The Hue & Cry

June 1st is the Centenary of The Battle of Jutland. Score: Germany lost 11 ships (3,000 men) and sank 14 (6,000 men) but never put to sea again. Because warships were so expensive, few dared risk them; the madness of spending so much money in a futile 30-year arms race is testament to the Disease of Militarism, which today affects the whole of Humanity.

In 1909, NZ PM Sir Joseph Ward – without Parliamentary approval – cabled London that NZ “would pay for one, or maybe two first-class battleships” instead of her annual tribute of £10,000. His ‘patriotic’ - but unconstitutional - offer was accepted: NZ borrowed £2 million to pay for the obsolescent HMS New Zealand. Launched in 1911, she was scrapped in 1922, but the loan eventually repaid 1944. Six weeks before Jutland, the mighty Kiwi ship collided twice with her sister HMAS Australia whilst zig-zagging in fog. This nautical rugby meant the Aussie ship missed the big event entirely. Plus ca change?

May 1916 is also the centenary of the Sykes-Picot Agreement between UK and France to divide the spoils of the oil-rich Ottoman Empire between them. Why were Anzacs in Gallipoli…?

That personification of Militarism, Lord Kitchener was dispatched to Russia on board HMS Hampshire, apparently sunk by a mine West of Orkney on 5th June 1916 with the loss of 737 men. There is a fitting monument at Twatt. Kitchener was a pain in the Establishment, few of whom grieved his demise: Your Country doesn’t need you anymore? Secret Agent Fritz Joubert Duquesne later claimed to be his assassin.

The antidote to diseases like Militarism is BRM: we keep our minds open and actively listen. We train our powers of empathy to truly connect with other minds to enhance communication. We acknowledge our Common Humanity to build trust and forgiveness, which allows for honesty in admitting errors. “Wise pilots learn from the mistakes of others” which is why near-misses need the rigorous scrutiny applicable to incidents, where the only difference is luck.

NZMPA are very lucky to have a team in Taranaki who have thought hard about the issues around safe boarding and landing of pilots (p.5). All credit to them for leading this great debate.
NZMPA CONFERENCE
Auckland 15 - 18 November 2016

New Zealand Maritime Pilots Association 3rd Biannual Conference

Tuesday 15  
**Seminar 1** - Hosted by PoAL at their training facilities on Ferguson Wharf. 
Cruise/Pilot relationship and BRM Optimisation. 
Presentations and discussions with BRM experts and trainers.

Wednesday 16  
**Seminar 2** - Hosted by PoAL at their training facilities on Ferguson Wharf. 
An Aviation Insight - What maritime can learn from their journey. 
Presentations by Air New Zealand Manager of Operational Investigation & Safety in conjunction with the Civil Aviation Authority GM of Air Transport and Airworthiness.

Thursday 17  
**Conference** - Presentations and trade exhibitions at the Hilton Hotel on Princes Wharf. 
Incl. Law and the Pilot/Ships Master - 4 high profile lawyers will discuss this topic. 
Technical and training presentations, by trainers, pilots and technical experts.

Friday 18

For further information contact the President at steve.banks@NZMPA.org or 164 29 2003388
Registration and presentation details will be posted and updated on www.nzmpa.org from 1 June 2016
Shared Mental Model

Steve Banks

Over the last few weeks there have been two matters demanding most of my attention. Firstly as a follow-up to the most recent incident, when one of our members fell back onto the foredeck of his pilot boat, we have established a working group (See Note below) to look at pilot transfer practices in NZ. I was relieved that apart from being bumped and bruised, there were no serious injuries, with pain management being the only treatment required. This is not the only incident our members have been involved in over the last few years, and there have been many near-misses which outnumber those incidents, but these have generally gone unreported. Following the latest incident, H&S Managers in many ports have discussed this matter of concern, and have agreed to be guided by the Association. The working group will be doing research locally and internationally before offering any recommendations. They will meet with H&S representatives in about 6 weeks to discuss their findings.

The Chairman of the group, Neil McKeen has shared a summary of how they address this risk at Port Taranaki, with his report copied in this issue. It is an account of much common-sense, based on trial and error and backed up by a lot of training. As Neil says himself, “a better way might exist” and for that reason their eyes are still wide open, and change is always an option. Having read through the report, I don’t necessarily agree that I would choose to do everything the same way in Wellington, but I have no grounds to dismiss their practices as possibly being the best in the country. Yes, we will all have our opinions and these may be voiced to the working group. They want to know the views of all members by 27 June, when drawing their conclusions about how we can best keep ourselves safe.

One of the group’s biggest challenges will be, to find a way to keep us safe from ourselves. It was made clear in the aviation seminar in Tauranga last November, and during the recent BRM courses, that we expose ourselves to avoidable risk to achieve a goal. Just as airline pilots push themselves past the abort point when they can just as easily Go Around, we try to board in less than optimal conditions and commit ourselves to entering our port before we have all the ducks lined up.

The company won’t thank you for grounding a vessel at the entrance, and the captain of the ship won’t either when he runs out of room to abort the approach after your fall. Your wife won’t thank the company when she’s told you’re either in hospital, or the search has been unsuccessful at the boarding area. Your launch crew will be left beating themselves up when they use all their skills to recover you, but can’t revive you. Yes, it sounds melodramatic, but an incident when transferring can be life or death. So many near-misses could so easily be a fatality. This may be the case if the pilot doesn’t manage to hold on with just one hand until he regains the ladder, or if he hits his head on the ship’s belting as he goes into the water, or on a deck fitting as he falls back onto the foredeck.

Read Neil’s report with an open mind: be open to change and offer feedback if you think you have a better way, or just another way. Neil and his Taranaki colleagues deserve much praise for addressing this risk so comprehensively. All ports are different, with their own individual challenges, but the management of the risks should be the same. That being, to highest industry standards.

The second matter currently at the forefront of association matters, is this year’s biannual conference. For those who have been to one of the last conferences in Wellington, you will hopefully appreciate how this is an important part of enhancing our CPD.

