



The New Zealand Pilot

Volume 36, No.5 - December 2022



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The New Zealand Pilot

Nau mai hoki mai

Welcome Back! Conferences and AGMs are back, hallelujah! If there's one thing I've learned since the start of the pandemic, it's that there is no substitute for face-to-face human interaction. It was great to meet old friends again and get to know some of the new faces around the New Zealand coast.

Our conference theme – Optimising pilotage, the case for due diligence, opened the floor for all the participants in pilotage operations to interact and put forward plans, opinions, and arguments as to where our industry should head and what might be the pitfalls along the way. The conference also forged new international ties with pilots from the Pacific Islands of Kiribati, Samoa, Tonga and Papua New Guinea as well as renewing old ties with Australia and Hawaii.

The workshops have given the executive some great feedback for the revision of our existing Good Practice Guides and the formation of the next. The AGM produced an additional new executive member – Matt Birdsall from Port of Tauranga. We include a special article on Matt and his motivations for getting involved. The AGM discussions also gave the executive a mandate for constitutional change. A completely rewritten NZMPA constitution will be circulated to the membership for ratification in the New Year.

All in all, it was a good week's work.

So why the question on the front cover? Exploring the theme of diligent pilotage at the conference raised questions on risk and how we manage it. Effective risk management was at the heart of presentations from keynote speakers Richard Robinson, Antonio Di Lieto, and Ravi Nijjer. In this edition you will see two articles written in NZ that highlight changes in thinking in this space.

Ed Ver Beek writes on the effective communication of ship characteristics between Master and Pilot. Although written to encourage Masters to communicate well with pilots, it also serves as a guide to pilots on the questions they should be asking on boarding.

We also include more fascinating insight from the NZ Shipping Gazette journalist David MacIntyre on the strategic developments at our northern ports, as well as a good crop of updates from our pilot correspondents in Ports of Call.

Finally – a huge shout to past President Steve Banks for his unwavering dedication to the Association for the last 6 years. A true living legend, he has just stepped back from the role of Secretary, but will continue to be an active contributor to the Association and help maintain ties with our sponsors. Here he is pictured with President Paul James at the Auckland AGM receiving honorary life membership of the Association for his efforts. Good on ya Steve!



We hope you enjoy the read. As always, please contact any of the executive members listed within if you have any questions or opinions you want to share.

Nga Mihi

The Editorial Team

Matt Conyers & Colin Sellars





Paul James Bluff Pilot, NZMPA President



The Channel:

An update from the NZMPA President

Kia Ora

Our conference in Auckland was an amazing success. I would like to start off by once again, thanking our hosts POAL and co-host NorthTugz.

Our titanium Sponsors: Navigatus Maritime and OMC International.

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Without their support our conference would not have happened.

We have had an amazing team up in Auckland that did the hard yards to make this possible, so a special thank you to Peter Wilyams, Matt Dundas, Holly Clayton, Nigel Meek, Craig Colven, Ed Ng and Damian Smart who were closely supported by Steve Banks.

I would also like to thank Ravi Nijjer, Antonio Di Lieto and Bob Hubble for their valuable time and effort in the guidance to help put this conference together and a special thank you to Antonio for accepting the invite to be our keynote speaker.

I'm not sure if everyone has heard of this often-quoted curse "*May you live in interesting times*", I'm not quite sure as to who the credit goes to for this, but it's likely they had a magic 8 ball and knew what the last 3 years would look like!

While the world and media focused on covid 19 and end times – pilots here and around the globe kept world trade going. Seafarers in general are a unique breed of highly adaptive individuals. Anyone who has been out at sea knows exactly what I mean, and I personally am honoured to be part of this historic profession.

Emotions aside, the world as we know it has changed, and that change has been accelerated in the past couple of decades with the advancement of technology. It's not that seafarers of old weren't held accountable it's just that they didn't have big brother watching over their shoulder from the sky judging their every move. That, however, is the reality of the world we live in today - greater progress in technology has brought about a demand for greater accountability. We as pilots find ourselves in the forefront of this "age of accountability" because of the high risks associated with our jobs and the consequences of the outcomes when things don't go to plan. The Jolly Nero is a prime example of this and Antonio's book on the incident is certainly engaging and thought provoking to say the least.

Antonio's book was released around the same time we had started planning for this conference. Our original theme was on optimisation of pilotage for the future, and after reading Antonio's book, it was clear we needed to address what due diligence meant for pilots thereby optimising pilotage.

