THE PILOT
NEW ZEALAND MARITIME PILOTS ASSOCIATION

HUE & CRY
SHARED MENTAL MODEL
PORTS OF CALL
THE IMPORTANCE OF MISTAKES
WHITHER BRM?
REPORT ON AMPT
STABILIZED APPROACH
FLAT TO THE STRINGPIECE?
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“Restructuring CPD to Achieve Excellence in Pilotage Operations”

NZ MARITIME PILOTS ASSOCIATION
Anniversaries permit reflection on past events: on 6th June 1917, Gen Hartington told reporters: “…we may not make history tomorrow, but we shall certainly change the geography”: next day, over 400 tons of mines destroyed the Messines Ridge, killing 10,000 German soldiers. The blasts were heard as far away as Dublin. This wanton destruction was prelude to the 3rd Ypres offensive in which 300,000 died for 5 miles of blasted earth to capture ruined Belgian hamlet Passchendaele. Do we learn?

Fifty years ago (1967), VLCC Torrey Canyon ran aground off West Cornwall. Unable to refloat the ship, the UK decided to bomb her to burn off the crude slick - though their aim was more crude than slick (25% missed their target!). As well as rockets and bombs, 1,500 tons of napalm and 44,500 litres of kerosene were deployed, until high tide extinguished the flames. To make matters even worse, thousands of gallons of toxic chemical ‘detergents’ were sprayed, which exacerbated the damage to flora and fauna. (N.B. The French now sprinkle chalk dust onto slicks, which simply sinks them to the seabed).

BP - to whom the ship was under charter - was also the retailer of all the detergents. However, the scale of the disaster and the financial costs prompted IMO to produce MARPOL legislation: in effect, polluter pays. Torrey Canyon had provided a distraction from other more serious affairs – notably the long-running Vietnam War and the Israeli “Six-Day War” (as in, God rested on the Seventh Day); Israel still occupies those territories, the source of conflict ever since. Whilst we live with the consequences, there was an event with more serious potential, long since disappeared down the “Memory Hole”: USS Liberty was a spy-ship, manned by both US Navy and NSA. She was sitting 13 miles offshore when attacked by unmarked Israeli jets and torpedo boats. There is a remarkable 2002 BBC documentary “Dead in the Water” suggesting that President Lyndon Johnston (LBJ) was complicit in the attack - to be blamed on Egypt - thus allowing the US to enter the war on the Israeli side.

US planes were within minutes of dropping nuclear weapons on Cairo, until re-called – because USS Liberty had not sunk, despite being strafed with machine guns, rockets, napalm and torpedoes. Clearly, the Israelis had learned nothing from the Torrey Canyon (or maybe were trained by the RAF?).

On a happier pilot-training note, Port Revel also began in 1967, and has trained some 5,000 pilots thus far. Captain Schettino’s appeal was rejected, confirming his 16-year jail sentence. Costa Crociere escaped all censure by paying a €1m ‘fine’ - Just Culture a l’Italia?

This edition has a strong BRM focus as we ponder a post-Ravi future when he finally hangs up his boots: the challenge now is to turn this loss to our advantage…
Since my last submission I have been involved in discussions relating to a number of topics. The most significant is the developments regarding how we satisfy the requirements of Maritime Rule 90.115, and this section is under the microscope currently. The past practice of attending an AMPT course to meet compliance is unsatisfactory to keep our pilots at the level they need to be at these days. The “Continuing” in CPD is far from that, if one course every 5 years is all that is required to satisfy the rule. Maybe Occasional Professional Development would be more appropriate. Admittedly some ports are very proactive and send their pilots to courses in addition to the AMPT course, but this is not consistent throughout the country. Fortunately, we have been able to engage with trainers and managers from both Air NZ and CAA in recent times, and we are even more fortunate that they have let us ride on their coat-tails over the last 2 years, benefiting from the work they have done.

At our last quarterly meeting with Maritime NZ in March, and then at a subsequent meeting, we have discussed our proposals for training reform with the GM of Maritime Standards. Sharyn Forsyth has responded positively to our suggestions to both restructure how we achieve a better standard of CPD, and also how to ensure proficiency by assessments and audits. The former should be an in-house procedure, whilst the latter should be done annually by an external assessor to maintain transparency. Whilst a peer review ensures the assessed pilot meets the criteria in the operator’s SOP, an external audit conducted by a credible (trained assessor) auditor will ensure the pilot and the SMS are meeting expectations.

Following eleven 2nd Generation BRM courses run by Ravi Nijjer over the last 2 years, I have sensed the desire by most participants to support a safety culture change, which is a major focus of these courses. I have enjoyed sitting in at various times on subsequent courses to the first one which I attended. I have had the unique advantage of seeing subtle changes as Ravi continually updates and alters the input to each course. The addition of presentations from the aviation sector since the second course has added a new dimension to both the course, but also to the way I now see the world. Apart from the presentations by both Air NZ and Maritime NZ on operating within a Just Culture, the use of a Stabilized Approach is a practice which I see as totally transferable to our operations. For that reason, I have asked Ravi to elaborate on this procedure used in aviation.

The use of a Stabilized Approach would see required criteria be met, or the manoeuvre aborted. Some readers may have experienced a “Go-around” during an approach to an airport, either due to weather conditions, or causes that aren’t disclosed. As explained in Ravi’s article, certain criteria must be met upon reaching a threshold or gate. For example, on approaching a port the pilot should have boarded the vessel before passing the pilot station, he should be on the bridge before reaching the next gate, and he should then have set up his PPU, completed essential parts of the MPX and be within set limits for XTE before proceeding through the next gate. Speed and weather management should also be a factor when deciding whether to proceed through the next gate, or abort (go-around). I know from my own experience that I have previously proceeded beyond the last abort point (threshold) before having completed all preparations, such as the MPX. In more recent times I have more frequently directed ships to take a round-turn if they encroach inside the pilot station, particularly in strong onshore conditions. If the aviation model was to be followed, specific gates or thresholds would be set, and valuable time would not be lost due to the influence of Continuation Bias. It is unlikely that any reader could say that they never committed to a manoeuvre when all their ducks weren’t lined up in a row. As Ravi and Air NZ presenters have explained, humans are affected by various biases, and with the best intentions they will breach protocols. Repetitions of these breaches will eventually result in incidents, with some potentially being catastrophic.

By the time of this year’s AGM and seminar in Christchurch, developments regarding changes to training will be amongst topics of discussion. There will opportunities to hear details of new training options, and for you to voice your opinion on this. Please ensure your port is well represented at this event, which will also celebrate the 30th Anniversary of NZMPA.

Steve Banks

NZMPA President
GISBORNE

Logs, logs & more logs, plus a little help from the fishes. Financial year results, at 2,485,545 tonnes, came painfully close to the benchmark 2.5 million tonnes of logs across a single berth but with a bit of help from fish volumes, some squash and a trickle of fertiliser the Port managed record annual cargo tonnage in excess of 2.5mt in total. Like most of the country we made preparations for a significant weather event on Thursday 13th April as ex TC Cook headed south. Monitoring through the day saw a moderate southerly affecting Tauranga at a time when high NE’ly conditions were forecast which indicated that the system had moved further east than expected and that the system was actually tracking to the south faster than expected also. Here at Gizzy we experienced in the region of 60kts for a brief time late in the evening with some fairly heavy rain preceding. Fortunately the NE aspect is in our favour and extra moorings on the stern of the log ship alongside saw her sit quite comfortably with her stern into the wind. Daylight only launch operations for the next couple of days proved prudent however with Poverty Bay awash with all manner of trees, logs, etc.