This year we will upsize the event, with delegates coming from across the Pacific: we have already received firm interest from Aussie and PNG to the West, and North America to the East. Numerous Pacific Island nations have been quick to respond, and these include Kiribati, Hawaii, Cook Islands, Marshall Islands, Tonga, Samoa, Fiji, Vanuatu and New Caledonia to date. During the
4-day event, there will be two full-day seminars hosted by Ports of Auckland, with 5 of their pilots making up the local organising committee. The 2 days of conference presentations will be held at the Hilton Hotel conference centre on Princes Wharf. We currently expect to have at least 25 companies presenting in the exhibition area, with them and numerous sponsors assisting in making this a relatively low-cost event for participants. There will be a pre-conference “meet and greet” function, and a Gala Dinner at the renowned Mikano Restaurant which looks towards Rangitoto and Waiheke Islands.

After setting the date I was surprised to find that it is the same week as the 75th Anniversary celebrations for the NZ Navy. On the first conference day (Day 3) we will see the arrival of 15 visiting naval vessels, with 2 vessels berthing each side of our venue to add to the nautical flavour of our event. In addition to this, there will also be a Defence Industry conference held nearby at the Viaduct Event Centre. The negative side to this however, is that accommodation will be at a premium, with many out of town visitors coming for these events. Therefore book your accommodation early if you don’t want to be disappointed. I have found there are many options on the web, with deals that can be cancelled only days or weeks out without incurring a cancellation fee. Book now!

I would encourage all available members to take advantage of this opportunity, and participate in sharing your knowledge and experience when welcoming the numerous overseas visitors who will attend.

In closing please remember, if your ducks aren’t lined up, Go Around! And while the ship’s going around, take your time to set yourself up for an optimal transfer, and possibly getting the ship in a better position for its entry. Speaking from experience, boarding inside the pilot station only puts you under pressure, with less time to deal with the unexpected. Safe and incident-free sailing.

Steve Banks
President, NZMPA

Pilot Transfer Guidelines – NZMPA Working Group

Neill MacKean was ‘volunteered’ to lead this group by the NZMPA Executive on the strength of his commitment to pilot safety, encouraged by the superb safety culture prevailing in Port Taranaki. Neill then ‘press-ganged’: a small team of activists from diverse cultural backgrounds and ports: these are Trevor Morrison, Chris Davies, Josh Osborne and Hugh O’Neill. The team will also include a couple of HSE professionals, and we have already had great assistance from Australian pioneers.

We would invite all pilots to read Neill’s article, then consider the procedures at your own ports: we ask for maximum input to this process because NZMPA needs pilots to have ‘ownership’ of the process. The legislative and litigious world needs proof that our profession is doing its utmost to address and mitigate risk, fully cognizant of developments and procedures further afield.

Steve has put a deadline of 27th June for port submissions, but we can be flexible until the Consensus Assembly set for Wellington on 21st July 2016. If no port comments are received, we would have to interpret that as assenting to the process.

Final Invoice from NZMPA Treasurer, Mike Birch

I shall be resigning from position of NZMPA Treasurer at the end of June this year - something Steve gave everyone a heads-up about in his email last month. I’ve had the honour of holding this position for 4 years through a remarkable period of growth of the association. We have gone from a small organisation to an organisation that represents and upholds the highest professional standards of pilotage. But four years as treasurer is enough for anyone! It’s time that I hand over the responsibility to a new treasurer.

The position need not be filled by an association member but can be held by a relative - for example a spouse with accounting or financial experience. If no one is interested then this role may need to be outsourced - not a minor cost! The price quoted by my wife to help me (Commercial Manager of MetOcean Solutions) is to be totally blunt - outrageous! Please let me or Steve know if you’re interested in carrying this position forward.

You’ll get a couple of months handover and training, and for most of the year it isn’t too challenging. I look forward to hearing from you shortly.
TARANAKI PILOT TRANSFER PROCESSES

Neill MacKean

Although mankind has landed on the moon and advanced technically in many areas, pilots still board ships as they did hundreds of years ago: up a swinging rope ladder from a boat moving alongside, using handholds and techniques unnatural to our bodies design. Each pilotage authority has developed their own procedures and way of doing things based on what they think works best for them, but it is becoming clear there is little interaction between each of these entities to share knowledge and experiences (near misses, learning points, what 's working well etc.). Given how small our Association is and the specialised task that we do, it would be advantageous to see some collaboration across the country on how to undertake this task in the safest manner possible. For this, I thought I'd relate some ideas Port Taranaki (Launch masters, pilots, HSE and management) has developed to reduce the risks "SO FAR AS REASONABLY PRACTICABLE" involved with a transfer at sea, and hopefully other port's great ideas can be shared to help each other along the path of improvement.

TRAINING

A training facility has been established adjacent to where the boats tie up, and anyone that intends transferring to a ship from our vessels must undergo a training course. A pilot ladder has been rigged on the side of a container with stanchions and manropes in place. There is also an accommodation ladder adjacent to simulate the "combination ladder" arrangement. The course is run by a launch master and pilot, and covers many topics, includes PPE requirements and their correct use, techniques of boarding and climbing a ladder together with the descent and use of manropes. The importance of taking hold of the ladder with both hands before lifting a foot off the deck of the pilot boat is emphasised and then once on the ladder maintaining three points of contact while climbing. It is demonstrated by the pilot a few times, then each trainee practices going up and down until proficient. I myself fell several years ago, in bad weather, trying to get over the ladder rungs piled on the deck and got one hand on but missed with the other as the boat fell away; I ended up in the "Statue of Liberty" pose, spun-out and dropped to the deck; no one had formally taught me at that stage how to board a ladder and I didn't know what I didn't know. I got away with it unscratched, but could easily not be here now if not for a great crew and lady luck.

