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The Hue & Cry

The icon of St. Nicholas was painted by Fedor Konyukhov (FK) Russian adventurer, author and environmentalist, ordained Orthodox deacon. St. Nicholas’ feast day is 6th December - the day FK finally set off to row from Port Chalmers to Cape Horn. An Orthodox cleric, but no orthodox man. When reading about shipping casualties, we may think “There but for the grace of God” but in this secular age, what lies between the devil and the deep? One of Star-Ship’s spurs to BRM was their need to avoid their floating casinos being labelled unlucky - but let’s not confuse bad luck with a bad bet: professionals do not rely on luck, but calculate odds. Having said that, luck intervened in the recent cases that put us on the Watch List. Imagine if there had been greater hull damage as in “Mikhail Lermontov”, oil pollution or loss of life. Such luck cannot hold forever and there is no room for complacency. “Alea iacta est”.

The all-knowing God has been replaced by Big Brother: mass surveillance, meta-data, CCTV, VDR, AIS, and smart phones - there is nowhere to hide our transgressions. Judges will come down heavily on any attempts at obfuscation: if only this were true in the field of History.

Post-Armistice Centenary, the same old lie “Dulce et Decorum est” is spouted but only Peace can end War. The Christmas Truce in 1914 caused great consternation for the generals, politicians and bankers: because such vampires abhor peace. Western wars created Hell in the Middle East, the very cradle of Civilisation. The Sykes-Picot Agreement of 1916 only came to light because of the 1917 Russian Revolution. Churchill’s 1906 Dreadnought battleship burnt oil, but Britain only had coal. Competing powers were all converts to A.T. Mahan’s 1890 Credo for building empires. W.B Yeats’ “The 2nd Coming” (1919) foresaw the evil thus released.

Believing official History is like turkeys voting for Christmas (ostriches abstain) e.g. the eulogies for late President Bush, whose wars & sanctions killed close to a million innocents. Bush was a long-time CIA asset, later head. He could never recall his whereabouts on 22nd Nov. 1963 (Hint: he was in Dallas). Memorialising such men is akin to admiring Hitler for his paintings. We have fully reversed (Shakespeare’s) Marc Antony’s sentiment “The evil that men do lives after them”. Rounding Cape Horn remains the ultimate challenge for sailors. Getting NZ off the watch list will take considerable effort but the pilotage profession will be all the better for that effort.
Ravi explaining past, present, and future

A panel of gurus
My mind is still awash with the information presented to us and the engagement at last month’s biennial conference. The event exceeded expectations going by the stream of positive feedback that has been received, from delegates, exhibitors, presenters and sponsors. Although the build up to the conference was quite intense, the real work is only just beginning. It was identified that our industry undoubtedly needs to look in the mirror and review its practices, both with respect to training and operations, which in turn should reduce the number of preventable incidents occurring.

TAIC’s recent decision to put Navigation in Pilotage Waters on their Watchlist is a great concern. On the last line of their notification they suggest that this is a safety issue that needs attention from the regulator, operators and training providers. This group could very quickly respond to TAIC’s concerns with respect to pilot training. There is clearly a need for additional training in passage planning and the development of a course on the use of PPUs. The latter should be underpinned by training in hydrodynamics and hydrography, and should also require a demonstration of proficiency on completion of the course. Rule 90 requires pilots to undergo annual assessments, when pilots should demonstrate their proficiency and confirm their competency. This cannot be achieved effectively with a peer review, and therefore better assessment methods need to be adopted urgently to ensure training is effective and learnings are being implemented. The use of a simulator as used in the aviation industry is the obvious solution to confirm required standards are being maintained.

It was clear from discussions and comments made that most pilots still consider visual navigation as their preferred method for piloting, with electronic aids there purely to support their decisions. I totally understand this point of view for two reasons. Firstly as I am in that age group that was raised on visual navigation methods and find myself challenged with the transition to greater reliance on electronic aids. Secondly my depth of understanding of precision navigation and use of equipment falls short of what is required these days. I feel that new training is required urgently to get us up to an acceptable level, and this training is not something that can wait until the next Advanced Marine Pilots Training course, as commonly used by many operators to meet minimum compliance requirements. The required training is specialised and is not something that will fit into one or two sessions of an AMPT course.

It is also my view that additional training is required for pilots who are involved in cruise ship operations. If pilots are to be “fit for purpose” for these operations, where the safety of thousands of passengers and crew is paramount, we must ensure we’re able to integrate into these operations where in most cases they operate to a very high level of proficiency. I am very aware that many pilots are critical of cruise ship bridge teams, who often appear to be over-reliant on technology and operate in a different manner from company to company. It is for this reason pilots need to be trained to operate with the various models they encounter, ensuring that the passage plan is adhered to and providing essential local knowledge that may be missing. It is my firm belief that there is no place for either party to resent the other’s role in achieving the highest operational standards on these vessels. I was surprised to hear that on the last day of our recent conference there was a dispute between a pilot and a cruise ship master when the latter wanted to use non-standard tracks during the outward passage. This subsequently led to an air of unease between them and this is not acceptable at a time when the ship is at its most vulnerable. This supports the suggestion that pilotage passage plans should be finalised well before the pilot boards the vessel, and not when little time is available to implement changes.

Our conference and seminars clearly demonstrated that there are many aspects of our operations that need to be reviewed, and that we must embrace the new technologies that are significantly influencing how we conduct our business. These changes show no signs of abating and achieving good practice will only get further from our grasp if we do not respond now.

Steve Banks
President, NZMPA
NZMPA - 4th Biennial Conference, Wellington, 26th to 28th November 2018.

“Reflecting on training and practices for piloting in today’s world – piloting in the age of big data”.

This conference was given additional impetus and focus by the recent addition of NZ port piloting activities to the Transport Accident Investigation Commission (TAIC) watch-list following a recent spate of groundings in Tory Channel, Dunedin approach channel and Fiordland. This heightened awareness of piloting problems has also seen the same approach recently taken in Australia by their equivalent of TAIC, the Australian Transport Safety Bureau (ATSB).

Objectives:

• Development of passage planning standards for MPX
• Implementation of “best practice” pilotage – training, operational practice and auditing.
• PPU training and usage.
• Implementation and integration of BRM into the three areas of people, procedures and equipment.
• Cruise ship pilotage training requirements.
• Embed the above elements in a pilotage operations safety management system POSMS.
• Get NZ pilotage off the TAIC watch-list.

Monday 26th November

Ray Mudgeway – GM Logistics CentrePortPort
The regeneration of CentrePort – recovery and redevelopment after 7.8 earthquake 2016.

• 100% broken footprint allows very innovative thinking for the regeneration of the port.
• Technology has moved so far that the pilot has become the limiting factor. Yet, at the same time people are our greatest asset.
• Look at training not as a cost, but consider the cost of not training.

Ravi Nijjer – Principal Consultant MCG.
Preparing pilots for the age of big data.

• High impact, low frequency (HiLo) events require much more risk management focus than they are currently afforded. Their outcomes are disproportionately negative for all parties.
• In 2013 the OCIMF advertised for a VDR analyst with master (FG) certificate. Increasingly “big data” roles have become those to which seafarers might aspire instead of becoming a pilot!
• VDR evidence is reliable evidence; even irrefutable.
• All elements of the port maritime world are now legislated to some extent by local shore-based laws, except pilot ladders, where IMO’s international standard is interpreted in a variety of ways by a variety of jurisdictions and classification societies. There is no consistency and there is dangerous risk.
• Incident reports now include an increasing list of irrefutable errors of conduct. Pilots need evidence-based training, consistent, measurable and as objective as possible.

Tim Burfoot – Chief accident investigator TAIC.
Technology – friend or foe? An investigator’s perspective.

• Expressed frustration at lack of progress from one report to the next.
• TAIC’s aspirational way of thinking is, “no repeat accidents ever”.
• No two people watching the same event ever have the same description.
• As the available technology increases navigators must learn the new skill of observation rather than actively doing.
• Technology must be used routinely to be used to good effect. Use it occasionally at your peril. Line of sight, visual, navigation is not sufficient.
• 19 major events in 23 years. How many minor events have gone unreported beneath this statistic?
• PPU should be used as an auditor of pilot performance.
• The pilot can be a “single point of failure”.