It was with sadness that we heard of Captain Ian (John) Cook’s passing at the beginning of March. In 1944, at the age of 17 Ian walked up the front steps of India Buildings in Liverpool for an interview with Messrs. Alfred Holt and Company (the Blue Funnel Line). After being lectured on, amongst other things; ‘the evils of drink and the dangers of consorting with the wrong type of woman’, Ian commenced a seagoing career which would take him to most parts of the globe over a 14 year post war period. In 1958 Ian joined the Penang Pilots and thus began a 42-year career in Pilotage spanning ports in Malaysia, Saudi and New Zealand. As well as stints in Greymouth and Timaru, Ian served the Port of Gisborne with multiple tenure in a variety of roles including Dredge-Master, Pilot and Harbormaster. His initial tenure commencing in the late ‘60’s saw the last of the pre-containerisation days, lightering of cargo in the roads, the expansion of the port’s international shipping capacity, through to the ultimate seeming demise of the international trades in the late 70’s. In the 90’s Ian returned to Gisborne as the log trade expanded and the coastal trades went into retreat.

His excellent tome *Those in Peril - A Blue Funnel Story*, is a thoroughly entertaining and - at times - confronting honest account of a life dedicated to the sea and ports, which the incumbents here in Gisborne have used as a reference work when seeking insight into the local conditions, latent hazards and general folklore around the pilotage task at the Port. It is a reminder to us all that while we grapple with the challenges of today in our various port domains, nothing has really changed: the storms come and go, the swells build and recede, the tides ebb and flow, and Pilots remain charged with the task of serving those who could otherwise find themselves in peril. Vale, Captain Ian Cook.

(Chris Kaye)

AUCKLAND

Matt Dundass and I took up the offer of attending an Air New Zealand “Human Factors” course a few months ago. It was obviously focused on the aviation side of things, but I found it very interesting to observe their discussion forums, and it was very apparent to me, how far progressed they are with their application of “Just culture” with regard to their regulatory and administrative bodies, and it is a good aspiration for our industry. I also took one of
the course instructors, who is also a senior check Pilot, out on a passenger ship departure: he was a little taken aback by the high volume of useful and not so useful information that was proffered during the Master Pilot Exchange...

Matt has now officially commenced training for his class C license. Until now, he has been engaged in invaluable administrative work in the office (yep…no one else volunteered!).

We had been hearing interesting reports from colleagues down the line about their dissatisfaction with some of their lifejackets when tested in the water. I happened to mention this at our last operations meeting, and was promptly volunteered to see how our 150N Baltics performed, and before I could come up with a valid reason which would have included my inability to swim, my allergy to salt or chlorinated water and the fact that I just thought it would be a much better job for anyone else to do, I was duly assigned the task, with the ever-obliging Peter Willyams quickly volunteering to be my Mythbuster sidekick. However, I became a little unnerved when several other Pilots quickly showed a keen interest in observing me.

As it turned out, the jacket worked well, albeit in the somewhat less than turbulent waters of Pete’s Remuera apartment pool. I wore our standard kit with boots, a coat and a backpack (containing a brick and a handful of spanners to get the same weight) and found that it inflated quickly, even with my pack over it. Our equipment didn’t impede the inflation, and I also found it was very easy to flick the bag off my back whilst I was floating. The most interesting revelation to me was the importance of having very tight straps, and the wearing of the crutch strap was essential. Without one, you would really be in trouble. Having said that, this was just our personal observations, and as we are widely known to work in a Frog pond with little need for the heavy-duty gear that our Southern colleagues wear, I can confidently say they work for us; but keep doing your own tests! (Craig Colven)

(Editor’s Note: an unconscious pilot would be unable to remove his backpack, whose extra buoyancy could turn him face-down. I would refer all pilots to IMPA Notice 880)

PORT OTAGO

In the lull between storms that are cruise ship seasons, we at the good Port of Otago carry on with the stock-in-trade ships which, although subject to the vagaries of the weather on a day-to-day basis, don’t take six months off on the assumption that a southern winter is always shite. And sure enough, as the Big Whites head north so it’s, “Hip, hip hip hooray! The sun has got his hat on and he’s coming out to play” …glassy calm seas and little wind have been the order of the day for the past few weeks; granted we’ve had a bit of fog but generally-speaking the weather has contrived to bring the mean annual wind speed down to an acceptable level.

The new marine manager has settled in and has inter alia, spotted that his pilots need to get some training in. Realising that we’re too far gone for some of the basic life skills stuff, he’s gone for the easy option and drawn up a bespoke professional training agenda, effective immediately it seems. Meanwhile Lawrence Clark, our newbie, has taken it upon himself to train the pilots in the use of the new PPU’s; a monkey-juggling and jelly-welding specialist, we fear teaching dinosaurs to break-dance may be beyond him.

Changing tack; we’ve been berated by our editor both on the inter-web and then again in a peer-group meeting for not reporting back findings on the arrival of the Ovation of the Seas, even after having rolled over, admitted guilt and reported as required after the initial on-line dig. For the more gentle and sensitive among us it probably constitutes rampant on-line bullying in these cotton-wool wrapped times. Anyway, the Chief Pilot and I find ourselves Northbound to Holland with tails between legs to assess the possibility of another bigshiptightsqueezetastic visit to Otago Harbour; this time the Royal Princess class cruise ships.

The thing is, of course, that Edward Bullibuoy is right: we should report back to our peers on any professional matter that we as individuals or they as a group feel is important. In the past, it could be, and indeed was, done by word-of-mouth, which would probably have constituted a casual meeting with the question posed “How’d it go?” and the answer either a simple, “Yeh, alright” at one end of the scale or an
alternative liberally-laced with expletives on the other. It seems like a concise and effective system to me and it will always be running in the background, as it is normal human behaviour to act as such and more communicatively effective than the written word. However, in the age of quality management systems, we are compelled to think more about recording and retaining this data, so that it can be used, not only as a peer-to-peer learning tool but as evidence of due diligence duly undertaken. In fact, the latter is probably its greatest asset because as a peer-to-peer learning tool it is severely limited. When executing an evolution at or around accepted parameter limits, the ability of the human brain to remember and repeat, much less communicate most of the information received, processed and acted upon during that evolution is quite impossible; the reason being that the clear majority of the information is experientially and subconsciously absorbed. Surely then it follows that candidates liable to be tested in or around the parameter limit environment should all receive the training required to feel confident enough to do the job “cold’ without input from peers, handy as that may be, since that is what the first of the group has had to do. Ed is right, but we need to ensure that peer-to-peer reporting doesn’t replace adequate training. None of this, by the way, alters the fact that I will be typing like a Donald Trump policy maker’s secretary on the trip back to Aotearoa.