We then familiarise trainees with the launch and its equipment. Procedures are then explained and demonstrated as required, such as the requirement to be harnessed to the Hadrian's rail. All equipment/ bags are to be sent up, following the Pilot, separately and by heaving line, how the transfer will take place together with our man overboard systems and techniques of recovery. At present the course certificate is valid for two years, but we’re going to change that to yearly as agents / technicians / customs don't use the launch much. All pilots must undergo re-training under the same scheme also.

EXERCISES

Every two years we do a live exercise in the harbour where each pilot "falls" off the foredeck while the launch is moving at a transfer speed of seven knots. We have a rubber ducky on standby with a rescue diver, and this is, hands down, a great exercise. Some points of note are:
- Seasafe jackets are far better than wearing a horse collar inflatable jacket (very uncomfortable by comparison and hard to vomit or spit out water if required).
- Modern steel capped safety boots do not need to be kicked off as there’s so much buoyancy in them that I found it hard to keep my feet down!
- GECKO Marine Safety Helmets are the bees knees as they not only provide shock and impact resistance, but there is added thermal insulation when floating around in the cold water – those with hair still had dry heads even after rescue.
- Orange is the best colour for helmets as white became hard to see,
- Wearing a helmet is important when being recovered to the boat.
- The exercises are all filmed so that learning points can be discussed afterwards. *(When one of our pilots fell into the tide some three years ago, he said the fact that he’d experienced falling overboard already, when it was for real it didn’t phase him and he knew what to expect after this incident his GECKO helmet was found to have antifouling from the ship on it – saved his head.)*

We, the pilots and launch crew, also exercise with man overboard recovery in bad weather outside the harbour using a dummy. This practice has led to a pretty slick operation which involves circling while trailing a line on a buoy, then coming beam-on to the weather downwind of the person and hauling him toward the boat and cradle. A recent addition is a water activated, inflatable Danbuoy – this is in a waterproof container on the foredeck and is extracted and thrown toward the person.

**PERSONAL PROTECTIVE EQUIPMENT**

A risk assessment of the task has shown that the following PPE must be worn:

**Helmets** – fit for purpose depending on your role. All pilots wear the GECKO Marine Safety Helmet to help protect from the type of impact they may receive, deck hands have specified a PETZL helmet to protect them from falling objects and the slips trips and falls they are likely to encounter in their duties.

**PFDs** – Pilots have opted for SEASAFE mariner jackets and have the summer lightweight ones as well. Deck crew wear horse collars. Each pilot takes it in turns to do a monthly check of all their colleagues PFDs, weighing the CO2 bottles, checking batteries, lights and inflating mechanisms. A checklist is then signed-off and an electrical tag with the month’s colour stuck on the outside so launch crew and pilots know the gear has been checked within the month, in addition to the annual service by authorised agents. Personally, I find the responsibility of making sure your mate’s gear is good to go ensures more thorough checks than doing your own.

**Hi Vis** – Pilots and crew wear Hi Vis all the time when outside.

**Safety footwear** – We all wear safety footwear – pilots wear boots for ankle support as there have been numerous instances of twisted ankles in the past. Boots nowadays can be light and provide more than enough “feel” for climbing ladders.

**Thermal layers** – Assume you’re going for a swim. In winter I’ll wear thermals under my clothes (long johns in grand dads time), my colleagues all put on extra layers, even though the jackets are very warm.

**Lanyards** – Must be connected at all times when outside the cabin, even in calm water.

**Personal AIS** – We each wear a water activated AIS on the outside of our jackets.

**Gloves** – Youngstown Pro gloves are our choice as they provide a great grip in the wet and do not slip off when sliding down manropes.
THE BOAT

Our previous launch was an inflatable-sided Search and Rescue RIB purchased from Oz second-hand. It was used for many years but didn’t comply with the NZ pilot boat regs and was not fit for purpose as a primary vessel. We put a committee together of launch masters, engineers, pilots to formulate the specification for a well proven launch design to handle our weather and with the Boards approval opted for a CAMARC design, aluminium hulled and locally built by Q-West of Wanganui. What a joy this vessel is, even down to the night-vision camera, which we would now regard as essential to any pilot boat operation.

However, with this new vessel came challenges…..How do you safely transfer pilots from it using our pre-conceived ideas on how a launch should be driven for pilot transfer and how a transfer should be undertaken? We were contacting and breaking pilot ladders often; the deck hand needed to tend it; the masters were having issues keeping station; and creeping up from astern of the ladder didn’t leave much area for a transfer to occur. We quickly figured-out that driving the boat as we had with our previous vessel didn’t work (coming in parallel and transferring the pilot at the shoulder). Tyres over the side or different fendering arrangements were not viable options. We went back to the designers who advised the best way to transferring with the specific design of the Carmac in mind. It is designed for the shoulder to be AHEAD of the ladder and the boat to be angled in some 25 degrees with speed about 6 or 7 knots.

I was personally dubious, as had never thought of this, however the first time we tried it I realised how clever the designers had been.

The process is for the whole boat to slowly angle in well ahead of the ladder, and then once the shoulder is on, increase the angle and allow the launch to drop back until the ladder is in the “V” close to the touch point. Hydrodynamics and use of the wheel and jets pin the boat beautifully fore and aft, and dampens the up and down pitch. We never make contact with the ladder and the deck hand does not need to touch it. On transfer, there’s no need to get it dead right at the top of the rise as the boat will not come up behind you and chop your ankles or legs off. The instant you’ve transferred to the ladder the boat shoots forward so if you fall, it’s into a nice big piece of empty sea and not a hard deck or between the boat and ship. Never felt so safe and do not want to go back to the old days. BRILLIANT!

COMMUNICATIONS and EMPOWERMENT

Each pilot leaves instructions with Harbour Radio on which side they want the ladder rigged, whether manropes required or not and to be rigged 2 metres above the sea. We do not ask for lee side anymore, as the ships then think only of wind and not swell, so a specified side gives better direction to the ship.