Keith Manch — Director MNZ

Modern regulation in a maritime context – managing risk.

• Taking all practicable steps in public and community interest for benefit of community as a whole.
• The MTA1994 has places for many participants. It is the vehicle for granting privileges, which can also be withdrawn.
• Pilotage is a core risk management activity as part of the risk management system. However more experienced pilots have more of the accidents.
• Reminded the concept of unconscious competence (operating in auto-drive) versus conscious competence (being present and engaged).
• MNZ and pilot community need to “get over our differences and work together”. This was probably a reference to the ongoing legal battle wherein the Guild and NZMPA have joined together against MNZ regarding the entry level qualification for a new trainee pilot in Otago.
• Health and Safety At Work Act 2015 is goal based versus Maritime Transport Act 1994 being prescriptive.
• Get CPE organised or pilots risk becoming obsolete.
• Safe Transfer Good Practise Guide (for pilot ladders) is an example of co-regulation between the users and the regulator. (This guide to be launched later at the conference)

Mark Baken – Damen shipyard design engineer.

State of shiphandling at Damen – compact and powerful tugs and beyond

• Specifications for newly introduced tugs.
• Reverse stern drive RSD25/13 of which two are in service. Has twin fins for much improved directional stability. Much safer to use towing over the bow (“Maori kiss”).
• Harbours not getting bigger but ships are!
• ASD23/12 60 tonne bollard pull. Operate bow or stern and tow over bow or stern with a single winch. Improved driver view and working deck all on one level.
• Tugs built to IMO Tier III regulations for sustainability and environment.

Ambrose Rajadurai – Principal, Ambrose Rajadurai and Associates – maritime lawyers.

The changing landscape of liability in pilotage

• Quote from a Netanyahu speech – we have reached the confluence of big data, connectivity and artificial intelligence. Israel supports a major office of most of the world’s greatest IT companies.
• A measurable list of escalating consequences of marine incidents over the past 120 years.
• Lake Illawara 1975. Knocked down a bridge in Tasmania. Cars fell into the water. People died. Participants judged as negligent but not criminally so.
• Exponential change in the way regulators charge these matters. They have to pro-actively manage because society has put pressure on them.
• Civil liability is an obligation to compensate. Criminal liability is an obligation to comply with the law.
• Since the Jolly Nero case, Italian pilots must now take out insurance for up to Euro1M.
• MTA 60B3 Pilot exempt from liability for want of skill. A question to be tested; is this all liability or just civil liability?
• Rule 22.4 (Coll Regs) Follow Rule part 22 or be in breach of the Rule but if a danger suggests a deviation from the Rules you must not follow the Rule or you will be in breach!
• Currently a TAIC investigation is a no-fault process to find out what happened. MNZ regulatory investigation is to prosecute a breach. Because all the “big data” is now recorded and available it may be that one investigation can achieve both outcomes?
• The carrot appears increasingly futile. So more stick is being used. (Same message as Tim Burfoot). The philosopher, Machiavelli, postulated that it is better to be feared than loved.
• Pilots should no longer be considered as individuals taking over the navigation from the ship master. The have a much more holistic and integrated role. Time for everybody to
remember and realise that “continuous improvement of candles did not bring about the light bulb”.

Richard Robinson – Director and consultant, R2A Due Diligence Engineers

Demonstrating due diligence in marine pilotage.

- Risk analysis needs to focus more on HiLo (high consequence low frequency) events because “bad things happen” and there is no defence if you have not taken all the precautions you could have reasonably practicably have taken.
- It is insufficient to rely on the ALARP “heat map” approach because it is a non-scientific application of mathematical calculations based on random experiences.
- SOFARP – so far as reasonably practical – implies doing everything that could practicably be done rather than just enough to mathematically get out of the red section of the heat map. The judge will ask if there was something else you could have done to avoid the accident and the answer is yes then it is immediately implied that it should have been done.


ENC6 charts and SBAS (satellite e-based augmentation system)

- Technology is your friend. All previous paper charts in the LINZ area of responsibility are now digitised and created as ENC’s. The more data-rich they are, the more functionality they have.
- S101 becomes the new ENC standard.
- ENC’s are free to download from the LINZ web site.
- LINZ and Napier port are developing a Level 6 ENC for that port. (Auckland already uses Level 6 data provided by Dave Bate and his team although this is not publicly available or provided by LINZ).
- An SBAS (satellite position) system is operating in test phase in Australia and NZ. LINZ will request 2019 budget appropriation to install permanent SBAS capability.

Adam Roberts – VP AMPI & Port Kembla pilot.

Pilot ladders – update on progress towards ISO 799.

- Adam is a member of the international committee working towards publication of a new standard taking account of the many anomalies that we have all seen and recorded in the years since the previous standard was internationally agreed and implemented.
- Adam detailed a number of important changes that will become law in due course.

Conrad Adams – Mobile application technology and the “AMSA pilot” app.

- AMSA Pilot can be downloaded from the App Store.
- It is an agile reporting method to inform AMSA and as an information sharing tool, to report all manner of incidents.
- One page includes several regulations such as the pilot ladder regulation and even the IMO poster which can be used to help the pilot and ship master understand and engage in a useful conversation about pilot ladder deficiencies. The tool is quick, intuitive and user-friendly.
- NM – it certainly seemed to be all of those things when demonstrated on the projector screen.


Pilot transfer arrangements & launch of the NZMPA Safe Transfer Good Practice Guide.

- Admitted discrepancies between Rule Part 53 and the international regulation.
- Amendments will be made to directly reflect SOLAS although that piece of work first needs to be attached to the MOT work list.
- Good practice guide launched and copies delivered to Auckland with returning pilot delegates.
Tuesday 27th November

Ravi Nijjer

Pilot operational safety management systems POSMS and risk assessments

- Change is a very powerful error producer. Beware whenever you intentionally or unintentionally deviate from an agreed plan.
- Safety is a system property, not a component property. Therefore controls must be at a system level and not a component level.
- POSMS – SMS for the unique risk environment of marine pilotage.

Simon Meyjes – CEO Australian Reef Pilots

Application of Just Culture in marine pilotage

- “Just Culture” is not no-blame but is a just outcome for all elements and all participants. Blame-free is not accountability-free.
- Simon explored the report of the Navios Northern Star which hit a buoy during a tight turn in a reef passage.
- The investigation worked to eliminate hindsight bias (we are all experts after the fact) and focus only on what actually happened. Failure to make use of the available PPU was one of the contributors in not realising that the ship was off track.
- Shipping accidents have not been investigated as thoroughly as aviation accidents. There is a lack of clarity about good practice in the marine investigation. Evidence-based good practice must be established. Big data makes this much easier.

Luke Grogan – HM Marlborough District Council

The grounding of Azamara Quest in retrospect

- “We knew there were kinks in our system but time overtook us” – along came the Azamara Quest grounding.
- Port Marlborough and Marlborough District Council did not have a shared understanding of the risks. After the fact it became obvious that a $200K multi-beam survey of Tory Channel would have been money very well spent.
- Optimism bias – “it won’t happen to me” – was in play.
- Accepted pilot practice allowed for variation but good practice was not defined. However, our system should be able to withstand poor performance.
- This was a very clear example of due diligence and the reasonable person test. Were all practicable steps taken that a reasonable person would have been expected to take?

Mike Drake – Director and DPA Marine Operations P&O Australia

A shipowner’s perspective of pilotage

- Admitted that different ship types have differing levels of competence on the bridge but that his ships us a role-based bridge organisation that any passenger ship pilot will be familiar with.
- Pilots can be value-add, value-neutral, or value-negative, in Mike’s experience of different ports.
- Passenger vessels expect to receive an EMPX well before arrival because the PPU and the ECDIS must show the same information.
- On some ships there is a cultural acceptance of no engagement between the bridge team and pilot. This is an example of “standards you walk past”. It is not acceptable simply to allow such a regime to exist.