(Craig Holmes)

WELLINGTON

I was wondering what to say about the state of play here in Wellington, when I saw an update from the CEO on the national news. So now you all know how damaged our container terminal is. The container patch sunk, the wharf moved, and the piles are stuffed. We are moving towards a temporary solution before Napier entices all our clients away. I now understand what Lyttelton went through. A fix is not easy and certainly not a 5 minute job. There are many players in the game - not least the land which is still active. The situation has brought challenges for the pilots. More shifting, more vessels in the stream waiting, specific desires from the cargo people for locations. All more to remember on the day. In the end we may be the lucky port with the chance to redraw the plan with fresh eyes instead of the slow progression from conventional ships to the container revolution that left us all with the formats we now work with.

On a brighter side, I was fortunate to visit our new pilot vessel under construction in Wanganui. Looking to be a fine beast. I even tested the day bed available for a rest on the way home. Mind you the extra speed and comfort to and from the entrance will reduce the desire to sleep.

We also welcomed Josh Rogers to our fold with a new license. Always a challenge to find enough smaller vessels for the new pilots to practice with. I often think training a new pilot is the best thing for our own standards as they are quick to point out any shortcuts taken.

A few days ago we attended the retirement of our long standing Harbour Master, Mike Pryce. We are fortunate to have an excellent rapport with our Harbours department, especially as they supply our well-appointed signal station at the entrance. We look forward to working with Grant Nalder (the new Harbour Master) especially with the myriad of changes around our wharves over the next couple of years. (Lew Henderson)

NAPIER

Our principal brewer – whoops! I mean port correspondent - has fled to the UK to attend his daughter’s wedding, leaving me with his size 12 boots to fill. It is with quiet satisfaction that we wave goodbye to another successful cruise season. It was another year with no cancellations. While we would like to put this down to good management, lady luck with her timing of the inclement weather (particularly during January and February) has to take the majority of the credit. New limits were reached with the successful inaugural call of the ‘Ovation of the Seas’. The call certainly ratified our pre-planning process and our use of a co-pilot, which has been developed over a number of years. In addition to assisting with the pilotage, he was able to manage all the other issues and distractions that inevitably come with such a job, allowing the pilot to focus on his core task. It also demonstrated the value of the high-level training required for these pilotages.

On the cargo front, it has been a challenging time for the port with records being broken across the board. Our busy season has been
extended and this continues to push our resources; however with better communication between departments and careful planning, we are managing well. We survived Cyclone Cook which arrived during a busy period for us. Given the speed the cyclone was travelling we were able to keep two vessels in port and sent two to sea. It was a good learning experience for us and it highlighted the value of our dedicated mooring teams and mooring systems. We are pleased to welcome Colin Sellars into the team as a Marine Officer. He will assist with projects and the management of the pilots before progressing to full time pilot training. Sven van Dulm is progressing well through the grades. Our negotiations have concluded: although protracted, they have ensured we have adequate resources in the team. Our primary claim was around health and wellbeing, which has been addressed by increasing the office coverage and having a stand-by pilot cover to help alleviate any fatigue issues.

We are working closely with Trelleborg, OMC and MetOcean. Our primary focus during this period has been on improving the signal to our PPU system. We are now using Safepilot software on the iPads having discarded E-Sea guide due to Trelleborgs' decision not to support this software. If anyone has a need for a couple of used-but-good laptops, let us know. Whilst we find Safepilot intuitive and very user-friendly, we are working through drop-out issues with Trelleborg and our IT department. We have narrowed the root cause down to the wireless traffic which has increased in density and strength in our small port.

Working in collaboration with Smartship and LINZ, we are in the process of developing a high-density ENC chart for Napier. Having seen the advantages of such charts in other ports, we saw how this technology could benefit Napier. We thought it was important to get LINZ involved from the start, so this chart could be promulgated and help improve a “shared mental model” with visiting bridge teams. Working with OMC and Trelleborg we aim to show real-time DUKC information on our PPU. We have also obtained keelcheck from OMC as a back-up to DUKC and for planning purposes.

We have just returned the pilot vessel Westgate to Taranaki, after an unscheduled bout of maintenance. The episode certainly highlighted a risk to the company. We are now looking at replacing Pania, which - apart from that wee hiccup - continues to be a trusted workhorse with 30 years of service. Looking forward to a quieter winter period; however, with training and covering leave, there won’t be much hibernation going on!

(Trevor Morrison)

LYTTELTON

Robert is busy booking venues and getting organised for the AGM in November. For those from the winterless North who have seen the photo attached to the flyer and are concerned about the snow covering the Port Hills, we will do our best to get this removed before you arrive. It is interesting to look at photos of ports taken a few years ago to see what vessels were in port at the time but no longer call. I see in this photo there is a Pacifica vessel at 7 East, back in the day when they were Pilot Exempt and didn’t use the Terminal.

In Lyttelton we have had our fair share of trawlers and small cargo vessels which arrive in port supposedly for a couple of days then stay for longer, unmanned and unloved until a new owner bails them out and they sail off to fresh fishing grounds or sometimes to scrap.

Container vessels are still coming and going with the winter weather causing the usual wind delays in most ports. Berthing windows have at times gone out the window and it is back to first to the Pilot gets the berth. We have had to listen to Terminal Managers complain about the inaccuracy of weather forecasts - something we could have told them of from years of experience. There have been a couple of days of fog: this is a substance that changes a windless, sunny transit of the channel into a voyage of hope with a pleasant surprise at the end when the fog lifts, and you see you are actually on the leads. Now - thanks to technology - it is reassuring to see that little ship-shape tracking down the middle of the channel on the electronic chart. (Finlay Laird)
The Importance of Mistakes

Adam Eager

A few weeks ago, I was out on my first deer-hunting trip: it was in the Kaimanawa Mountains, East of Lake Taupo. Four days in the kiwi bush with two hunters that have decades of experience, what could possibly go wrong?

Knowing I did not have all the right gear I asked the trip leader for his recommendations and with those in mind, I packed for my 4-day adventure. I suspected from the outset that my inexperience would shine through, so I endeavoured to learn as much as I could from this trip. Setting off from the car park my backpack was heavier than expected, did not quite sit right and worst of all it rattled! I was not as stealthy or nimble as my colleagues in traversing the terrain and this was just to get to the camp. After a brief settle-in at camp and a quick cuppa, the team leader and I set out on our first hunt: not 5 minutes in, and I was trying to curb my enthusiasm and move slower and more quietly. Stepping across a fallen tree, I used one of its sturdy looking branches for a little support. As it collapses next to me with a resonating crack, I keep hold of it in an attempt to place it down quietly and recover some kudos with my guide! So there I am, crouched and looking stealthy, rifle in one hand and a rotten branch in the other: lowering the branch slowly, it continues to crumble and crack, taking down surrounding foliage with it adding to the cacophony. After what feels like an age there is silence; I take a deep breath, smile to myself and think "that didn’t go to plan".