Once on the launch, the pilot will have a discussion with the launch master on the weather, what sort of heading will be required for transfer and any other factors to be considered. The launch master will then speak to the ship by radio and arrange the transfer and any other details required such as speed and suggested heading to get the swell on opposing quarter. Until recently all communications were done by the pilot, but this we believed was not empowering the launch master to be the master in control of the operation. We were piloting the pilot boat!! Once we leave the cabin, he / she has to handle communications and make decisions, so why not start as it must continue.

The masters must be in no doubt they are in charge of the transfer and to know they can stop the operation if there are fears for it’s safety and their decisions will be supported. If
we start directing traffic as soon as we get on board, it isn’t conducive to their maintaining charge of the operation.

An important practice that’s done here is for the duty Pilot to attend the launch crew handover meetings every week. We stay about forty minutes and discuss matters arising over the last week, good ideas, bad ideas, procedures being worked on and HSE issues. These meetings have huge value to us, the launches and HSE department, and are backed up again on a Monday morning where the duty pilot or his deputy run a marine tool box meeting that includes all departments, including the rope shed, where upcoming shipping and issues that may arise around it are discussed. Follow-up from the previous weeks shipping also forms an important part of this meeting.

THE TRANSFER

Before coming alongside, a robust toolbox meeting is held with the launchmaster, deckhand and pilot as to what we can see, roll of the ship, changes to heading required etc. Only once alongside does the deck hand leave the cabin carrying the PPU bag, followed by the pilot. The deck hand will clip on his harness then ensure the pilot is clipped on and his PPE properly secured. The deck hand then leads the way to the foredeck, puts the PPU bag in it’s safe place, then moves toward the ladder and does a visual check. Pilot moves toward the ladder then unhooks (I verbally tell the deckie I’m unhooked – part of my own little procedure - as I’ve nearly got on a ladder still connected). We then watch the movement and I’ll advise when I’m going, get square-on to the ladder with the deckie gripping the loop on back of Seasafe jacket. I will then grab with both hands (remember “surrender” to the ladder, you’re not “Superman”), and allow my feet to follow and they’ll find a rung. The PPU bag is transferred by heaving line after the pilot has completed the climb. Disembarking, the PPU bag comes down last after the pilot has transferred.

SWEEPING

When boarding in rough confused conditions, we’ll get close alongside a ship then get her to go hard over toward the side the ladder is on. When a calm patch is swept and the vessel’s motion eases, the boat will come alongside and we transfer while the ship continues to swing.

For disembarking, the Captain is given instructions on what is required and has a VHF on our working channel. Once at the ladder, I will instruct him to go hard over toward the side the ladder is on and ask him to call out heading every ten degrees. I advise the boat what heading I’m expecting to transfer on, just to give them an idea on readiness – it’s always tempting to transfer too early rather than having patience to await the real calm patch. We do not get onto the ladder until the boat is in position and the deck hand is standing by.

CONCLUSION

In summary, these items and procedures listed are those the Port Taranaki pilots consider the minimum standard for a pilot transfer which lower the risk of injury so far as reasonably practical. We are by no means happy with our current status, as the goal (as always with safety) is continuous improvement.

What has been found is that by admitting to ourselves that a “better way” might exist, we have been open to new ideas and approaches and have refined our practice. This is something we will continue to do so that opportunities for further improvement are not lost. We also encourage others to take the same approach and to share their learning so that the NZMPA is seen as a world leader in this task.
OTAGO

Regrettably, after a couple of years and just as he was getting into his stride, our General Manager (Marine) has, for personal reasons, had to call it a day with Port Otago. He brought some new vim and vigour to the department, as well as a new tug and barge for the intense capital-dredging programme, which I may have mentioned briefly in previous bulletins to this fine publication. We’re still digging by the way. Anyway, for those of you that are interested, CV on a small post card to http://www.seek.co.nz/job/31044416?sav edSearchID=11838209&tracking=JMC-SNZ-eDM-JobMail13-3919 please.

But, let’s face it, would you want to? So many pilots think they know the job so well that they could manage the whole operation and indeed some have tried. Some, I dare say, have succeeded: not many though I’ll warrant. As a Cardiff Dock & Harbour-master once said, “If a marine pilot candidate expressed to me an interest in being an office manager, I would seriously have to question his candidacy for a pilot job.” He was probably right. Surely, it’s a completely different psychological set-up. Piloting a ship involves preparation, execution and ultimately completion of a job. You get given the task at orders time, prepare the tools (like a passage plan and a couple of tugs) for the job, go out, get on board, park the sucker up or take it out to sea and go home. Job done. Just like a bricklayer we pick up a job that didn’t exist a short while ago, do it to completion, then the job ceases to exist until the next one.

Not so the poor manager. He or she segues into a role that probably already exists and carries that continuum through until some future point where a successor segues in from behind, underneath or some other direction not usually visible to the incumbent and displaces said incumbent upwards, sideways or outwards. It’s a job of low to moderate, intermittent but long-term vigilance, whereas pilots (and probably brickies if you consider the laying of each brick a task in itself) have a relatively short-term task that requires a bit of preparation followed by a period of intense, unwavering and hopefully unerring concentration before the briefest of de-briefs and then nothing until the next allocated task. In this case, there is generally not too much surprise when one is segued roughly from behind since that is usually a retirement thing whereby hopefully the succession has been planned for a period of time. This ‘detached task’ way of working is a big attraction to many pilots and one suspects many would find the progressive, sequential and continuous methods of managerial office work a long-term strain on the sanity.

Among the tasks to segue (word of the day, you will notice) into for the new marine manager will be taking delivery of the new tug ‘Arihi’, slipping and surveying the tug ‘Otago’, sorting out pilots collective agreement negotiations and supervising the upgrading of the pilots sleeping quarters from the current 4-star effort which can be viewed on You Tube by searching “Sheraton for Shiphandlers”. She will also enjoy assisting in setting up pilot transfer operations in Milford Sound, which is being re-vamped for the 2016-17 season.