Antonio Di Lieto – Senior instructor – Csmart.

Passage planning for confined waters

- Jolly Nero 2012 backed into and destroyed the watch tower in Genoa, killing several people. This incident was explored in terms of BRM. Captain got 10 years jail for a criminal act because engine failure was a foreseeable act as it had happened before in the same port on the same ship. Pilot got 4 years.
• Introduced the PACE concept for escalating a BRM conversation. P probe for reassurance that all is OK. A alert the team that something seems not OK. C challenge the team that it needs to be fixed. E emergency step in to execute a manoeuvre.
• Introduced the “intervals of value” concept for passage planning of critical elements of a passage. Dividing the critical parts into a “comfort zone” either side of the track centre line, a “safety zone” either side of that and a “no-go zone” either side of that. Decide what width for each zone and when bridge team will alert before a breach. Also useful for speed limit ranges to be monitored.

Dave Chow – Sales manager Asia Pacific – Trellaborg.

Trellaborg SafePilot piloting system. A one-stop-shop solution for IT integration
• Tech demo about the capability of Trellaborg PPU.
• Explanation of the SmartPort concept, where anything with an electrical sensor interface can be linked to all other things and displayed on one screen. Individual transmitting sensors cost $10. Anything can be connected; cranes, straddles, fenders, buoys, tugs, pilot boat.
• CCTV on tugs displayed on PPU.
• Docking mode PPU available on Apple watch.
• You think about it and somebody is already doing it in the technology field.

Peter Dann – DP AMPI & Woodside pilot (Masters degree in Human Factors)

AMPI situational report
• Highlights include:
  o CPD program rolled out in Queensland
  o Pilot ladder advocacy at IMO
  o AMSA pilot app rolled out
  o Alternative pathways to industry being developed – Ab Initio version 2.
  o Peer support service so successful a new funding model must be developed.
  o Rebuilt web site, Facebook, Linkdin

John Pearn – Chairman UKMPA & Milford Haven pilot

UKMPA situational report
• Highlights include:
  o 4353 responses to pilot ladder campaign. 38.5% of fish boats non-compliant.
  o Immediate Emergency Care Course developed and rolled out (First aid for waterfront workers, pilot boat crew and pilots who might fall into the sea).
  o Pilot ladder rigging course developed for use in colleges.
  o Cohesive strategy with regulators about reporting.

Simon Pelletier – President IMPA and CMPA & St Lawrence River pilot

CMPA situational report
• Highlights include:
  o Strong support for ongoing professional development because of technology change, increasing ship size and to avoid complacency.
  o All 420 Canadian pilots carry, use and record with PPU.
  o Offered some insights into the staged approach to training in the Canadian jurisdiction.

Jerry Purvis – Pilot Firth of Forth

Mobilisation of HMS Queen Elizabeth from Rosyth Dock
• Moving the very largest HM navy vessel (an aircraft carrier) from where it was built in three sections to its launch out of a very tight lock arrangement and into the river.
• The key comment was, “if it didn’t work in the simulator, it didn’t work in the river”.
Wednesday 28th November

Ravi Nijjer
Conference recap and pilot training

- Reflecting on the nature of human beings:
  - The difference between incompetence and human error
  - “Nobody who takes on anything big can afford to be modest”.
  - Gordon Baxter (American essayist) quote: “Instrument flying is an unnatural act probably punishable by God”
- GPS has obliterated the difference between navigation and surveying.
- 2013 OCIMF advert for a VDR analyst with CFG has obliterated pilot as the apex job for mariners.
- Explored the introduction of functional roles rather than rank titles on the bridge
- Gave examples of the need to “stay on the track no matter what”. TAIC expressing this requirement in recent reports. Weipa pilotage PPU video strengthened that assertion. Wellamo ferry track as another example to further strengthen the argument.
- Gave support to Antonio Di Leito’s concept of the swept path envelope defined by comfort zone, safety zones and no go zones.

Peter Dann

Maximum situational awareness in marine pilotage

- Pilots must learn to use instrumentation cues, not just visual cues.
- Situational awareness means doing something before it happens.
- Shared mental model has three levels:
  - Level 1 gather data
  - Level 2 understand the information derived from the data
  - Level 3 use that information to think ahead
- CMACGM Vasco Da Gama grounding explored as an example of failure to maintain maximum situational awareness.
- “Things that are smart can make us dumb” unless we keep up with change.

Alan Bradbury – Air New Zealand manager of investigation and operational integrity.

The use of recorded data for improving safety.

- Video of aircraft approach to Queenstown to demonstrate the use of data in the darkness.
- “Runway excursions” and “events regime exceeded” – events outside the norm are collected by enormous data feed available. This is used for trending and benchmarking. Example of change in a procedure in San Francisco because of data collected in NZ.

Mark Hughes – Deputy Director Transport & Airworthiness CAA.

Review of training in aviation. Evidence based training and instrument navigation.

- 1903 Wright brothers’ first flight. 1910 training simulator using a half barrel on a frame. 1960 the first motion sensor unit. 2018 the aircraft simulator is almost impossible to differentiate from the actual aircraft.
- Training is a critical safety defence
- CRM (cockpit resource management) has reached its 6th generation and is focussed on threat and error management.
- External scan remains very important in conjunction with instrument navigation.
- Gather data to establish training needs and develop “evidence-based” training modules. The objective is to achieve required competencies with measurable evidence.

Bob Hubble – Operations Manager & Training Co-ordinator, WrightWay Training UK.

The practical integration of human factors into maritime operations.

- Non-technical skills (human factors) must be integrated into every daily activity. Not just cut-n-paste where required.
- Wider group all need to be on the same page. BRM on bridge and with tug crew and harbour control.
• Explored the “startle effect” of not reacting fast enough versus the user actively monitoring and reacting in a timely fashion to developing situation.
• Employers and co-workers “have no right to your personality but do have a right to your behaviour in the workplace”.


Recent developments at Portweather.com.
• Port Weather is a new product available on laptop or mobile app. Display, monitor and alert an alarm state for environmental conditions in a port. Operating at CentrePort. Using feeds from available existing condition monitoring devices or after installing additional devices. Makes predictions that allow decisions such as more mooring lines or more tug for example.

Johan Hill – Royal Caribbean, Staff Captain, Ovation of The Seas.

Royal Caribbean navigational training and procedures.
• Listed the history of pax vessel BRM developments and emphasised the value of standardisation across the fleet as well as continuous improvement.
• Emphasised the PACE model; Probe, Alert, Challenge, Emergency.
• Emphasised the need for advanced CollRegs training by reviewing many incident examples.

Murray Goldberg – CEO Marine Learning Systems

Implementation of E-learning and blended learning in the maritime industry.
• Explored the value of E-learning
  o Slow and fast can take different routes to achieve the same outcome
  o Meta analysis proved students on-line have marginally better outcomes than in class and blended learning (some class and some on-line) is better still.
• A real-world example was given about being on time running counter to safety. The timing criteria was removed and on-time performance actually improved as safety improved.
• The use of leading indicators instead of lagging indicators was emphasised as measures that encourage and improve the outcome of any activity.
  • A real world example of web-based skills assessment was explored. It used a binary measure, a tick or a cross, to measure each performance indicator, to improve objectivity and allow automated statistical analysis of strengths and weaknesses. It is available as an app.

Paul Stanley – PPU Expert

PPU – Essential equipment for pilotage in today’s world.
• Emphasised the use of PPU on every job.
• Gave a technical presentation about PPU capabilities.

Arie Nygh – MD SeaWays Global. CHIRP Ambassador.

Update on current CHIRP issues and activities
• Been a CHIRP ambassador since 2015. There are several all over the world in support of the UK based CHIRP confidential incident reporting system. CHIRP is a not-for-profit organisation funded by the generosity of the world’s shipping industry.
• Information from all over the world is validated to ensure no malicious intent and is treated with utmost confidence and analysed to create open, honest and impartial reports as learning tools.
Arie Nygh

Issues pertaining to ship’s deck fittings when towing

- SWL of ships’ bits is actually the SWL for mooring. It is the collapsing force at the top of two bits pulled together by the figure eight configuration of a secured mooring rope. It is not the SWL for towing.
- The most important factor for tug operation is the SWL of the fairlead. Several examples of failed fairleads were shown. Pre 2012 no rating was required as to how the fitting was attached to the ship.
- Warp angle is extremely important. 60 degree towline angle means two time SWL on the bollard.
- HMPE towlines are no longer the weak link. They have become too strong for the fittings.
- The next advance in towing technology will shortly come out of the USA with a stainless steel load cell spliced into the tow line and giving real time readings to the tug master and even to the pilot’s PPU.