Later that afternoon we take a break at the edge of a creek and I'm asked if I have the map he gave me: I do! But it is back at camp in my backpack. I get a look, which is followed up with further questions: what direction is it back to camp and how far? Now, being a seasoned navigator and having travelled the world I reckon I have this one in the bag - time to impress. In my head I make a dead reckoning assessment: we crossed a creek, walked for 2 hours which must be at least 2 km, the angle of the sun changes 15 deg/hr, etc. I confidently indicate a direction and distance "that way about 2 km" - There was that look again! I'm out by 70 degrees and we've only gone 400m. Needless to say, there were many more lessons throughout the trip and I appreciated every one: I never did forget my map again.

This got me to thinking about mistakes and how we handle them in the workplace. In general, there is a negative association with the term mistake. It will conjure up images of bad events - RMS Titanic, Deep Water Horizon, Pike River to name a few. Even the All Blacks seem to be making a number of mistakes recently! Following these events, the public want to know what happened and who is to blame; but are all mistakes bad? What about the good mistakes and why don’t we hear so much about them?

Had John Lennon not played their rehearsal tape backwards by accident, The Beatles may never have discovered the sound that lead to the Sergeant Pepper Album, changing the music scene forever. Other notable mistakes lead to the discovery of Penicillin, X-Rays, the microwave oven, Tea Bags, Plastic, Post-It-Notes and Corn Flakes! Perhaps the greatest mistake of all - Us! The entire evolution of life on Earth has been based on the single change model - a mistake in our DNA that creates a change.

Mistakes often lead us off in a new direction of discovery: innovation is impossible without trial and error. As Edison courageously phrased it, "if I find 10,000 ways something won't work, I haven’t failed. I am not discouraged, because every wrong attempt discarded is often a step forward..."

So why is there this aversion to mistakes? In the workplace, is it a risk to reputation or cost? I think this aversion starts in school. As an infant and through the toddler years, our mistakes are seen as learning; we are praised for our efforts as we stumble and fall, our linguistic and grammatical errors go unquestioned. Only as we progress through school do the boundaries constrict around us, our mistakes get highlighted through testing and conformity. The fear of
ridicule, embarrassment or failure can further prevent us from exploring the limits of possibility.

This conformity continues in the workplace with the dreaded lines “because we have always done it that way” or similar, can stifle questions, innovation and ingenuity. The vast number of SOP’s, permits and paperwork required to complete a task can be discouraging. This is where the culture of the company is critical. There has to be a positive attitude towards mistakes and a just culture for dealing with them. The majority of the boundaries in place are there because of previous mistakes and lessons learned. These come in the form of procedures and - thanks to language - the written word and now the Internet, we can learn from others’ experiences on a worldwide scale.

As we all know, men don’t need to ask for directions and the instructions for the new DVD player; self-assembly shelves or cots never make it out of the wrapper. SOP’s can have a similar lifecycle and only get looked at when they are up for review. These SOP’s should not be seen as a barrier to a task or as a judgement on your ability but as an aid; they are in effect a reservoir of knowledge capturing the years of experience doing the job; any review is a chance to improve how we do things here at the Port. As the job evolves, so must the procedures, and any changes need to be recorded so that those that come after us can see where we have been and where we are going.

The company (Port Taranaki) is working hard to simplify the process, digitising our procedures and safety reporting; and to complement that, the majority of staff have a digital platform to access this data: “Risk Manager” is our tool to record events - both good and bad - so we can learn from them and progress to do things better. The more information we can analyse, the faster we can evolve.

We should all have an interest in the evolution of the port, as we know what happens to those organisms that fail to adapt. Darwinism works at a corporate level too, where survival of the fittest refers to those best able to adapt to changes. Evolution means change, change involves innovation and ingenuity, which requires experimentation, which risks mistakes, and mistakes have consequences. Don’t be afraid of mistakes: be courageous and get involved. Discuss with your colleagues and peers how things are, and how they could improve. Get those ideas in the system. Not all ideas will work but that’s the exciting nature of innovation: I think sometimes we forget to try.
**Whither BRM?**

Captain Ravi Nijjer – visionary/pioneer/guru – was singlehandedly responsible for introducing Human Factors into Australasian Pilotage back in 1995. Ravi stood on the shoulders of giants like Captain Larjo of Finland, who had in turn, borrowed from the aviation industry, which first attempted to understand why Human Error is still the greatest risk to Mankind. Ravi puts his life’s passion/vocation down to a series of remarkable coincidences making him the right man in the right place at the right time – which for Ravi raises the philosophical question of Free Will versus Determinism.

It is timely perhaps to consider why Ravi was indeed the right man: born and educated in India in the English Public School system, Ravi was deeply immersed in Western Culture and remains a walking encyclopaedia of the Arts – Poetry, Music, Literature, History, Philosophy, Anthropology, The Classics – all of which inform his deep understanding of the Human Condition. His Indian heritage also allows insight into Eastern Mysticism and different perspectives of said Human Condition. No-one has a monopoly on truth, and wisdom is the unattainable Holy Grail.

Historians examine Human folly in the hope that we can learn from the past (despite Bismarck’s caveat to the contrary). As in aviation, wise pilots learn from the mistakes of others. During WWI, only 2% of aircraft lost was due to enemy action, 8% to structural defect, and 90% considered as “Pilot Error”; individuals were blamed for their all too Human deficiencies. It takes major disasters like Titanic (1912), Tenerife (1977) and Herald of Free Enterprise (1987) to force us to challenge our cosy assumptions. Aviation now looks upon all accidents as an opportunity to improve safety and better understand our inescapable Human Condition. The focus on the individual pilot has panned-out to include the co-pilot, the whole aircrew, and the wider community to form a holistic perspective of the system. This acknowledgement that “no man is an island” is a re-hash of ancient insights. Like all journeys, the road has not been smooth and there have been U-turns and dead-ends. The recent debacle of stranded BA passengers because of a “computer system power outage” indicates that the wisdom of the business of flying does not extend to the business systems. The cost of compensating stranded BA customers is currently estimated at £150 million, which probably negates any savings from outsourcing IT.

Business interests still manage to trump Just Culture (as noted recently by Arne Sagen of the Skagerrak Safety Foundation) whereby Costa Crociere escaped all legal sanctions by paying a €1m fine. Because there was no proper investigation into the complex systemic failures of Costa Concordia; seafarers were criminalised and no lessons were learned, thus creating latent future traps.

To return to the flight deck, the aviation industry embraced Human Factors training with CRM (Crew Resource Management) which discipline is already in its 5th evolution – as explained in “Crew Resource Management, 2nd Edition” by Kanki, Anca and Helmreich. Ravi has used this knowledge to inform his “2nd Generation BRM” which indicates the future path that pilotage must take in a world where ships are getting bigger, margins for error smaller, litigation more judgemental and society more demanding of the highest standards. Increased data collection (AIS, VTS, VDR, PPU) approaches total surveillance, thus mistakes cannot be hidden.