Anyway, enough of the marine manager role; have I mentioned how deep we have dug the Otago trench? (Craig Holmes)
BLUFF

Things have been very quiet down the deep south; our extended summer lulled us into a false sense of security were for a brief shining moment we thought winter wouldn't come. Sadly with the first episode of Game of Thrones it arrived in a blast of 60 kts SW winds rain and cold. Winter is coming after all.

The woodchip carrier Ariso (40,324 grt) was in port during this blast of cold weather and wind. Although she was well secured to the berth with about 20 lines, her master still requested the Te Matua to push for 48hrs and the Hauroko to join her for 12 of those 48hrs. It was decided to move her on to a more weather-friendly berth. I am sure there have been other 3 tug jobs in Bluff, but this was the first during my time here. Whilst it stretched our staffing to man the tugs throughout this time, I think it's safe to say South Port came out in front in the end.

It was during this period of poor weather that your erstwhile correspondent decided to fall off a pilot ladder. A frightening experience and not one I ever wish to repeat. The NZMPA is forming an advisory group to look into the subject of Ladder Safety and Pilot Transfer, with the view to establish national guidelines.

There remains a drive from management to shake up the Marine Department, this process is ongoing and I am sure will result changes both positive and let's hope neutral. This process has been somewhat delayed by the short tenure of the newly appointed Mariner Supervisor who received an offer he couldn't refuse and returned to the Navy, leaving us somewhat in limbo.

Pier-Paolo has gained his A License, which he was in line for just before his departure a few years ago. This puts us in a very strong position with a happily stable pilot team. A Simulator booking is in the offing to look at larger bulk carriers as well as a few other things so the future is looking up.

Enjoy the coming frosts and snow, I'll keep an eye out for you all on Treble Cone. From rough and tough Bluff stay warm and keep a good hold on the ladder.

(Steve Gilmison)

LYTTELTON

It's wind that has been on our minds for the last few months: the good old Nor-Westener which blows off the Canterbury Plains bringing warm evenings is welcomed by anyone planning a barbecue but is not so loved by duty pilots. One day in March the wind came up gusting stronger than expected and with a bit more north in it. The Kota Lestari was alongside with 5+1+2 each end, an anchor on the bottom, two tugs (both past their best) in attendance, and a thruster going - but still managed to part twelve lines and break free from the berth. When the wind died down, she returned to the berth to pick up the hatch cover she left behind and the remains of the flayed mooring lines.

To prevent this type of unplanned departure we now evacuate the berth when the forecast exceeds wind limits. Winds of this strength usually occur a couple of times a month over the late summer but we had a period of several weeks when they seemed to be forecast every second day. On the couple of occasions a vessel put to sea the wind didn't reach the predicted strength proving yet again that you can't beat the weather.

When the wind finally died down the ground swell arrived. The container vessels could sit alongside but unless the tugs were holding them steady they couldn't work cargo. One vessel was put to sea for twelve hours until the swell died down. We don't have the accuracy on swell forecasting that we have with wind so it becomes an educated guessing game as to what effect the waves will have within the port.

Normal weather conditions have resumed with the first windless frosty morning being welcomed.

(Finlay Laird)

WELLINGTON

I seem to start these columns with comments on the weather. I suppose living in Wellington has an impact on my thoughts but I think all Kiwis are acutely aware of their local weather. Only a couple of weeks ago I commented to someone that this was the year without a winter - well the last week has beaten that idea out of me. Still we are having another calm weekend topped up with an
extremely high pressure. Quite amazing at 1039.6 hPa today not far from the record at 1045.9 mB in 1889. The pressure has a noticeable impact on our channel depth with variations of up to 30cm from predicted. Not easy to tell a ship departing Singapore that the available depth is dependent on the air pressure 10 days later. I suppose that's what the 10% UKC allows for. We have now started our public consultations for the dredging project. Finally catching up with those already underway. Our challenge is we do not have an ongoing maintenance-dredging program as most NZ ports do. I think our Marine Manager is the only one who would remember a dredge in the harbour. Thus the public all need to have their say. Fishermen, surfers, aquifer experts all need to be heard. No doubt it will be blamed for the curtains fading now they can't blame the daylight saving.

We have had a series of the wider post-Panamax container ships calling, the Wide Charlie being a prime example. It was noted after berthing that the container crane jib was lower than the bridge. Makes for a challenge when the MT's get stacked up. I see the 19,000TEU MSC ships stack them 9-high on deck. We are really going to need some extensions for those crane legs if the start coming here. Which gets me to the challenge for us all: that ongoing chase for the big ships, and the cost to each port to prepare for the next generation and future generations of ships.

It's not only the box boats - the Stena tankers stretch our limits both in tugs, berth loadings and bollard strength. It will be a challenge for our Boards and shareholders for these big dollar infrastructure costs. As Pilots we are not immune. We are well aware the numerous 120-180 metre ships that we started our pilot careers on are now 180-230m. 260m box boats and 300m cruise are now the norm. Even the starting size is causing many to re-evaluate the training for new pilots now there are few small vessels to practice on.

Last month we had a visit from Marimatech to show their wares. While at the AMPT in Brisbane, I also saw the new receivers from Trimble. There is some competition for Navicom around now with light, compact, robust and very accurate hardware. Hopefully QPS continue to upgrade their QASTOR software as most ports on the coast use this system. It really proves you cannot rest on your laurels but need to continue developing and embracing new developments as the increasingly technical world marches onwards while many of us are starting to see a glimmer of Winston's Gold Card in the distance.

Keep warm, don't go 4WD-ing in snow storms, and above all, safe piloting. And start reporting incidents to the NZMPA Pilots' Report so we can all learn.

_(Lew Henderson)_

**TAURANGA**

The widening and deepening of the channel is progressing well and is now over 90% complete. On completion, we will have a 13.2 metre low water draft. The Brage R (the smaller of the 2 trailer suction dredges) left some time ago but made an unscheduled stop back in Tauranga en route from the Lyttelton dry dock to Brazil. The dredge developed problems in one engine and it was thought that steaming to Brazil on one engine wasn't such a good idea. The back-hoe dredger Gungner R is busy in the middle of number 1 reach attacking harder material that the Balder R cannot remove. Our No. 5 berth (the normal berth for broken ships, broke ships, broken and broke ships, and wreck recovery vessels) has been utilized again for the last couple of months with the arrival of the Liloa on April 1st. It had fixed some problems but more arose. The vessel has just been towed to the Auckland dry dock.