Due diligence can be legally defined as "*the care that a reasonable person exercises to avoid harm to other persons or their property*"

The origin of the term due diligence stems (dates?) back to the 1930s, though the practice was most likely already in action during the mid-fifteenth century. The legal term originally comes from the US, where the process is referred to as '*reasonable investigation*' in the US Securities Act of 1933. Due diligence is a process or effort to collect and analyse information before making a decision. It is a process often used by investors to assess risk. We then need to apply this in pilotage if we are to withstand scrutiny in a court of law.



Due Diligence can be categorised as *'hard'* or *'soft'*:

- *Hard due diligence* as defined by financial experts is concerned with the numbers and data. This can entail fundamental analysis and the use of data to get a grasp on a company's financial position and make projections into the future. This type of due diligence can also identify red flags.

Translating this into an act of pilotage, hard due diligence would refer to the risk assessments carried out by individual ports, for example, wind limits, vessel size limits, tidal limits, types and number of tugs etc. However, hard due diligence, which is driven by facts and legalities, is susceptible to rosy interpretations by those focused on a financial outcome. Soft due diligence acts as a counterbalance when the numbers are being manipulated or overemphasised.

- *Soft due diligence* is a more qualitative approach that looks at aspects such as the quality of the management, the people within the company such as tug masters, launch masters, lines handlers, shipping agents, and the crew onboard the ships. There are indeed many drivers of a successful act of pilotage that numbers cannot fully capture, such as bridge team relationships, bridge team culture, leadership onboard the vessels etc. When things do go wrong, it is often because the human factor is ignored.

The International group of P&I Clubs published a 20 year report with data between 1999 and 2019 for vessels under pilotage. It covers a total of 1046 incidents in that time period which resulted in liabilities in excess of US\$1.82 Billion. The yearly average works out to 52 incidents which equates to one incident a week with an average cost of US\$1.74 Million per incident. The report also notes that while the overall costs are substantive, the number of incidents is very small in comparison to the number of acts of pilotage undertaken a year.

In several incident reports, I have seen the phrase *'Situational Awareness'* listed as a cause; or more specifically, a *"loss of situational awareness"* – by a pilot, tug master, line handler, deck hand etc. This term has become overused and misused; it's often a shortcut to

saying that someone didn't pay enough attention or, was careless. In some cases, this has unfortunately led to inappropriate blame and punishment at the expense of real learning. *"Loss of situational awareness"* has almost become a different way of saying *'human error'*. As the late, great Trevor Kletz said – *"Concluding that incidents are due to human error is about as useful as stating that falls are due to gravity. The same could be said of situational awareness"*.

There is some debate as to how useful the term *'situational awareness'* is within incident investigations. Sidney Dekker (2013) warned that care must be taken in the use of this term, and stated that:

"loss of situational awareness' is analytically nothing more than a post hoc judgment that says we know more about the situation now than other people apparently did back then" – Anyone who has seen the miracle on the Hudson will know what a practical example of this statement looks like.

There is a danger that a loss of situation awareness becomes a convenient explanation in accident investigations; when in fact, on its own, it explains very little. The use of this term should be a prompt to investigate further. If we're going to use this concept in our incident investigations, we first need to understand why situation awareness was *'lost'*, in order to gain a richer explanation of what went wrong and why.

This can only occur if a company supports a just culture.

A *"Just Culture"* is one where it is understood that competent people make mistakes. In discussing this concept, the authors, James Reason and David Marx, urge us to distinguish between three types of behaviour – Human Error, At-Risk Behaviour, and Recklessness:

- Human Error: This is inadvertent. It is argued that the best response is not punishment but consolation.
- At-Risk Behaviour: This arises from poor decision making, which suggests the need for coaching.
- Recklessness: This involves consciously disregarding risk and calls for sanction.

In a just culture that encourages reporting, individuals will feel more inclined to be open and honest with incident reporting which in turn will help a company identify leading and lagging indicators.

If a leading indicator informs business leaders of how to produce desired results, a lagging indicator measures current production and performance. While a leading indicator is dynamic but difficult to measure, a lagging indicator is easy to measure but hard to change.

A leading indicator is a predictive measurement, for example; the percentage of jobs where one tug was used for a job is a leading safety indicator. A lagging indicator is an output measurement, for example; the number of accidents/alisions that occurred where one tug was used is a lagging safety indicator.

The purpose of good quality data gathering is quite simple – we must be able to measure work imagined which is your safety management systems or procedures versus work done i.e. the actual act of pilotage. Only when we are able to achieve this, will we be able to have a safety management system that is alive and has procedures that are aligned with what actually happens on the water. When we do this, not only will we have a robust system in place with sufficient barriers to prevent

human error, we will also have addressed snooks theory on practical drift.

We often find inspiration in the strangest of places, and so in closing, I would like to share something I have found very useful. I am not sure how many of you would have watched an American TV Serial called SWAT - it's what Sergeant Daniel "Hondo" Harrelson (played by Shemar Moore) says when his team of highly trained officers is about to enter into a dangerous situation.