Simon Pelletier

Update on current IMPA issues and activities

- 8700 pilots in 55 countries are members of IMPA. They are a strong link to the structure of safety that underpins the maritime industry.
- Pressure in some European countries to expand the pilotage exemption system.
- Pressure in some countries to introduce competitive environments and in others to withdraw competitive environments.
- MASS automated shipping project is “an oversell trying to trigger a reaction”.
- Pilotage prevents accidents and improves productivity in a factor of 20:1 according to Simon’s research.

Nigel Meek & Ravi Nijjer

Conference wrap-up

- The age of big data is upon us and is easily accessible for trend analysis and for very accurate, objective, unbiased incident investigation.
- NZMPA work list over the next twelve months will include:
  - Passage planning standardisation and on-line access to ports.
  - A working group to develop a good practise guide to pilotage operations
  - Promote access to a type-specific PPU course
- The key to improved outcomes for pilots and ports is the development of a POSMS
- The objective of all initiatives is to remove piloting from the TAIC watchlist.
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3 Charles Smith speaking for cocktail sponsor CentrePort Wellington, Wellington Foyer at Te Papa
4 Christopher Rynd (ex-Commodore Cunard), Susan and Charles Smith, Marine Manager CentrePort
5 Tim Burfoot, Chief Accident Investigator TAIC, Sonia Moore, Marine Coordinator CentrePort, Grant Nelder, Wellington Harbour Master
6 Vladimir Petrik, Al Ranger, Bill & Cindy Munro, Cheryl & Rod Larden. BC Coast Pilots Canada
7 Larry and Cynthia Pullin, Robynn Steele and Ed Sinclair, SE Alaska Pilots Assn.
8 Simon Gooder, Liaison Officer Maritime NZ, Shawn Plummer, Marine Coordinator SouthPort, Kees Buckens, Instructor NZ Maritime School, Bob Hubble, Operations Manager and Instructor WrightWay Training UK
9 Rajiv Sarin, pilot and Operations Manager ETL, Richard Robinson, R2A Due Diligence Engineers
10 Ross Williamson, South Pacific Diesels, Mal Hart, Hart Marine, Colin Mitchell, Q-west Boat Builders
11 Tim & Jackie Fitzgerald, pilot Port Philip Pilots Melbourne, Gavin Barry, pilot Port Philip Pilots, Donna Lorimer and David Murgatroyd, pilot Dampier, WAMS
13 Cocktail Function – Banners
14 Scale Of Our War exhibition, Maria Sainsbury and Sonia Moore
15 John Pagler, pilot Napier, Andrew Locke, CentrePort, Mathias Berlin, trainee pilot Napier
16 Andrew van der Bent, Marine Manager Lyttelton, Matthew Holbrook, pilot Auckland
17 Tracey & Lew Henderson, Dylan & Lisa Bennett, Chris & Judy Davies, CentrePort Wellington
18 Steve Banks and Maria Sainsbury/Banks
19 Sebastien Boulay, MetOcean, Stuart Whitehouse, NMIT, Conrad Adams, AMSA, Giles Lesser OMC Int.
20 Joy Wee, MarineM, David Yeo, MarineM, Dale Marsh, Navicom, Francois Mayor, Port Revel
21 Ambrose Rajadurai, AR & Associates, Antonio Di Lieto, Senior Instructor CSmart
22 Jan Eveleens, Deputy HM Marlborough, Matthew Dundas, pilot Auckland, Peter Willyams, pilot Auckland, Olaf Wahlen, pilot Taranaki & NZMPA treasurer
23 Te Papa, deck outside Te Marae dinner venue
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25 Te Papa, gate from balcony to Te Marae
26 Johan Hill, Staff Captain RCCl, Steve Banks, Vladimir Petrik, pilot BC Coast Pilots Canada
27 Andrew Van der Bent, Marine Manager Lyttelton, Jerry Purvis, pilot Forth Pilots, Hugh O'Neill, pilot Otago & editor NZMPA magazine, Adam Greenland, Chief Hydrographer LINZ, Verena Bosselmann-Borsos, Change Leader LINZ, Trevor & Helen Bozoky, Fremantle Pilots
29 Tom & Aijin Heberle, pilot & President Hawaii Pilots, Paul Stanley, Cynthia & Larry Pullin, pilot SE Alaska, Robynn Steele & Ed Sinclair, pilot & President SE Alaska Pilots (Team USA)
30 Gavin Barry, pilot Port Philip Pilot, David Murgatroyd, pilot Dampier WAMS, Rob Buck MD Port Philip Pilots
31 Edward Fitzgerald, DPA Swire CNco Auckland, Al Ranger, pilot BC Coast Pilots, Andrew Beazley, GM Port ASH
32 Chris Galloway, Senior Instructor Smartship Australia, Conrad Adams, AMSA, Mark Davis, master Spirit of Tasmania TT Line
33 Jerry Purvis, pilot Forth Pilots Scotland, Dave Chow, Trelleborg Singapore, Joy Wee, MarineM Singapore, Craig Bramley, Sales Director Sanmar Shipyards Asia Pacific
34 Max Stoessel, pilot Niugini Pilots PNG, Salote Mucunabitu, Niugini Pilots
35 Paul Stanley, PPU expert, Jamie Welford, pilot Lyttelton & Exec Off at NZMPA
36 Ian Coard, Deputys HM Southland, Paul James, pilot SouthPort Bluff, Mark Saunders, pilot SouthPort, John Davis, pilot Marlborough, Lyndon Cleaver, Harbour Master Southland
37 NZMPA/CentrePort Wellington conference team. Chris Davies, Steve Banks, Maria Sainsbury/Banks, Lew Henderson, Dylan Bennett
38 Christopher Rynd, (retired Commodore Cunard), Susan Smith, Arie Nygh, MD Seaways Aust., Charles Smith, Marine Manager CentrePort, Sjoerd de Bruin, Sales Manager Damen, Tom Charter, AsiaWorld Aust.
39 Colin Sellars, pilot Napier & Vice President NZMPA, Winston Singh, pilot Trinidad & Tobago Pilots
40 John Pearn, pilot Milford Haven Wales & Chairman UKMPA &V IMPA, Peter Dann, pilot Woodside Aust. & AMPI Deputy President, Adam Roberts, pilot Port Kembla & Vice President AMPI, Tim Fitzgerald, pilot Port Philip, Craig & Katerina Bramley, Sales Director Sanmar, Jerry Purvis, pilot at Forth Pilots, Brenta Henriquez Percorpari/Pearn
41 James Mariner, Master Interisland Line, Salote Mucunabitu, Niugini Pilots PNG, Max Stoessel, pilot Niugini Pilots PNG, Adam Roberts, pilot Port Kembla & AMPI Vice President
42 Shree Paranjpe, pilot Otago, Brett McPhee, pilot Eastland Port, Kirit Barot, pilot Northtugz
43 Katherine Walker, Director Okiwa, Sharyn Forsyth, Deputy Director Maritime NZ, Annabel Young, Exec. Dir. NZ Shipping Fed.
44 Haka - dedicated to Ravi Nijjer to acknowledge his contribution to maritime pilots
45 Helen Wells/Bozoky, Maria Sainsbury/Banks, Caroline and Winston Singh with Kapa Haka performers
46 Sebastien Bouley, MetOcean, Giles Lesser, OMC Int., Johan Hill, Staff Captain RCCl, Alan Bradbury, Investigation manager Air NZ, Ravi Nijjer, Marcon Aust. & BRM Guru, Antonio Di Lieto, Senior Instructor, CSmart, Mike Drake, Operations Director P&O Aust., Sydney
47 Kapa Haka - short poi performance
48 Te Marae dinner venue at Te Papa
NZMPA Conference Functions
PORT OTAGO
BRM isn’t working is the latest thinking. Carefully chosen words. “BRM isn’t working”, is not the same as, “BRM doesn’t work”.
Golden Princess arriving at Port Chalmers this morning was a positive BRM story, as you would expect. No wind, no tide to speak of, and two tugs available in case Fate really could not resist the urge to coil one down on us in the calm early twilight. As full an MPX as I’ve ever been involved with, followed by a smooth handover of the con. Ops Director, assistant ops director, navigator, co-navigator, administrator, helmsman, two lookouts and an integrated pilot for good measure. Closed-loop communication; thinking aloud; expressing intentions - it was all there. The chances of coming to grief, with or without Fate’s early hours ablutions, were about as close to zero as we’d likely get.
The MSC Carla 3 the day before was a normal job: Master and mate on the bridge with a helmsman at the wheel. Non-integrated pilot does his MPX, sets up the PPU and off we go. Closed loop communication? 50% because the pilot does it. Thinking aloud and expressing intentions? 50% because the pilot is on transmit but no one is listening. Monitoring of the pilots actions and the planned passage? Minimal, evidenced by inter alia the fact that the safety zone alarms were sounding continuously. No human was synchronously alarmed in this scenario …although the pilot admits to some irritation. Not much wind, a bit of ebb tide, the same two tugs available and Fate missed an opportunity again.
Both examples are easily recognisable as “ordinary jobs” by just about every maritime pilot on the planet. So in simple conclusion, as some pilots have been saying for years, BRM works well where it works, but for the most part, like about 95% of shipping, or perhaps we can say all shipping except a high percentage (note: not all) of the cruise industry.
Our good friends at TAIC are concerned with recent incidents about the standard of BRM and it’s great to have an organization with a bit of clout aboard our think tanker. Maybe TAIC, with the assistance of global pilotage bodies and a whole international thermal of politicians hell-bent on career suicide, can flag up the “bleedin’ obvious” to the world at large, that this is the reality of how shipping works. Best practice BRM is the way to go, but it will never go much further until all relevant ships have the same manning and training standards as cruise ship industry leaders like Carnival …which is the same as confirming that it will never go anywhere much.
The good news is that our renowned and recently retired BRM guru, Ravi Nijjer was, and indeed is, ahead of his time; the bad news is that he’s at least 50 years ahead for the vast majority of the industry. In the meantime, we probably ought to be examining the one-man band scenario that is most pilotage jobs, and look to technology and other means of reducing one-person error because pilots are looking at operating on their lonesome for some time to come. (Craig Holmes)