Shipping numbers have been a bit on the lighter side with the log trade easing off; on the brighter side we have seen the tug Tai Pari complete 2000 jobs since it began service a year ago. Both new tugs have been a great success: we pilots appreciate the extra power.

_(Tony Hepburn)_

**AUCKLAND**

I must say that it makes a refreshing change for our Port to make front-page headlines in a glowing positive light. Such was the case recently when John Barker made the front page of the Shipping
Gazette (with photo) and worthy mention in the National Business Review over the work he has achieved in enhancing our PPU’s accuracy with the inclusion of our own highly detailed bathymetric profiling and the integration of a real time tidal data set as well as developing an MPX software application that can send this data to arriving vessels in advance, and then be updated real-time when the Pilot boards… I may have sourced some of that from the articles.

The RNZN invited a few of us over to their simulator recently to show us their plans for their 75th Anniversary fleet review in November. It should be a good show as they are expecting around 15 warships from various nations including; Russia, China and the USA (assuming they don’t get double-booked with the Spratley islands!).

Their arrival coincides with our NZMPA conference at the Hilton, which will be a very busy day for POA pilots, as all leave is cancelled and we will all be needed on the water for Piloting. It’s the first time that every Pilot licence every tug and both Pilot boats are to be used simultaneously on the Harbour, and there’s a lot of fingers crossed for good weather on the day.

Sam Eves has been busy on his office days sorting out equipment and procedures for the safe transfer of Pilot backpacks. We have all been issued with new backpacks that have a special padding for our Channel pilots & Tugpads: they have been strengthened around the carrying handle and he’s sourced karabiner clips to fit for a quick-release. The Pilot boat crews have now been trained in the procedure so we should be good to go.

We’ve been getting a bit more flak lately about our Port being in the Port. It seems to be high on the electioneering campaign for a few Mayoral hopefuls who seem to have put their rhetoric before their common sense.

There was a recent announcement from a panel of brilliant minds (proving yet again that most of the best jobs are never advertised) who came up with a shortlist for alternative port locations, after what must have been a series of momentous lunches.

The three options were:

1) The Manukau Harbour: which is the country’s second largest natural harbour - also remembered as the location of the worst maritime disaster in New Zealand waters due to a treacherous bar crossing and the fact that most of the harbour plummets to depths not exceeding 3 meters.

2) Thames: Really? I don’t think I need to say anymore on that one

3) Muriwai: I’ve saved the best for last here. Its a very exposed surf beach on the West Coast which made headlines a while back when Taylor Swift had the audacity to make a music video at that location. There was incandescent outrage from nearly everyone over her vandalous stomping around the sand, whilst only twenty kilometres and two river crossings away lay the countries 7th largest colony of hunchbacked racing snails. I have never met Ms. Swift and know absolutely nothing about her feet... but I’m going to go out on a limb (see what I did there?) and assume they couldn’t be much bigger than average for a girl of her size: so when we start talking footprints, I think building what would be the largest port in the country wouldn’t go unnoticed or unchallenged.

It is a bit of a shame that no one invited me on to this selection panel as I could have saved them a lot of time and lunch. By further extrapolation of this masterful logic, I would have provided them with the two most suitable locations, them being, obviously Lake Pupuke, and the Orewa Beach motor camp.

Although in hindsight maybe they have and are keeping it all under wraps to prevent profiteering from rampant property speculators…as if that could ever happen in Auckland!

**BAY OF ISLANDS**

Bay of Islands cruise ship season is now officially over, with a last ship in May disrupting planned maintenance by holding our pilot/work vessel in the Bay for the last month of good weather - and then cancelling! Such is life. A season of mainly North Easterlies was not ideal, but we only lost a couple through weather. Borderline conditions for tendering sorted the experienced and practiced crews from
the chaotic. Bookings for the big ones next year, including the Ovation of the Seas, are stretching the space available, and queries around it’s North Star 41m craned viewing platform have provided some head scratching. At least we will have some expanded tendering facilities at Waitangi installed for next season. This is also the first season we have had an official LINZ electronic chart, but around half the ships either didn’t know, or didn’t use it: they seem to have variable NTM: still getting used to the new charting software? Until next season.  

(Jim Lyle)

**NAPIER**

I am determined to get Napier’s Pilot entry out prior to the deadline. Apart from trying to improve on my normal tardiness I shall be trying to celebrate a reasonably large birthday on deadline day! I guess it could make for interesting reading but I would much rather be trying to direct my rather limited brainpower to a far better cause ie either Tuatara, Epic or Garage Project etc!

As I mentioned in our last entry the various courses we had booked have mainly been and gone. Ruslan’s and Sven’s Second Generation BRM course with Ravi was apparently as good as usual with plenty of food for thought for the modern pilot.

Sven and I are recently back from Port Ash manned model course. The scaled 294 azipod cruise ship has been added since I was last there and I can recommend it to any pilot who would like to get their hands on a set of pods. In conjunction with simulator courses it is the complete package for anyone wanting to hone their skills on azipods before going live on the real thing.

Sven was also put through his paces in Auckland with Trevor and myself, prior to him taking his final check runs for his C class licence and setting him loose by himself. It is up to MNZ now to complete the process with his licence before we can welcome Sven into the fold.

Trev and Richard are currently at Smartship on Antonio’s ECDIS which is a brilliant course; if you want more than a piece of paper, it is the place to go. For ports with Marimatech PPU’s, Antonio has a good relationship with Marimatech and will be able to help with most operating questions: Richard looks after our two sets and recently installed separate IP addresses on our two tough books and 3 iPads, this will allow us to run more than one unit on a set of aerials. Our final target will be for all Napier Pilots to have individual iPads, therefore when we have two pilots on ‘large’ vessels we will be able to run two PPU’s off one set of aerials.