"Stay Liquid Fill the Gaps"

Simple words yet profound.

Here's what I think it means - It means be flexible. Be ready, willing and able to adjust on the fly based on what the situation calls for. Don't get so convinced that a manoeuvre will go a certain way that it causes mistakes. Adapt to your environment AND accomplish the task.

LIQUID is the perfect visual. It does just that.

That being said, pilotage as an operation is not up to the individual pilot only – it must be a seamless integration of all stakeholders involved for it to be successful.

Soli deo Gloria





Matt Birdsall

**NZMPA Executive Officer
Port of Tauranga Pilot**

Meet Your Executive

Port of Tauranga Pilot Matt Birdsall was nominated by his peers and duly elected to the NZMPA Executive at the AGM in Auckland in November

He is a strong addition to the team – being a young and enthusiastic pilot from the largest port operator in New Zealand. Initially, he has been given the role of sponsor liaison, so he will engage directly with equipment manufacturers and other sponsors.

For those of you who don't know Matt, we asked him a few questions about his life and career to date. It's a fascinating read...

Describe your first trip to sea? What type of ship was it and where did it trade?

I've actually had quite a mixed bag when it comes to my seafaring career, and what I would call my first trip to sea, wasn't actually aboard a ship.

My first paid role aboard a vessel was when I was 18, as a deckhand on a 60ft Whale and Dolphin watching catamaran that had just started in Auckland. Here I managed to gain enough seatime to attain my first seafaring license, an Inshore Launch Master 500t.

Following this I worked for the British America's Cup team in 2003, and was invited by the team owner to return to the UK, and offered a position aboard his new 115ft Offshore Race yacht Sojana. This is what I would call my first true trip to sea as a mariner, as it was aboard this yacht that I first sailed offshore from the Isle of Wight to the Canary Islands, where we spent months completing sea trials and sail testing, before my first Atlantic crossing, which was an attempt to break the monohull transatlantic sailing record at the time.

Following a couple of years overseas racing Maxi yachts, I came back to NZ bouncing between America's cup yachts, Offshore yachts, charter boats, and driving the odd ferry. It was during this period that I decided to pursue a professional seagoing career further, and that higher maritime qualifications/licenses would be required. Into the NZ Maritime school I went, looking to sign up for the next Offshore Yacht Master course. As far as I was concerned and knew at the time, this was

a "big" ticket. Well the plan changed after speaking to Kees at the school, and at the ripe old cadet age of 24 I signed up and started my Cadetship, and managed to gain a cadet position within Carnival cruises.

My first true ship that I went to sea on was the cruise ship P&O Aurora, with Atlantic crossings UK to North America/Canada, then the Caribbean, and eventually down into South America. Off to the Diamond Princess next on a regular LA/Hawaii run, and finally wrapping up my cadetship on the Sun Princess, on Aussie/Asia runs, and then into a world cruise.

Talk about mentors or role models you have sailed with? What did they teach you? Are you still in contact?

I was very fortunate that when I first started as a deckhand I also met my first maritime mentor, an ex Police Launch Skipper, who set me up with an excellent foundation of good seamanship. Although he could be a bit of a ball breaker and would work me hard at times. It was his high standards and unwavering expectation, that at all times everything must be done *"in the best practise of good seamanship"*, and following it up being an excellent teacher, that this foundation was laid.

A couple of the things he said to me when I first started learning to berth the boat with passengers, has always stuck with me my whole career and has certainly become more important than ever now I'm into a career as a Pilot.

"...Never underestimate how important your approach to a wharf is, given weather and tide. If you cock up the approach, the wind or tide gets you, don't try and force it, bail out, come back around, and start again.... yes it may take more time, but when the passengers get off, they'll never remember how long it took for the boat to come alongside, but they'll sure as hell remember if you smash it into the wharf...."

” ...and on that one, always approach the wharf at a speed that you’re happy to hit it at. One day you’ll go astern to slow down or stop, and nothing will happen.”

While on the Superyacht Sojana, we had a new first mate join, who would turn out to be one of the top Ocean Racing sailors in the world. As I was still new to sailing offshore and racing Superyachts, I wasn’t going to miss an opportunity to understudy a Mariner with his knowledge and experience, so I tagged on to him, where he always took the time to teach me more advanced seamanship, Ocean meteorology and navigation, and leadership. He was also an excellent role model due to his work ethic, professionalism, and leadership style.

There has been a couple of Captains I’ve sailed with during my years in the Offshore industry that I learnt a lot from when starting to drive bigger vessels, and now good mates with one of them who I regularly catch up with.