GISBORNE
Vessel motion study data collection is now more or less complete despite the weather continuing to confound with by & large benign conditions prevailing on the North Island East Coast. The only remaining outlier is vessels outbound in a south-easterly swell with draft in excess of 7.0m and GMf greater than 5.5m – riveting stuff to be sure. Finally, we just need to make sense of all the data collected to date. The ShoreTension mooring system has proved a significant game-changer in the safety case around ship mooring at the Port. So successful in fact that we have
terminated the lease/trial arrangement 6 months early and moved to complete purchase of the system.

The first 6 months of the financial year has been somewhat challenging in terms of log volumes across the wharf in amongst a suite of otherwise positive indicators. Overall volumes are up on the same time last year but not quite up to where we had budgeted. The floods in June caused a significant disruption to the flow of timber down from the forests however we may also be witnessing a plateau in the capacity of the Industry to move the ever-increasing volumes of timber from forest to Port. Certainly not the worst challenge for the local industry to be faced with and no doubt the transport operators and the wider forestry sector will no doubt be gearing up accordingly.

At the port end of the log supply & storage chain we continue to develop storage facilities with a further 25,000 JAS of log storage coming on line in the near future – an increase of some 20 percent. We continue to work on options for cool storage and potential coastal cargo marshalling with an anticipated coastal vessel visit planned for January 2019 at this stage. Diversification of cargo stream through the Port is an ongoing challenge for a port heavily steeped in the log export trade.

November 1st we wrote to all stakeholders explaining the responsibilities of the Port and its Pilots as PCBU’s and the related responsibilities under HSWA, also raising the spectre of impending MNZ directives around pilot transfer arrangements. Going back one step, EPL has welcomed MNZ’s involvement and leadership around the safety of pilot transfers and hence our engagement with Industry on the matter.

Our advice to Industry was to the effect that despite the work MNZ is undertaking in fine tuning MR53 alongside SOLAS V/23 the Port has defined its own SOLAS derived baseline criteria to which all vessels are required to adhere. We have allowed a 2-month introductory phase in recognition of the fact that some ships would already be on charter. From January 1st, 2019 however, all ships calling at the Port will need to comply fully.

During the first 2 weeks of the campaign 6 of the 7 ships calling at the Port have presented with deficiencies of one kind or another (or several) and the relevant deficiency notices issued. To the credit of all the vessels involved however the response to the notices has been immediate and well intentioned. Ladders have been replaced, training undertaken, comprehensive dialogue with the Port has ensued.

For our part the Port is assisting any vessel requiring assistance to understand the requirements and deliver same. We have purchased a pilot ladder and hull magnets which we will supply to any ship which requires them – at a cost – you use it, you own it. Whilst safety in pilot transfer is the prime focus we are determined to minimise disruption to the Port to the extent that we reasonable can.

Some early learnings however include:

- It is common for vessels to believe that the provision of a new or well-maintained ladder is adequate. We have stressed in our advice to ships and charterers that the fundamental requirement is to fully understand MR53 in its entirety – the ladder is but one part of the process.
- Most ships have ring plates in way of the pilot transfer area, but few use them to secure man ropes – as required under MR53.
- One vessel presented a brand-new ladder which had loose steps and the steps themselves flexed under load suggesting to us that the ladder, whilst new, may have been constructed poorly and of less than suitable strength hardwood. The ship had provided 2 pilot ladder certificates with its pre-arrival advice as required. One certificate from a recognised supplier and another from a less known manufacturer – at time of writing we await advice from the vessel as to which ladder was in use at the time.
- Ship’s Masters at times display a desire to deal with deficiencies verbally with the Pilot. Our
process requires written advice to the Master and the ship’s owners however and this approach is proving very effective. (Very) long story short; we believe we are creating a significantly higher awareness around this critical area of safety in our operation and the wider ports industry through our collaborative, yet non-negotiable, approach to pilot transfer arrangements and we congratulate the vessels and their owners involved to date for the manner in which they have supported our initiative in return. (Chris Kaye)

BLUFF
It has been a little over 10 months since I started at Southport. It has been an eye opener coming into this profession in the ‘age of big data’ so to speak. I was given a PPU from day one and encouraged to carry it along for every job. Along the way the company was changing from the old Harbour Pilot from Navicom to the more modern lightweight Channel Pilot. I must say that coming from the Cook Strait ferries, I was used to a high level of technology on the bridge, and so felt at ease when I was handed my Dell tablet with the Qastor program. Having used it for the better part of the year I am now at a stage where I wouldn’t leave ‘home’ without it!!!

This year’s conference reinforced just how valuable having the PPU’s recording can be to a pilot. There has been a distinct shift from when the greater public viewed our profession with awe to viewing it with cynicism and the ‘horse’ leading the charge has been technology. On my return from this year’s conference one of the first changes I made to using my PPU was activating the audio recording on it. Having done a couple of runs on ships with it on and listening to the play-back, I can see how effective a tool it can be for us pilots. What really stood out to me was the complete lack of any real valuable talk coming from any of the ship personnel; sure its something we know at the back of our minds that there are a lot of bridge teams out there that don’t really support us in our task, but actually listening to the dead silence on their part has been another eye-opening moment.

Having sailed as a Master around the world I can certainly put the port of Bluff up there as one of the most challenging harbours to be piloting into. In the 300-odd manoeuvres I have done so far in my training, and solo combined I have not repeated the same manoeuvre to date. Similar aspects yes, but never the same. I continue to develop and hone my skills on a daily basis and actively try to use technology to help me carry out my task to the best of my abilities, knowing full well its limitations and that at the end of the day piloting has and will always be first and foremost – MARK I Eyeball.