But there comes a time when even pioneers put their feet up: Ravi has done more than any man in the pursuit of his BRM vocation, and yet the need for his insight has never been greater. What is to be done? Fortunately, the future for New Zealand
pilots is very bright, despite Ravi no longer at the helm. NZMPA, under its current leadership, has forged very strong ties with the national regulator, Maritime NZ. Because of events like the Rena disaster (and indeed the Pike River Mine) government agencies seem to be taking a step away from “Laissez-Faire” de-regulation: a mutual respect has been forged between the pilotage profession and the Regulator to the extent that many Maritime NZ senior managers have sat alongside pilots in more recent BRM courses such that a holistic perspective may yet emerge.

One possible idea to take from the aviation industry is that of external audits by pilots trained to that level. But two things need to happen before such a system can take flight, and this is where the regulator’s support is essential. Firstly, it is far from ideal critiquing a fellow pilot’s technical ability if neither has been trained to a base level of practical ship-handling skills. In an ideal world, all pilots would attend a Manned Model course at the very start of their piloting careers (as is the case with Port of London Pilots). The nearest facility for NZ pilots is Port Ash in Australia, but there are others further afield, though mostly in the Northern Hemisphere. Such training is expensive, but the increasing size of ships in an increasingly litigious world intolerant of poor training, means that the cost of not training might make BA’s woes small beer. Secondly, who will act as auditor pilots? Only those with the deep commitment to their profession, technically-skilled, computer-savvy, BRM exemplars, and yet remain the essence of humility and compassion, but strong enough to be critical when required. Ravi has offered to school such a cadre of NZ pilots to take abstract BRM out from the classroom into the real world.

**RAVI’S LEGACY**

Just as QANTAS became champions of aviation CRM, following in their slipstream were maritime pilots in Australasia with BRM. Several ports in Australia (and Napier in NZ) have imbued BRM to create a resilient system: based on a Due Diligence approach (because conventional risk assessment of “low probability/high consequence” events has no legal standing - as decided in recent court cases). Once such knowledge of Human Factors is in the “Public Domain”, then it is legally indefensible to pretend otherwise. It was for this reason that Carnival Cruise Corporation, after consultation with Ravi and others, re-configured their whole approach to training, with all deck officers and engineers trained and tested for 1 week every year (aviation pilots are checked more frequently). Thus the cruise ship industry has reacted to this new reality and stolen a march on pilots. For pilots to provide best service, implies a similar requirement to train to the highest standards. Ravi’s legacy is raising professional standards throughout our industry, and has made the world a better place. His insights have shown that Humans are remarkable creatures who thrive best in an atmosphere of cooperation and trust: the CSMART response to training Bridge Teams is not anti-pilot, but “Due Diligence” made flesh.

**CONCLUSION**

Although BRM has transformed the pilotage profession, it can be compromised e.g. if too dogmatically applied, it may increase tension on the passenger ship bridge and inhibit the relaxed flow of professional cooperation. The traditional role of pilots and bridge teams has had to evolve, but the pilot still adds value by his ability to ‘remain aloof’ in its original sense i.e. keeping an eye to windward whilst all others have gone below: “Is the captain coming to dinner? No, he’s remaining aloof”. The phenomenon of “Group-Think” is the darker side of “Shared Mental Model” and pilots provide that “still small voice of calm” to challenge group assumptions.

There has been much conversation between pilots and Port Companies over the value and presentation of the AMPT courses provided in our part of the world. The original courses were structured in Australia by Ravi Nijjer, to assist pilots in meeting the need for CPD and the requirements to meet AMSA rules for re-validation of Masters Licenses. This has formed the backbone of the main options now offered by Smartship in Brisbane and NZ Maritime School in Auckland and has generally become the single course that meets MNZ's re-validation criteria for NZ Pilots.

I have been fortunate to attend 3 courses in Australia, the last 2 being at Smartship facility in Brisbane. In order to give a comparison, the NZMPA asked Kees Buckens from the NZ Maritime School if I could sit-in on the recent course there. The course was offered from 1-5 May 2017 and was attended by 6 participants - 5 current pilots and 1 trainee pilot (and Harbour Master). In addition, was an observer from WrightWays (a UK-based training organisation) and myself. In comparison to my past 2 courses at Smartship the numbers were intentionally low as their courses often cater for more than 15 participants.

**Overall impressions**

I was only there for the first 2 days of a 5-day course but my purpose was to look at the format, quality of presenters, venue, and value for our industry (and ultimately value for money). The timetable for the course was well structured. There was adequate time allowed for each presenter (external or internal) to give a valued presentation but also to have a chance for the group to discuss and probe into the content offered. The subjects covered were varied and applicable to the industry. Tim Burfoot the Chief Investigator for TAIC presented on their involvement when it all goes wrong; John Burton (a leading Maritime Lawyer) presented on how to handle our own actions when the authorities come seeking information; Simon Gooder (our MNZ Liaison Officer) gave a regulatory update and Louise Deehan-Owen (from the NZ Maritime School) presented on investigations.

Two Auckland Pilots presented on PPE and PPU's in our industry and the directions for change that are on offer. The technical side was covered by Rowan Murcott from OMC regarding DUKC, and a live video presentation from Dennis Bromhold from Trelleborg (Marimatech) on PPU limitations. Other topics were covered by Mike McMurty from MNZ on pollution response, and a live video link with Hans Hederstrom on CSmart and integrated cruise ship pilotage. A live video link with Ross Vennel covered tides, tidal currents and ADCP technology.

Interspaced through the week, Kees tackled the HELM component looking at human factors through a 12-step approach ("the dirty dozen" as found in MGN520 as the source data). This was supported with data from CHIRP and MARS reports. Also time was spent on podded propulsion and emerging technologies.

Overall the range of topics covered many parts of our industry. I was not present for the MNZ update from Simon but wonder if enough time was allocated to update on the MTA, Rule 90, IMO, and other regulatory moves. Also time to consider recent accidents or incidents in our sector and requirements for reporting and investigation.

**Challenges**

The NZ Maritime School has moved a long way over recent years to cater for courses and content suitable for experienced mariners and pilots. CPD for Masters and Pilots is not the same as teaching 2nd Mates or young students. A higher standard of facility and presentation is expected. Dedicated venues like Smartship still lead the way in this area. If more presentations will be by streaming video then this must be of the highest standard. Large clear video screens with adequate audio and microphones with a stable IT system. On occasions presenters had trouble running video streams from their power point displays. This problem is not unique to the venue but is a challenge that must be addressed.
Lunches are at a nearby venue and coffee was often taken in the lecturers’ rooms upstairs. This achieves an acceptable standard but indicates the internal facilities would not cut the mustard. In comparison Smartship is not trying to cater for a variety of concurrent courses. The downtown location is a bonus compared to Smartship, which is located in an industrial park with no external facilities.

The scheduling of the presentations was well defined in advance but keeping to such a timetable was a challenge. The presenters allowed a good amount of time for interaction with the group. Courses in Australia may have had more material but at the expense of time allocated to interact and dig deeper into the presenter’s material. I enjoyed this format. It was not "death by power point". There was good chance to question both the presenter and the rest of the group, who have a wealth of their own experiences to learn from.

However, the course data was given to the participants at the end on a USB stick. This is great if you want to review the presentations, but is a challenge if you want to compare notes with information. I believe a set of basic slides printed out with space to make notes gives most people a way to tie-in their thoughts and questions to the information presented. Paperless courses sound great, but most pilots are not prepared for this.