As predicted the new berth Simulations at Smartship raised as many questions as answers and is only the start of a very long road. We can berth our new max size vessel on the new berth in various inclement conditions but can it be held in those same conditions? New active moorings systems are being investigated and fendering able to take the impact of large vessels on an outside berth. The third tug argument has come to the fore as the requirement for greater control in the harbour entrance will be paramount.

Work goes on continuously on 2 berth updating the remaining 60 bollards to 90t in preparation for the Ovation in January. A tight timetable that has got to be completed prior to her arrival.

With the standard of Pilot ladders and some of the crews who rig those still begging the question, we have started to look out the various types of Pilot safety helmets. Some of our ports already wear them and I know others are looking seriously. Pictures of NZ pilots falling from ladders are a graphic reminder we have to look after ourselves. Good operating procedures are not always enough: if there is something else we can do to look after ourselves then we should be looking at it.

Despite what I said at the start, I have failed miserably in my attempt at ‘first past the post’. Ships got in the way in the end and the birthday celebrations were only a nice thought. Perhaps I should just hand it to Ed in person when I travel to Dunedin in two weeks to watch Wales take out the mighty All Blacks. (Maybe that’s just another ‘nice thought.’)

Until next time, safe piloting from Team Napier.  

(John Pagler)
Let us look at the nature of modern shipping. The most obvious point that has to be made is that vessels are getting ever-larger with the expectation that they will fit into the same-size ports. Precise positional accuracy for pilots is now truly critical. And when I say “critical”, that is partly in respect of the third dimension, the piloted vessels Under Keel Clearance (UKC). UKC has moved now from the generous theoretical norms into more dynamic calculations to exploit channels to the maximum. Indeed in some (softer) parts of the World, Pilots actually navigate with Negative UKC using fluid mud density data! Positional accuracy is critical to exploit expensive dredging and align with the ports Hydrographic data e.g. Port Hedland where up to 7 Capesizes leave on one tide. 7 Capesizes = 1.25 million tons of ore....... on one tide.

Ships today are built more than ever with economy in mind, which does not make them easy ships to handle. Some have a dead-slow speed of 11 knots, they have very small rudders in relative terms to reduce drag and they have in some cases enormous windage. These ships are built to make long ocean passages as economically as possible. Manoeuvring is not uppermost in the designer’s mind. Their arrival and departure from ports is someone else’s problem.

Now I’d like to touch on some human issues: these huge ships I’ve been speaking about have ever-smaller crews. Examples of the difficulties this causes are the slowness of many ships in making tugs fast, simply because of the paucity of numbers. On a long passage where steering has to be absolutely spot-on, may involve one helmsman for 4 hours without relief at this critical phase. STCW, far from helping us, has damaged competence on bridges and manning. We need to consider the capacity of users therefore in terms of Bridge fit both in number and competence. I fully realize we have a more tech-savvy generation coming through now but are new systems delivering (a) useful data? and (b) are they doing so by intuitive systems?

I want to make a couple of points about bridge technology. The first is perhaps a caution to be realistic, because bridge equipment is mostly mandated by IMO and sadly, this almost always ends up as a minimum fit. However desirable, and despite the potential benefits, any future navigation kit will not be seen on the majority of bridges unless it is mandated (or free of charge!). Our industry is fixated on the lowest possible cost - be it crew, bunkers, and of course build standard. AIS is a case in point – the benefits of screen overlay were lost when it was realized that an MKD secured mandatory compliance for less than $300.
It seems that there are more and more elaborate ideas for what might be possible in the future with E-Navigation. The basic principle of E-Navigation, as initially articulated by IMO ("harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means,...") has undoubted merit and it's a worthy goal. It appears, however, that many of the ideas for the future of E-Navigation have got way ahead of the reality of operations onboard merchant vessels.

If you talk to crewmembers on merchant ships, the subject of E-Navigation is a short conversation. They don’t see harmonized, integrated marine information. Instead, they see a collection of components and chunks of information that are often unreliable, unusable, or disjointed.

In this context, integration of data or information is a valuable objective, but before we talk about all the "cool" things that it can do for those on the ship and the shore, let’s make sure we have the basics right on the ships. After all, the ship and the needs of the professional mariners serving onboard should be driving all of this.

Pilots expected the E-Nav project to have delivered something by now, on its basic premise of exchanging and harmonizing data on board bridges. But in 10 years the opportunities have been wasted while we have discussed abstract concepts and the pursuit of shore control. It was an opportunity to make Bridge Kit interact and communicate more effectively but it seems to have morphed into a re-defining of Navigation which is not what was required. For example, when we moved to E-Banking we didn’t change the nature of banking – just some processes around the core activity. Navigation is no different.

Over the years, technology has played a major role in helping us meet our daily challenges. As pilots have throughout the ages, pilots today welcome any technology that contributes to the safe and efficient navigation of a vessel.

I often say that technology complements experience. It simply cannot replace the professional, expert judgments that pilots and bridge teams make every second they are onboard a vessel under constantly changing circumstances, and where the most subtle nuances can make the difference between a successful voyage and a voyage that ends up, for all the wrong reasons, on the front page of all the media outlets of the planet.

This is one of the reasons why pilots are actually very relaxed when discussing technological innovations and why they welcome them! Pilots train in new systems and technology, and also understand its strengths and weaknesses. ECDIS is a case in point – Pilots often help crews set up their ECDIS, but also understand the anomalies (which the crews are often blissfully unaware of). People are surprised when I say that pilots do not feel threatened by technology! We embrace it, knowing it will aid us, not replace us.
Piloting The Classics
(Hugh O’Neill)

Human Insights from The Classics can inform our Past, Present & Future

Few of us will have had the benefit of a Classical education. (Latin language, without cultural or historical context, is soon forgotten). However, the Classics are an oceanic resource for understanding the Human condition, because evolution is a slow process. When sailing uncharted waters, we require the help of skilled pilots. Two superb books - easily accessible to the lay reader - save long years of intense academic vocation: Bryan Doerries’ “Theatre of War” (2015) and Natalie Haynes’ “Ancient Guide to Modern Life” (2012).