Here’s wishing you and your loved ones a very Merry Christmas and a truly blessed New Year. Soli deo Gloria. (Paul James)

LYTTELTON
The dredge Fairway has been and gone. The channel is now deeper, wider and longer. We have completed our DUKC training with OMC and the Company’s intention is to start handling deeper draft vessels before Christmas. The extended channel requires navigation marks and these are being installed as they arrive from Australia. The days of coming around the breakwater and heading out into darkness are behind us, as were the only aids to navigation available up till now. Staying on board a little longer will take some getting used to, especially last departure after a long day on the water. To thank us for all this expenditure, Maersk are replacing their “L” Class vessels with longer and wider vessels with at this stage a lighter draft.

Our Marine Manager of ten years (George Philips) has left LPC to pursue career opportunities elsewhere. His replacement
is Andrew Van der Bent who brings to the role experience from Holcim New Zealand. His position there was Supply Chain Manager in which he held overall responsibility for their coastal shipping. His first week at work involved attending the recent Pilot Conference so he should be up to date with the issues affecting Pilotage in New Zealand. Our Trainee Pilot Kush Bhandari has left LPC to pursue career opportunities elsewhere. The Pilots feel there is a need for urgency around pilot training but unfortunately no one else shares this opinion. The search goes on as we put our bait in the water. We have had a few nibbles but haven’t been able to land anyone yet.

**BAY OF ISLANDS**

Cruise ships visiting the Bay well under way now. Final numbers ended up the same as last season despite increased numbers on the coast, however there is a noticeable increase in the size. The mid-sized 280m LOAs seem to be being replaced with +300m vessels, which is causing us some issues with fitting two in at once, hence the limitations on how many we can get in in a season!

Lots of technological developments ongoing so we don’t fall behind up North: Northport has just purchased and installed a small but very functional simulator (and recruited some skills to manage it) which opens up close-to-home opportunities to model different scenarios in the safety of a portacabin, in addition to Emergency Training, which I am keen for the PECs to get underway in Whangarei. We have a wave-rider buoy being built in Vancouver that should arrive for the Bay mid-summer. Last season’s prevalent NEs caused quite an issue, so some accurate wave data and improved forecasting is required. These big cruisers are having to be parked further out and stress levels rise onboard, along with the uncertainty of the sea state. The regional council science bods are also excited at the opportunity to add their instruments too, so I took the opportunity to hit the up for some funding support. We have also purchased and now getting used a Channel Pilot PPU, after frequent fog-bound mornings persuaded me it might be useful. Laurence Walkinshaw (yes he is related to George) is settling in as deputy Harbourmaster, and has been working his way through his pilot training. NorthTugz have also been a great help with fitting into the roster: having 4 pilots available is a previously unknown luxury!

We have gone over to an electronic MPX on an Ipad, using freeware which Laurence has done a great job setting-up and seems to be functional enough for our needs. CCTV cameras are now installed on the tender dock, and the cruise ships will be able to see what's happening from the bridge on an App. (there's always an app!). I'm just looking into some weather stations, but funds are stretched and that might have to wait. We have purchased some survey equipment which is presently being Installed on one of our vessels, and recruited two new maritime officers with some great skills so plenty of opportunities to explore. Seasons Best Wishes to you all, and here's hoping for an uneventful summer.  

(Jim Lyle)

**AUCKLAND**

It seems I was a little presumptuous in my previous missive, whilst I was writing about how our rosters were fully manned with unrestricted Pilots, Cherag was rather ironically writing out his resignation letter having succumbed to the temptations of Barrow Island. In a further ironic twist, I had written about our united resolve as a national body of Pilots, not to accept a particular vessel’s ladder arrangement, whilst Tony Hepburn would have been submitting his piece, outlining his own very justifiable reasons for that particular arrangement being quite suitable for the prevailing sea and swell conditions in Tauranga.

I find it refreshing that as we succumb to the ever tightening noose of compliance and uniformity, we can still afford a bit of wiggle room to happily agree to disagree. Pilots, I would have to opine, are a group like no other I know, when it comes to having widely opposing yet soundly backed argument on a single topic. I can further back my opinion with examples from the posse I ride with here in Auckland. Our group of 11 congenial, and for the most part, like-minded individuals,
surely could not appear more different to the long-suffering yet ever obliging team of administrators tasked with the source & supply of our uniforms & equipment. On first encountering us, they are quickly made aware that we are “special people” with some “special needs”. (Any extended inference of special needs they are generally too polite to mention) Our uniform shirts provide a good example, as we all wear white short or long sleeve, yet one individual insists for good reason on having button down pockets with a little slot for his pen (er…actually, that’s me); our boot choices are evenly split between strong ankle-supported lace-up, against quick-to-kick-off slip-ons, and then there’s the sock choice to go with them: some opt for black business thin wool, and others for the thick merino type which would appear to be more suitable to a Bushman or Hunter. Our safety helmets were to be purchased in line with the full face Gecko used by other ports, until one Pilot, possibly due to the shape of his head, and citing the warmer more humid weather conditions, insisted on the cutaway version (you guessed it…me again). I could go on so I shall: some of us insist on wearing a strobe light’ others are not the least bit interested; we are about evenly split on whether it’s safer for the Pilot boat to wait alongside beneath the ladder, or stand off and come-in. Whether to wear your backpack or use a line, citing reasons involving a mistrust of crews’ knot-tying abilities, and their propensity to land the bag on your head against safety concerns (you might find some editorial comment follows this bit…). Whether to use manropes or not, and whether to wear gloves, and if you do, whether the Kevlar or leather riggers gloves are the best for the job. I have observed no two similar personal setup preferences on PPUs: in fact, some are so different, I sometimes wonder if I have the same software! And as I write, debate still rages about the most suitable type of raincoat. These disparate choice options of ours even extend to the fridge in the Pilot Hut. Most of us contribute towards a fund to purchase bread and butter for toast- I say “most”, as some can cite with a certain reason, a better return on investment from their ashtray change…and then it comes down to what to buy! A cursory glance in the fridge reveals to me 4 different types of bread, and five different spreads ranging from full cholesterol butter to some cholesterol reducing chemical compound with a price tag close to the value of my car -yet I have no issue! Long may we remain “special”. Merry Christmas - and keep making the right choices.  
(Craig Colven)

(Ed: Quoting from the Good Practice Guide: “Avoid wearing backpacks or any other device that can restrict inflation of the flotation device. Where there is a risk that backpacks may be worn, conduct a risk assessment and control those risks…”)

NAPIER

Once again I am typing behind the eight-ball, with the scrawny goose flapping and gobbling behind me. I can’t even use the excuse of two fractured wrists any more, as both wrists are out of their casts - but the ‘light duties’ still remain. I believe we had three ports with pilots carrying serious wrist injuries all at the same time. In CentrePort, the film-crew on the bridge of the Majestic Princess probably couldn’t believe their luck with the Napier Pilot carrying out the pre-port Napier briefing with both wrists in casts, when the Wellington Pilot comes on board with a serious wrist splint. It is going to make interesting viewing for the British public when the ‘Cruise’ series is aired in the UK in Jan/Feb next year!

With me out of action for the last 3 months and one other pilot down, our Collective negotiations contained the inclusion of more licenses as we have been operating on an oily rag for some time. This has resulted in a new structure within the team, which has also coincided with our new CEO changing the management structure in the port. We welcome Adam Harvey as the new General Manager Marine & General Cargo. Adam makes up for his lack of shipping knowledge with unlimited enthusiasm and will be relying on us pilots and marine admin to educate him on the magic of shipping!
Carrying on from our September entry, Colin passed all his A-Class simulations with flying colours and as of today is our latest A-Class Pilot. Well done Col, who has achieved a huge amount of project work whilst settling in here and obtaining his current license. Colin is now full-time in the roster replacing Richard who has moved on to greener pastures. We welcome our two new Marine Officers, Mathius Berlin and David Mikkleson; slightly different focus for these guys who will be more ship-focused initially before picking up the project work from Colin. The hunt for a pre-trained pilot continues, and we are down to our final two applicants. Watch this space in our next issue for the successful pilot (hopefully!)