**Conclusion**

I was pleased to see the standard of course Kees had created. The material was relevant and topical. He needs to be wary of the concentration on the cruise ship solutions when they represent only a small amount of our total shipping. The cruise industry is important and relevant, but not always the norm to many pilots. All simulators in our area tend to look like and operate like a cruise ship. They forget the basic bridge with minimal equipment and foreign crews with minimum training standards we meet for the majority of our piloting.

As these courses develop and if our ports support this facility then they will offer better material, high quality presenters, and a suitable venue with high-class audio visual equipment. I believe we have now reached a time where the content specific to NZ begins to outweigh the quality of the venues in Australia. The networking with pilots from a wider area - Australia and the Pacific basin - can now be achieved at other venues such as workshops and conferences. Networking with our own industry dealing with specific NZ issues worked well and was a key to the success of this course. It is essential that the subject matter and presenters keep abreast of developments. This is a "professional development" training course so a pilot will consider to have learnt something new not just rehearsed the same information already known. Currently renewing a Masters qualification is maintaining a standard. This needs to be taking us into the future. The course coordinator needs to ensure the presenters stay on track and meet the brief. One attendee’s feedback was "the material was great, but did it really develop me as a pilot".

I will return to my port and be recommending this course for our future training. The facilities in Australia - such as Smartship - are fantastic, and may well still be the venue of choice for other training (port-specific, manned-models, electronics etc.) but the advances made in this local program mean it will meet our needs well. There is also a large difference in cost to attend either course. While excellent training should not just be about how much it costs, there still needs to be value for money. Travel to Brisbane and accommodation there comes at a premium. For some ports further South, the difference may not be as great, but for the local ports, Auckland is a much cheaper option, and together with course fees, well below Australia, this means more opportunities for the budget to be spread over other types of CPD.

I would like the thank those on the course for putting up with me, and Kees for allowing me to attend. I wish the School all the success in developing this course as more NZ ports support it.

_Lew Henderson, Vice-President NZMPA_
The Stabilized Approach Concept in Aviation & Marine Pilotage  
(Ravi Nijjer)

Introduction
In the Air New Zealand section, the Stabilized Approach concept has been mentioned on every BRM course and generated a lively discussion among marine pilots on the feasibility of adopting such an approach in marine pilotage. To widen the discussion, Steve Banks has asked me to write a short article on the topic for THE PILOT.

General
Approach and landing are the most critical phases of a flight: the aim of a stabilized approach is Energy Management during the critical phase.
“A safe landing and completion of the landing roll within the available runway is the culmination of a complex process of energy management that starts at the top of descent, from which point the sum of kinetic energy (speed) and potential energy (altitude) must be appropriately dissipated to achieve taxi speed before the runway end.” (IATA)

The safe berthing of ships also involves energy management, which likewise must be appropriately dissipated. In the case of a ship, it is only Kinetic Energy (energy which a ship possesses by virtue of its motion and is equal to 1/2 mv², where m the mass is in kilograms and v the speed in metres per second). Because of its large mass, a huge amount of kinetic energy is generated from a moving ship. If this energy is not appropriately dissipated, it can and has led to some very serious accidents involving loss of life and property damage.

Stabilized Approach Concept
“Focusing on establishing and maintaining a stabilized approach and landing is a great way to avoid experiencing a loss of control. A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot’s judgment of certain visual cues, and depends on the maintenance of a constant final descent, airspeed and configuration.” (FAA Safety Guide)

Stabilised Approach Criteria
*All flights must be stabilized by 1000 feet above airport elevation in Instrument Meteorological Conditions (IMC) and 500 feet above airport elevation in Visual Meteorological Conditions (VMC).*
An approach is stabilised when all of the following criteria are met:

- The aircraft is on the correct flight path
- Only small changes in heading/pitch are necessary to maintain the correct flight path
- The airspeed is not more than \( V_{REF} + 20 \text{kts indicated speed} \) and not less than \( V_{REF} \)
- The aircraft is in the correct landing configuration
- Sink rate is no greater than 1000 feet/minute; if an approach requires a sink rate greater than 1000 feet/minute a special briefing should be conducted
- Power setting is appropriate for the aircraft configuration and is not below the minimum power for the approach as defined by the operating manual
- All briefings and checklists have been conducted
- Specific types of approach are stabilized if they also fulfill the following:
  - ILS approaches must be flown within one dot of the glide-slope and localizer
  - A Category II or III approach must be flown within the expanded localizer band
  - During a circling approach, wings should be level on final when the aircraft reaches 300 feet above airport elevation; and
- Unique approach conditions or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing.

An approach that becomes un-stabilized below 1000 feet above airport elevation in IMC or 500 feet above airport elevation in VMC requires an immediate go-around. “Some operators also specify aircraft status at a ‘should’ gate ahead of the ‘must’ gate envisaged by the FSF system. This is typically 500 feet above the ‘must’ gate, for example a ‘should’ gate at 1000ft ‘above ground level’ followed by a ‘must’ gate at 500ft ‘above ground level’ (AGL). Failure to satisfy the former requires that corrective action is feasible and taken, whereas failure to satisfy the latter requires a go-around.” (Flight Safety Foundation) Summary

Gates/Windows/Decision points are checkpoints where the pilot has to decide whether it is safe to continue the approach or go-around.

The above highlights the degree of specification and the parameters to be met - something to be taken into account when checking the feasibility of the approach in marine pilotage.

Application in Marine Pilotage

NTSB Accident Brief

Allision of Passenger Vessel Carnival Pride with Pier and Passenger Walkway
https://www.ntsb.gov/investigations/AccidentReports/Reports/MAB1706.pdf

I forwarded the above link to Alan Bradbury (Operations Integrity and Investigations Manager), the principal Air New Zealand presenter on the BRM course, and asked for his perspective on the accident. Alan responded by asking me for the stabilised approach criteria and the location of the gates for the manoeuvre. On the BRM side he asked “I wonder why the pilot wasn’t standing with the staff captain alongside the wing console, just keeping his eye on things as they approached the berth. Same logic for us: landing the aircraft is a critical phase of flight, and even the best get caught out if they take their eye off things for a moment or are a bit complacent about things.”

Further Reading

As most accidents in aviation occur during landing, there is ongoing research leading to amendments and refinements in an effort to improve safety in this critical phase. There is a very large amount of literature on the topic available on the Internet. Pilots are encouraged to do their own reading to get a deeper understanding of the topic.
“FLAT TO THE STRINGPIECE”?

Sinologist, Craig Holmes discovers an Oriental version of a stabilized approach...

I recently had cause to manoeuvre a ship in Otago Harbour using the advice given to me on the MPX. Adhering to this advice has vastly improved my ship-handling capabilities and I suggest that everyone may gain something from reading this document and thoroughly absorbing its content.

How many pilots, I would ask, have ever been “Flat to the stringpiece as the ship comes alongside and off the berth”? It’s not clear whether no bells or several bells are safe, but we should always remember that one bell alongside is always dangerous …apparently.

