the HarbourPilot system has been commended by the pilots at Geraldton who rely heavily upon Navicom gear for their everyday operations.

Berthing this bulk carrier at Geraldton was no mean feat for the team on-board and HarbourPilot PPU was the perfect precision navigation system to rely on for this noteworthy achievement. In the video uploaded by ABC news, the HarbourPilot system can be seen being used on the Rising Sun (seen at 2min 15sec in the video) [https://bit.ly/2HZl7Bu](https://bit.ly/2HZl7Bu)

HarbourPilot Lightweight is a superior Portable Pilot Unit which is fully independent of the ships systems. It supports all critical manoeuvres including docking and berthing of vessels. HarbourPilot provides highly accurate heading data calculated by using two antennae. Combined with precise position information (with options to enhance accuracy to < 2cm) and accurate rate of turn data (from its independent gyro), the HarbourPilot is the ultimate Portable Pilot Unit to aid navigation. More information on can be found at [http://navicomdynamics.com/products/harbourpilot](http://navicomdynamics.com/products/harbourpilot)

The Port of Geraldton was named as the Mid West Port Authority in 2014. Its major exports are Iron Ore, Grain and Minerals such as Zinc, Nickel and Copper. They currently have 5 HarbourPilot systems from Navicom Dynamics and have been our valued customers since 2010. With the ships getting larger and port infrastructure and sizes being unable to expand themselves further to accommodate them, our systems are now a critical part of many port operations world-wide to overcome this challenge. Utilising a high accuracy PPU provides the ability to navigate these ships in confined waters with constrained margins.

At Navicom Dynamics, we are proud to see our systems facilitating safety & improvement of precision navigation, professional piloting and critical ship-handling operations for ports, pilot groups and the offshore oil & gas industry.

If you’d like to write to us to discuss more about our portable pilot unit range, please click here (will link sales Id to this)
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The New Zealand Maritime School's (NZMS) professional development programmes 2018.

Advanced Marine Pilotage training

In response to industry feedback, pilots and marine managers can enrol on single or multiple days of their choice or receive a discount for enrolling in the full five days. The course will deliver a range of topics with the detailed scheduled announced a minimum of four weeks prior to the course dates to allow late enrolment. Topics include navigation and bridge management, based on the SAs cockpit management, and updated with the latest research on ergonomics and master-pilot relationships. It will address issues of concern to pilots such as the application of new technologies, legal aspects of piloting and the development of RSM management strategies. This course contributes to the pilot's CFD requirements as per Maritime NZ’s regulations (MR 30.115). The course may be recognized as an upgrade course to renew an expired STCW SB CoC as Master.

Duration: Five days
Dates: 30 April – 4 May 2018 and 5 – 10 November 2018
Cost: Enquire on application
Quote: Minimum six, maximum 10 students

Advanced Portable Pilot Unit (PPU) training

Developed by Ports of Auckland and now broadly offered by the NZMS for all current and trainee pilots. The training is delivered by senior PPU pilots using the latest NavCom Dynamic PPU in the full mission Transas 3000 bridge simulator.

Duration: Two days
Dates: On request
Cost: Enquire on application

Seaways: Module 1 – Certificate in ASD and ATD Vessel Handling

This is a challenging course but also an extremely rewarding one. Drilling an ASD/ATD tug at the required standard can only be achieved with repetitive practice over and over again. There are 27 individual exercises followed by a final competency assessment. You will complete each of these to a satisfactory standard before moving onto the next. At the beginning of each days training session you will also repeat all previous exercises. This course is a foundation course and prerequisite for the module 2 training.

Duration: Five Days
Dates: 12-17 February 2018 and 5 – 10 November 2018
Cost: NZ$1,600
Quote: Maximum of four students

Seaways: Module 2 – Certificate in Undertaking Harbour Towage Operations

In this module we shall take the high level of tug control you learnt in Module 1 and apply it to servicing a ship whilst under pilot orders. There are 19 individual exercises that must be completed in the simulator plus six supplemental exercises and a final competency assessment.

Duration: Five Days
Dates: 19-24 February 2018
Cost: NZ$1,400

Generic ECDIS training

This Maritime NZ approved training programme is based on IMO model course 1.27 and STCW Reg II/1 and table A-II/1. Successful participants of this course will also receive a type specific familiarisation certificate for the Transas 4000 ECDIS system.

Duration: Five days
Dates: Enquire on application
Cost: Enquire on application

Wrightway Ltd

A series of 1 and 2 day Human Element and BRM Introduction courses are planned for March 2018. Please register your interest.
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