After coming back from another excellent Pilots Conference in Wellington, our collective heads are buzzing with the need to progress the quality and scope of our Passage Planning and how to integrate Napier’s new HD-ENC into our Trelleborg PPU’s. With the NZ Shipping Industry (and Pilotage services in particular) on the TAIC watch list, we need to up our game re Passage Planning and use of PPU’s (amongst other things) to get ourselves off the Watch List. Advanced detailed passage planning to all vessels will eventually become the norm. PPU’s with HD-ENC’s and live tidal feed coupled with our OMC DUKC programme will eventually give us Go/No-go areas, with PPU usage expanded to all vessels not just the big guys. We certainly have a lot of work to do.

The new tug project has moved to the penultimate stage with a shortlist for the team to work on. It was good to talk to the Damen team and Craig Bramley from Sanmar at the conference.

6 Berth simulations have stalled slightly with yours truly out of action and the other guys flat out on ships. Simulations will recommence early in the New Year, with another visit to Smartship. With so much resting on these and future simulations, we are going to hammer the bejeezus out of these runs as the new berth is in a critical position for the rest of the port.

Christmas is coming and this particular goose is not getting fat because its chasing me to finish! Have a Happy Christmas, guys & Safe Piloting from Team Napier. (John Pagler)

INTERISLANDER FERRIES

Having reviewed our PEC Proficiency and Training plans, the requirement is for our PEC holders to be assessed every other year by Licenced pilots to improve the transparency of these assessments within the business, regulators and port authorities. This also encourages engagement and improves professional relationships with port authorities and their licensed pilots.

Our PEC Annual Assessments are well underway with a few more to complete prior to year’s end. On the Wellington side, we have Captain Chris Davies from CentrePort assessing our PEC Masters and Mates. Captain John Davis is currently working his way across our fleet assessing our Marlborough Sounds and Tory Channel PEC holders.

This has been a successful partnership between Interislander, CentrePort, Port of Marlborough and the pilots involved. The Pilots have provided us with an outside assessor’s overview with valuable feedback on our pilotage practices, passage planning and BRM.

(James Mariner)

MARSDEN POINT

Back from the NZMPA conference, I am still thinking Wow! That was so good. It was a good opportunity to catch-up. Good to see most ports very well represented. Cruise and Holiday season is upon us now, and into the future. The newly-designated land for a Marsden Point Link to the North-Auckland line project will require $130M from the infrastructure fund to get the project going!

Spring has bought in unsettled weather. A fumigation restriction in Tauranga has pushed more log ships our way. Watch this space for berth expansion plans.

Safe piloting to all. (Kirit Barot)
NZMPA 4th Biennial Conference Wellington 2018

Ravi Nijjer’s Reflections on Training & Practices in Today’s World

It came as no surprise when NZ Transport Accident Investigation Commission (TAIC) placed ‘Navigation in Pilotage Waters’ on its Watch-List on 11th October 2018.

Pilotage is an issue for international agencies… Our peer organisation, the Australian Transport Safety Bureau has placed maritime pilotage on their SafetyWatch, the equivalent publication to the WatchList. The series of recurring incidents involving standards of bridge management that do not meet industry standards, and the presence of the problem in other jurisdictions, suggests that this is a safety issue that needs attention from the regulator, operators, and training providers.

By conducting a close analysis of marine accident reports from New Zealand and overseas, the issue of recurring accidents on ships under pilotage had been recognised by NZMPA well before the TAIC announcement. It was understood that most accident reports over the previous two years had been compiled from incontrovertible evidence obtained from recordings, thus representing a radical breakthrough in maritime accident investigations and the move to an evidence-based world and the Age of Big Data. Previously, shipping had operated with a high level of anonymity. To maintain credibility in this operating environment, a transparent approach is the only option. It was acknowledged that pilotage could now be put under scrutiny as never before, something for which it was unprepared.

On 13/14 June a presentation ‘Is Pilotage Ready for the Age of Big Data’ was made for a group of pilots, Maritime New Zealand (MNZ), and TAIC in Wellington. After the meetings it was decided to make ‘Preparing Pilots for the Age of Big Data’ the keynote presentation at NZMPA 2018 and invite contributions on this theme from TAIC, MNZ, Air New Zealand, CAA NZ, r2a, ShipLaw, LINZ, Wrightway, Paul Stanley, Peter Dann, Carnival Cruises, Princess Cruises and RCCL. In order to develop an action plan it was decided to conduct two days of seminars immediately after the Conference.

Further meetings were conducted in Wellington on 28 August and 28 September to consolidate and refine the aims of the Conference and Seminars. The aim of the Conference was to establish a foundation for developing an approach to safety in pilotage that addressed the issues raised by recent evidence based accident reports. The presenters at the Conference stuck faithfully to their brief, something that was noted and deserves our appreciation and thanks. All the Conference presentations are available on the NZMPA Website nzmpa.org. To get full value, keep to the sequence: http://nzmpa.org/wp/Conference/discussions-on-presentations/

Recent evidence-based marine accident reports show that there is a difference in perception between pilots and accident investigators. Evidence from recordings shows that pilots, consider visual navigation, local knowledge and their intuition to be sufficient. Accident investigators consider that in addition to passage-planning, the PPU, BRM and the ship’s equipment be used. Ironically, post-event, investigators have used the PPU and ship’s equipment to reconstruct the events that led to the pilotage accident. The basic fact is that the present system of pilotage in practice is not commensurate with what can be expected with today’s technology, emergent pilotage techniques such as controlled-turns and widely available knowledge on safety. Most recent accidents have occurred during turns. In short the system is not fit-for-purpose. In essence it boils
down to 'Whichever way pilotage is conducted, it has to be able to withstand the level of scrutiny that is possible with today's technology.'

When the above statement was presented to Rob Buck in January he responded with 2 key questions “What does this look like in practice? Is anyone doing it?” The answers to Rob Buck's first question must emerge from NZMPA 2018 and the Seminars. They need to be documented as ‘good practice’ and embedded in a fit-for-purpose Pilotage Operations Safety Management System (POSMS). So far as I know, no one anywhere is consciously conducting pilotage in a manner that can withstand the level of scrutiny possible today. In New Zealand, based on John Barker's and John Pagler's presentations at the Seminars, Auckland and Napier are probably closest.

Chris Rynd (recently retired Cunard Commodore Captain) in his presentation at the Seminars following NZMPA 2018 noted a critical change over the period covering his long distinguished professional career; "the change from visual navigation verified by electronics to electronic navigation verified by visual observations". This is the leap that pilots need to take to pass the relevancy test in today's world. Electronic navigation cannot be conducted without a pilotage plan. As a first step, pilots need to learn how to prepare a fit-for-purpose pilotage plan that includes turns and which must also pass the facilitation of challenge/intervention test by the bridge team and then learn to pilot to the plan. With ever-bigger ships and the consequent reduction in safety margins, pilots need to make the shift from the traditional pragmatic approach to a precision-based approach with pre-determined parameters. As a first step, we have to admit that we are dealing with a situation for which there are no ready-made solutions. The Conference and Seminars were aimed at providing the foundation for stimulating and energising pilots into seeking, developing and implementing the required solutions. To have reached this stage is itself a big achievement.

Post-Conference and the Seminars, the strategy now is to determine what needs to be done immediately followed by the short, medium and long-term. NZMPA is working on this and is covered in the President's report. As professionals, it is the duty of pilots to be in the forefront of evaluating any technology that affects their profession: pilots cannot continue to dismiss new technology as a hindrance and unnecessary intrusion, then rationalise this attitude either by citing isolated instances of equipment breakdowns or implied loss of job satisfaction. The power of the new technology is far too compelling to ignore. Caution is healthy but an overly negative attitude could lead to a diminished status initially followed by irrelevance further down the track. It is incumbent on pilots to approach the implementation of the new technology with an innovative mind and use the technology to advantage. To achieve this, pilots must be able to conceptualise as well as implement the use of the aids that advanced technology has given us but always keeping in mind the common sense caution of good seafarers. It has all been said before by one of the greatest thinkers of the 20th century, Alfred North Whitehead:

"The foundation... of all understanding of human life - is that no static maintenance of perfection is possible. Advance or decadence are the only choices offered to mankind. The pure conservative is fighting against the essence of things."