This is advice promulgated by no lesser authority than Wisdom Marine International Inc. and I trust you will study and learn the attached document.

John Donne: “Ask not for whom the bell tolls. It tolls for thee”
Thomas Hood: “They went and told the sexton, And the sexton tolled the bell.”
A cruise around New Zealand as part of CPD?

By Geoff Roberts (Auckland Pilot)

The Editor-in-Chief has asked if I would put together a bit of a blurb on a Sydney - New Zealand - Sydney cruise on "Radiance of the Seas", which my wife and I took in March, as part of the bucket-list check-sheet. We joined our ship in Sydney after a couple of nights in The Rocks. It brought back memories of my Union Company Cadet period of the early 1980’s. Darling Harbour and Walsh Bay were once home to the Slow Greens and RoRo’s; “Marama” at one time laid-up in Circular Quay, now it’s prime real estate: the ships and a working port in this area are long gone. The Sydney Harbour Control Tower on Miller’s Point is also a victim of the change: she was in the final stages of dismantlement having lasted only 40 years. Many of the watering holes still exist: The Palisade, Lord Nelson, Waterloo, The Orient, Soldier of Fortune, Mercantile, and the list goes on… all in a nicely preserved state, having become heritage properties. The transition from slumsville to what the area is now is incredible!

Not having been to all the ports by ship since the late 1980’s, and even then I was a Cadet or 3rd Mate not taking much interest in the piloting aspect at the time, I took a fresh perspective of the port entries and departures. Sydney seemed so small from the ship as we backed from Circular Quay, to Milson’s Point and executed a swing to proceed to the Heads. Sydney was the only port where tugs were not in attendance for the departure and arrival. I don’t think one could ever tire of the thrill of being on Sydney Harbour, the high vantage point from the ship was excellent, but the price of the beer and wine hurt ($US with an 18% gratuity added for our convenience?) while enjoying the view.

We opted for a window cabin, believing we would be too busy to enjoy a balcony. We were busy yes, but the Tasman crossing wind of Easterly 20 knots, combined with a ship speed of 20 knots gave an apparent 40 knot head wind. No one had an opportunity to use much open deck space. Good call for us.

Since the Union Company/Shipping Corporation days of using sextant and DR to cross the Tasman aimlessly, it now seems if there is a traffic separation scheme in place: GPS had us meeting all traffic on our starboard side at a mile. Bay of Islands was the first destination, dolphins welcomed us to our anchorage. Tendering was the order of the day here, very impressive, most of those going ashore were landed at Waitangi within the first 90 minutes. Shuttles provided the connection to Paihia, and then everyone was free to enjoy themselves. On returning to Waitangi, the tender queue was okay, but Tracy spied the Waitangi Boating Club at the end of the jetty and suggested we kill some time there until the queue got even shorter. We and other passengers were made to feel very welcome by the club, and we got to meet more of our fellow-guests as we are known as on the ship. We were on the 3rd-to-last tender, no queues, and we had had a few St Patrick’s Day drinks at a very reasonable price.

Next port was Auckland - no need to get up early for that one! Having told none of my colleagues I was on the cruise, I could be assured of no phones calls to do the favour of bringing the ship in or taking her out. At breakfast, we were giving fellow guests recommendations of what to do for the day, sending them to Devonport or Waiheke Island. That evening everyone had praise for the day that they had.

I especially wanted to see arrival Tauranga, so set the alarm for arrival time. Tauranga arrival time on their website is at berth, not pilot, so managed to miss most of it. Got to observe the landing on an ebb tide, stern into the tide. There was only one tug aft which pulled us to the berth. Strange manoeuvre I thought:
we would put it on the other side and get it to push us toward the berth. I contacted the pilot later, Webmaster Troy, and he put me in the picture. With the tug in that position they provide feedback on the proximity of the beacons and banks in relation to the stern whereas in the push mode they are on the blindside. A simple solution to a simple problem.

What we saw here was the first of many Kiwi DIY cruise gangways. The twenty-footer taking the gangway from the ships side to its roof being used as the landing area, then a second gangway coming off the roof at 90 degrees to slope down to the wharf area. Very user friendly for wheelchairs too, and so simple. A forklift set the 3 pieces in place. A long time ago, someone in Auckland came up with a mobile gangway at no small expense that was like a giant Meccano set: it was assembled with the use of hire-crane and took a while to do so. The twenty-footer was brilliant compared to our one, which eventually fell into extinction.

Tracy and I met up with Tauranga correspondent Tony and his wife Wendy for an afternoon drink in the Mount - very pleasant it was: Tony even trying to persuade us to stay on a little longer than back-on-board time. He reckoned he had contacts on the pilot boat and we get a lift out to the ship. We declined the kind offer.

Departing between the Mount and Matakana Island was an eye-opener, there was not much room, now I was beginning to appreciate that we all have our own challenges in our own ports. Having looked at ships pass through here from The Mount, it was great to be on the ship this time.

Next stop was Napier, a beautiful daylight entry. This was interesting, as the ship came up to the breakwater, then backed her way in toward the berth. This was tight: it was if the ship was hinged to get her to fit alongside her berth, sliding astern into a pocket created on her outboard side by a smaller finger berth. I watched from the stern and was very aware that the bridge team were only visually seeing a small part of the big picture when the manoeuvre occurred. I did notice 3 pilots disembark, so it obviously took a lot of teamwork, but it was very impressive. I can appreciate departure would have been just as discerning until the stern was clear of the obstacles.

Napier was a good day: we followed the earthquake history taking in the events of the day it happened, and how the city transformed into the Art Deco era of today. The American and Australian guests mostly seemed to be consumed with New Zealand wineries, and the reports back from them were all good.

Picton was the following morning. The cruise through Queen Charlotte Sound was spectacular, arriving at Shakespeare Bay. Once again the ship swung and backed toward the berth, more straightforward than Napier. The berth is short, with the bollards placed into the banks of the land that extended outside of the berth. It didn’t take long, and the Kiwi DIY gangway was soon connected. Every guest received a little present from the Picton welcoming committee at the base of the gangway, which was a nice gesture. We were shuttled to Picton township 5 minutes away. We got to spend the day with Mac who recently fully retired from piloting in Auckland. He and Ruth now live in Blenheim and are settling into the lifestyle the South has to offer. Fact: Blenheim has no traffic lights. We got to see their new home, a look around the area, then it was our turn to enjoy a winery. Mac and Ruth took us to the Wairau River Winery for lunch, which was very very pleasant, thank you both.

We slowly proceeded overnight to Wellington: sorry team, that was the first and only rain of the trip. In your defence, you had it cleared up by midday. Looking at their container terminal, I now realised what “buggered” meant. We got to know a little more of the damage around the city from the recent earthquakes; what was just another day to a Wellingtonian, put us in awe.
Six consecutive port calls were followed by a sea day, 8-knot cruise down to Port Chalmers. It was nice to have a bit of time out. Unfortunately, the visibility was not great, so the fantastic sight of the South Island shoreline was missed. Port Chalmers was the last port call. Sleeps are great, so the novelty of waking up for arrivals was gone. Tracy and I have been to Dunedin before, so we explored Port Chalmers. It’s a scenic little place, bays and boathouses, a taste of rural New Zealand. The township seemed to be struggling: empty buildings which were once banks and pubs. We visited the local Maritime Museum at the Port entrance. Port Chalmers was the birth place of the Union Steamship Company, gateway to the Antarctic, and once had a ship-building yard and dry-dock, now all are part of history. Around from the port we found Carey’s Historic Tavern, a very nice restoration overlooking the fishing boats. In the afternoon, I gave Hugh a call, he was keen to come in and have a drink, but I had left the run a little late. We got back on board; Cadburys was the destination of choice for [the other guests] this stop.