The “Theatre of War” project demonstrates how Greek Dramas written 2,500 years ago still resonate, Doerries was immersed in the Classics when he experienced the loss of both his girlfriend and his father to chronic disease. He understood from Aristotle’s Poetics that the tragedies enacted onstage were specifically designed to induce ‘catharsis’ (healing or cleansing). Works by Sophocles, Aeschylus and Euripides were written during the 80-year existential crisis of the Peloponnesian Wars (Athens vs. Sparta) and thus the audiences were veterans of conflict, whose wounds (trauma) were both visible and invisible. It was these deep psychological traumas which required the catharsis evinced by re-enactions on stage: suppressed memories and emotions were given license to be shared with one’s peers in a spirit of empathy. No wonder the Greeks also enjoyed a symposium for a few libations …

Doerries’ theatre company “Theatre of War” has successfully created a formula based on extracts from Greek Tragedy followed by guided discussions. The audiences have in some degree experienced trauma, injustice, suffering and loss; “Theatre of War” empowers individuals to air their woes and find healing, because the audience - for once - is theirs.

“All the world’s a stage. And all the men and women merely players”
- Shakespeare: “As you like it” Act II, scene vii

In today’s maritime world, we study Human Factors (a.k.a BRM) to remove the danger of one-man error. (Costa Concordia indicates a work-in-progress). As pilots, we achieve the trust and confidence of a Ship’s Master by being technically proficient, highly-trained and professional - but therein lies the danger: if we emphasise only the positive, then he may relax his guard too much, then hesitate to challenge the omniscient – but not infallible - pilot. As we all know, pride inevitably precedes a fall; and even those pilots who may be God’s gift will experience Hubris. The bottom can fall out of one’s world in minutes – and vice versa.

To mitigate against our Human propensity for fallibility, we have to firstly acknowledge our own Humanity. The better we understand how our minds function, the more aware of our weaknesses (and strengths) – the more we can forgive our own trespasses; the next step (empathy) is to then acknowledge Humanity in others and then forgive them their trespasses. By elevating awareness of the Human Factor, we can together always do better than when we strive alone. Respect for self and for each other makes for greater trust which opens the pilot to an easier challenge from the Bridge Team. It makes for a very pleasant experience for all when we create an atmosphere of mutual respect and courteous communication; furthermore, humour helps lower tension (which inhibits critical thinking).
Such democratic behavior is unthinkable in rigidly formal institutions - particularly the armed services and wherever people take themselves too seriously. BRM (as we know it) would be anathema to the hierarchical mindset, which explains why most military enterprises are a catalogue of stupidity, ineptitude and mismanagement. How many battles have been lost because of bad decisions or for want of a nail? How many millions of lives lost because one bully reigns supreme? Leaders might claim credit for battles won, but at what cost, Pyrrhus? Churchill’s reputation for military leadership does not bear scrutiny. It is scrutiny (or careful analysis) which is key to learning from one’s own (and others’) actions – surely the function of the historian? Official “history” deliberately conceals stupidity, duplicity and callous disregard for Human life (friend and foe alike). Homer’s Iliad would doubtless diverge from the Trojan account (if any such survived); was the Iliad – like the Trojan Horse – an act of deception, to conceal the rapine of the Greeks under the mantle of avenging the cuckolded Menelaus? Odysseus was revered for his cunning. Whilst US Pentagon chief (appropriately named Ash Carter) rattles sabres against Russia and China, it will not just be Troy razed to the ground, but the entire planet. Who will be around to tell him he was wrong?

The philosophy underlying BRM is universally applicable in all Human endeavours and can only lead to a better, more efficient, happier and more just world. Modern science confirms ancient wisdom that true happiness is found – not in consumption and personal gain – but in making a Human connection and helping each other. Aesop’s tale of Midas’ golden touch still resonates in a world where 50 individuals own more than the combined wealth of half of the rest of Humanity. Bill Gates is on record for giving away half his own $76 Billion, but how will he survive on only $38 Billion? Perhaps Bill is thinking about other gates he will one day face? Robert Kennedy questioned the direction of Capitalism 3 months before his death:

"Yet the gross national product does not allow for the health of our children, the quality of their education or the joy of their play. It does not include the beauty of our poetry or the strength of our marriages, the intelligence of our public debate or the integrity of our public officials. It measures neither our wit nor our courage, neither our wisdom nor our learning, neither our compassion nor our devotion to our country, it measures everything in short, except that which makes life worthwhile".

Three weeks later, Kennedy was about to speak to an all-black crowd having just learned of the assassination of Civil Rights leader, Martin Luther King. His staff advised him to cancel his appearance for fear of trouble, but Kennedy refused: he broke the terrible news to the crowd and then appealed to their Humanity that violence solved nothing. From memory, he quoted word perfectly, from his favourite Greek poet Aeschylus, a paean to reconciliation, that great suffering may eventually become deep wisdom. He asked the crowd and the nation:

"To dedicate ourselves to what the Greeks wrote so many years ago: to tame the savageness of man and to make gentle the life of this world."

This speech is considered one of the greatest of the 20th century and parts of it are inscribed upon his grave at Arlington. Compare the depth of learning and compassion, which Kennedy had acquired from his study of the Classics, to the hatred spewing from Presidential hopeful Donald Trump. If Trump represents the future, then Mankind will be retreating to the darkness of the cave. Nuclear Apocalypse will make that metaphor literal.

Learning and compassion dignify Mankind. Ancient wisdom tells us much about the Human condition and (according to Ecclesiastes) there is nothing new under the sun. “Too often, we allow ourselves the comfort of opinion without the discomfort of thought".
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