Few services have as distinguished a record as that of the pilotage profession. Even so, if we are to make sense of the future we must reflect on Professor Whitehead’s warning. I believe NZ pilots are in a unique position where they can lead the shipping industry in developing and implementing modern approaches to safety and raise professional standards. To consolidate the outcomes of the Conference and Seminars a series of articles will be commissioned from the presenters and will appear in THE PILOT under the heading of MODERNISATION of PILOTAGE.
The TAIC “Navigation in Pilotage Waters” Watchlist Item and Why Marine Pilots Should Welcome being Part of It.

The Transport Accident and Investigation Commission (TAIC) report on navigation in pilotage waters is a general observation on, as it states, navigation in pilotage waters, not specifically on marine pilots and pilotage. It states that “[TAIC] has recently inquired into several incidents in pilotage waters that have resulted in groundings or contact with objects”. In itself that should not be altogether surprising in that the ground and other objects are generally a lot closer to ships’ hulls in pilotage waters than other parts of the planet navigable by ships. However, if there is a perceived or actual increase in the number of occurrences then this should be highlighted, which is just what TAIC is doing by making it the subject of a watchlist. It can only be hoped that the subject stays the subject of watchful eyes for some considerable time to come because it is not going to be a quick fix.

In enunciating the problem further, TAIC says that “Deficiencies in bridge resource management, an international standard for ensuring the safe navigation of the ship, have been a feature of these incidents”. And in this sentence, they have probably captured the essence of the whole problem. TAIC have highlighted BRM deficiencies, which have been hidden in plain sight since the early 1990’s and in fact a lot earlier, since BRM in its earliest manifestations has been around since the end of the Second World War. As it says in the background section of the report, “The maritime industry adopted ‘bridge resource management’ as a safety and error management tool in the early 1990’s. It has since become an integral part of crew training and is included in the International Convention on Standards of Training, Certification and Watchkeeping (STCW) developed by the International Maritime Organization. The same regulatory body in fact, that governs ‘safe-manning’ certification (under SOLAS Reg 14 chapter V), which precludes the ability of the vast majority of commercial shipping from being able to implement the kind of bespoke BRM that we see on top-end cruise vessels that need to crew for what they do, not merely to ensure minimum compliance with a regulation. Is it then, perhaps fair to say, that minimum-manning requirements ergo the regulations governing them, are insufficient to enable crews to conduct BRM to the standard required by the same regulatory body? If this is so, maybe that is because compliance with minimum-manning is easier, and as it turns out cheaper, than complying with BRM standards. It is also easier to demonstrate and check on compliance by quantitively counting heads against tickets in port than by qualitatively assessing BRM compliance by observing bridge teams in action at sea in pilotage waters.

Maritime pilots should welcome the direction TAIC is trying to take this issue. The watchlist is not aimed at maritime pilots’ pilotage per se but at ships navigation in pilotage waters, which ipso facto mostly involves a maritime pilot. Perhaps assisted by the inherent long-term lack of BRM on most bridges, maritime pilotage standards of work have become quite high, as have the associated expectations. This is due in no small way to the efforts of the likes of Ravi Nijjer, the maritime colleges, some port authorities, pilot organizations and numerous individual pilots keen to push the boundaries of professional standards still higher; a culture of continuous improvement evident in all quality professional organizations.

TAIC and associated investigative bodies will hopefully push their recommendations hard at the hard-of-hearing wider shipping industry since it is an industry-wide issue, not just for pilots who merely service that industry. It will have to be a long-term effort to counter a long-standing problem that has taken a long time to come to the fore.

And as a final thought: despite being part of an important TAIC watchlist topic, pilots continue to, and will be expected for the foreseeable future to continue to pilot ships, which are for the most part non-compliant with industry standards. Please advise?
The “Modern Regulator”

By Maritime NZ Director, Keith Manch

It was a pleasure to speak at the New Zealand Maritime Pilots Association Conference last month – thank you for the invitation. I spoke about the concept of the “modern regulator”, working together, safe transfer good practice guidance and a new website landing page for Masters of foreign ships visiting New Zealand.

Before I give you more detail about my presentation, it is useful to think about comments by the speaker who followed me - maritime law expert, Captain Ambrose Rajadurai. Captain Rajadurai commented on the different roles of the Transport Accident Investigation Commission (TAIC) and Maritime NZ, and pilotage being put on a safety watch list in both New Zealand and Australia.

“TAIC seeks to affect change for the better through ‘education’, which requires active and genuine acceptance and reaction from the target audience – carrot,” he said.

“The regulator’s [Maritime NZ’s] duty is to regulate by enforcing the law – which includes investigating for breach of the law and if so taking action in accordance with the legislation – stick.”

“The declaration by TAIC in New Zealand and the ATSB in Australia that pilotage incidents are being placed on safety watch is arguably a declaration that the carrot approach is proving futile and that the stick needs to be more robustly wielded to achieve appropriate reaction.”

Given those comments, I would like to expand on how Maritime NZ sees its role. At the conference I used a quote from the Deputy Chief Executive of the Australian Maritime Safety Authority (AMSA), Gary Prosser, from when he spoke at the AMSA Nav18 symposium on the Gold Coast earlier this year:

“A modern safety regulator can be characterised by its earned autonomy approach to regulation, consistency in decision making, being transparent, responsive and communicative, openness to co-regulation and its ability to strike a balance between goal-based and prescriptive regulation.”

That description is made up of five parts, and I will give Maritime NZ examples of each:

- “Earned autonomy approach to regulation” - Operators who demonstrate good performance (i.e. low risk taking) receive less attention/compliance burden.
- “Consistency in decision-making” - Maritime NZ’s Compliance Operating Model and decision making framework drive this.
- “Being transparent, responsive and communicative” External communications, Official Information Act, funding review consultation, working with NZMPA.
- “Openness to co-regulation” Port and Harbour Marine Safety Code – a significant example of partnership and co-regulation.
- “Ability to strike a balance between goal-based and prescriptive regulation” Maritime NZ works with the Health and Safety at Work Act (which has safety as a goal) together with the Maritime Transport Act (which uses prescriptive rules and regulations).

Working together with the NZMPA is part of Maritime NZ’s approach as a modern regulator. The experience and knowledge of the people and organisations in a regulated industry are important information for the regulator. Likewise, the industry understanding the regulator’s role and approach is important for compliance.
Maritime NZ actively engages with NZMPA and marine managers who employ pilots. This includes professional education, sharing regional, national and international information about incidents, technology and ways of working, and regular meetings of senior staff.

The *Healthy and safe transfer of maritime pilots: Good practice guide* is an example of Pilots taking ownership of their health and safety at work and our organisations working together in a practical way to improve safety. NZMPA developed the guide after an incident in Bluff when a Pilot fell off a ladder and landed flat on his back on the deck of the Pilot boat. Maritime NZ provided editorial assistance and endorses the guide that was launched at the conference.

[www.maritimenz.govt.nz/masters](http://www.maritimenz.govt.nz/masters) is a new landing page for Masters of foreign ships visiting New Zealand. They can easily access information they need about New Zealand law and ports before they arrive.

The information is not created by Maritime NZ; the page links to the information provided by Land Information New Zealand, ports, and others so ships can access what they need:

- Information to make safe, secure, and clean passage through New Zealand waters
- Information about each port they will visit
- Information to comply with all New Zealand’s law that applies to them.

Speaking at your conference was a good opportunity – gratefully accepted – to continue developing our organisations’ relationship and understanding. I could not stay for the whole conference but many of Maritime NZ’s senior staff did. Thank you for having us there and for your questions and discussion. Our engagement helps improve safety in our country’s maritime industry.
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