Departure from Port Chalmers was very scenic, blue sky and calm. It was an eye-opener to be perched so high and looking down on to the bush and road on one side and sandbanks on the other. We operate in a narrow channel in Auckland as well, but plenty of water covers our hazards so it doesn’t have that same menacing look. It was awesome all the way to the heads.

Our last New Zealand day consisted of Dusky, Doubtful, and Milford Sounds. We had the perfect day, blue skies, with a 15-knot wind dropping to nothing by the time we reached Milford Sound. Everyone was out on deck from 0830 for each Sound, and as we cruised up the coast to the next Sound the scenery was amazing. We knew it was going to be good, but not this good. The Australians were so complimentary of what they were seeing, most vowed they would be back to see New Zealand properly, they hadn’t realised how good our country was. Milford Sound was truly amazing, no amateur photographer could screw up their holiday pictures here, she had put on the perfect day. We got to the end of Milford, turned around and awaited guests who had be sold a US $600 overnight excursion to Queenstown from Port Chalmers. They boarded, then we were treated to the second viewing of the sound. Our old pilot boat from Auckland accompanied us out until pilot disembarkation, I’m glad we updated her, those Cummins spoiled the tranquility as they did on Auckland Harbour. At 1800 we had cleared the Sound and were leaving New Zealand astern. Overall we enjoyed our 2-week cruise, got value for money, and saw New Zealand from a different angle.

It would have been good to get more insight on the piloting and port side, but I was on holiday. I would recommend Ports visits professionally as part of our progressing development for CPD: it was great to get a new take on how others do their pilotage.

P.S. the lanyard from the NZMPA Conference got a second wind: attached to the SeaPass Card (onboard ID, Key, and spending card), it was the best-looking one on the ship.
CHARTING YOUR COURSE

The New Zealand Maritime School’s (NZMS) professional development programmes 2017.

Advanced Marine Pilotage training
This five day course will update pilots on a range of topics in navigation and bridge management based on the SAS cockpit management, and updated with the latest research on ergonomics and master-pilot relationship. It will address issues of concern to pilots such as the application of new technologies, legal aspects of piloting, and the development of RISK management strategies. This course contributes to the pilot’s CPD requirements as per Maritime NZ’s regulations (MR-90,115). The course may be recognised as upgrade course to renew an expired STCW 95CoC as Master.

Duration: Five days.
Dates: 6-10 November 2017
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. Driving 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. The course is a foundation course and prerequisite for the module 2 training.

Duration: Five days.
Dates: 19-23 June and 20-24 November 2017
Cost: NZ$8,400
Quota: Maximum of four students

Advanced Portable Pilot Unit (PPU) training
Developed by Ports of Auckland and now proudly offered by the NZMS for all current and trainee pilots. The training is delivered by senior POAL pilots using the latest NavCom Dynamics PPU in the full mission Transas 5000 bridge simulator.

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

Seaways: Module 2 – Certificate in Undertaking Harbour Towing 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: 26-30 June and 27 November – 1 December 2017
Cost: NZ$8,400

Generic ECDIS training
This Maritime NZ approved training programme is based on IMO model course 127 and STCW Reg II/1 and table A-III/1. Successful participants of this course will also receive a type specific familiarisation certificate for the Transas 4000 ECDIS system.

Duration: Five days.
Dates: 14-18 August and 30 October – 3 November 2017
Cost: Enquire on application

Powed Propulsion training
Delivered in the NZMS Transas 5000 full mission bridge simulator, this two day instruction course will instruct the attendee on the unique manoeuvring techniques and characteristics of Azipod propulsion systems. The training will include both operational and technical aspects of this propulsion system and discuss resource management issues.

Duration: Two days.
Dates: 27-28 November 2017
Cost: Enquire on application

Apply now
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Smartship Australia at a glance

Smartship is a state-of-the-art facility that provides world-class maritime training and simulation services.

Amongst many services, Smartship facilities can be used for testing ship handling skills and behavioural patterns for recruitment or for enabling pilotage organisations to check pilot proficiency across a number of environmental conditions. Port development services also continue to be a major element of Smartship’s operations.

We offer

- Five simulators – operated independently or integrated in any arrangement
  - Two full mission bridges
  - Tug simulator
  - Two port task bridges

- Port and ship models
  - More than 70 port models plus in-house model building
  - 100 ship and tug models readily available

- Pilot training and professional development
  - ECDIS including Platinum
  - Ship handling and bridge team work
  - Port and ship specific emergency training
  - Bridge resource management
  - Advanced Marine Pilot training

- Tug training
  - Tug handling
  - Contingency training

- Port development simulations
  - Infrastructure modelling
  - Testing operational limits

- Pilot assessment
  - Proficiency checks
  - Recruitment evaluations

Pilot Training and Professional Development

- **Advanced Marine Pilot Training:**
  The AMPT course is approved by AMSA as an ‘approved pilotage training course’ for coastal pilot licensing purposes and is equivalent to the Deck Revalidation Course (Part A).

- **Ship Handling and Bridge Team Work:**
  This new offering from Smartship for 2016 has been developed in accord with IMO model course 1.22 (Ship Simulator and Bridge Team Work).

- **Bridge Resource Management:**
  Captain Ravi Nijjer will conduct this AMSA approved 4 day course at Smartship. The present BRM course is referred to as 2nd generation course and was fully developed in late 2010.

- **ECDIS Course:**
  Smartship has designed this course to meet the increasing demand for instrumental pilotage training. Trainees who complete the course will receive both generic and type specific certificates, with the type specific offering the integrated navigation system NACOS Platinum.

- **Port and Ship Specific Emergency Training:**
  The 3 day course exposes pilots to abnormal scenarios using the Full Mission Bridge with feedback used to update company emergency procedures.

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With the introduction of the new GyroPilot Plus, we present to you an add-on unit to the GyroPilot. This PPU system is a configuration of two interchangeable units - one plugged into the AIS pilot plug and the other an independent GNSS positioning unit.

- Pairs wirelessly with the GyroPilot unit plugged into the AIS plug of the ship.
- Provides SBAS (where available) corrected, precise and fully independent mGNSS Position data completely independent of the ship's own AIS position.
- The system provides accurate Rate-of-Turn and smoothed Heading information along with an independent position.
- The GyroPilot Plus can also work on its own as a standalone, lightweight positioning unit.

Exciting Introductory Offers available to early inquiries and bookings!

- Very easy and quick to set up and use.
- Compact, portable and lightweight.
- Compatible with all leading piloting software.

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