Neil MacKeen has also been a fantastic Role Model / Mentor from when I began my Pilotage career in New Plymouth. Spending a lot of time alongside him in the office, car to and from jobs, on the wharf, and onboard as a trainee pilot, what I really picked up on, was the respect and “mana” he had around the port and its community. I could see how developing and becoming a good pilot isn’t just ship in, ship out. You also need to put time and effort into your working relationships within the port, with both internal and external customers, never bullshit these people, and treat them with respect. I even had a notebook called “*Shit Neil says..*” where I would scribble down all the little nuggets of gold that he would say every now and then, from piloting in general, port specific piloting tips and tricks, and everything else that was going on around the port.

When did you decide that you wanted to be a pilot and why?

I’ve always enjoyed close quarters manoeuvring and berthing on all the vessels I’ve been aboard over the years and when you absolutely nail it, I find it one of the most satisfying aspects of being a seafarer. It was first on my radar towards the end of my cadetship when we were in Alaska and had pilots on for extended periods, which meant I was able to have a few chats with them. The view at this time was more of a vague distant goal, an option later on in life if I ever wanted to be closer to shore. Then driving larger and larger super yachts, I was really starting to enjoy vessel handling more and more, and once I was in the offshore with my first ship not being a DP vessel, we had a lot of time manual driving and in turn I became hooked on ship handling.

Joining subsequent offshore ships as they arrived on the coast meant that we were regularly taking pilots, and this was where I finally got to have a proper chat with the guys down there about what it was like being a pilot, the pros and cons etc... and the what the path to piloting in NZ would be, and how best to get there.

Although still seeming like a long shot, Piloting then seemed like the perfect direction for me to pursue, both from a job satisfaction point of view, but also as a way to be at sea without having to go away for weeks or months at a time. This was when I started to put a proper plan in place to get my Mate’s, and Master’s license, and look at leaving the offshore industry to join some other vessel types and try broaden my experience base of ships.

Was the transition from Master to Pilot difficult for you? Do you miss anything from your sea going career?

With the additional paperwork and email requirements and demands that were constantly growing aboard each year, and a few MUNZ moments over the years, I was happy to leave that behind and get cracking into trying to get a pilot role anywhere in NZ.

I do miss the super yachts the most, but that’s primarily due to the large travelling and lifestyle component, but back to seafaring basics, I miss a good 4–8 watch, open ocean, good weather, low traffic density, and a cracking sunrise or sunset, and no VSAT or fleet broadband coverage so no office emails. Definitely miss the international travel, and that feeling of arriving into another country by sea.

What motivated you to volunteer for the executive?

I’ve always wanted to get more involved and try put something back into the Maritime industry here in NZ once I had settled into a stable role and would have the time/ability to be able to contribute properly. Now coming close to gaining an ‘A’ License here in Tauranga, has meant a bit more mental capacity and time has freed up as a result of slightly fewer training demands and distractions, and with the Tauranga Pilots all coming back into the NZMPA, it seemed like the timing was right to see if and what I could do to contribute at a meaningful level.

I believe I could also help represent and liaise well with the younger, and newly licensed trainee pilots still working up the license ladder, due to having recently

come through two rounds of Pilot training over the last few years, in Port Taranaki and then here in Tauranga, I can easily relate to any concerns, queries, or requests, that they have during this stage.

If you could magically change two things in the maritime industry today, what would they be?

Increase the minimum manning levels onboard ships, and prevent shipping companies from continuing to reduce the number of crew each time they submit their certificate applications. I'm regularly seeing and hearing from Captains and crew, that they're tired and just don't have enough hands onboard, and regularly struggle with maintenance, cargo operations, and then enough crew on deck for mooring while trying to comply with hours of rest requirements.

I believe that this one change alone could have a massive positive effect on intentional shipping. It would increase the quality of life onboard for crew making it easier to attain quality rest periods, which would not only reduce fatigue, but create more opportunities to go ashore when in port, instead of having to go straight to bed after their shift on deck or on watch.

It should also make it easier for ships to carry out better routine maintenance and repairs regularly, which has to benefit us as pilots also.

The government allocation of money for MNZ to increase, to allow them better resourcing and staffing across the board. Has to be a good thing for all.

What do you enjoy in your time off?

I've definitely got a problem with Motorcycles. Easily my main passion, hobby, and sport, although I haven't got back into circuit racing on the big bikes yet following Covid.

I'm into all things to do with bikes, from building vintage early 1950's BSA Bantams, trail riding dirt bikes, sport touring and Superbikes with a couple of Ducatis, to Road/circuit racing on 150cc "buckets" and in the super sport class on a Triumph Daytona 675.

I used to do a lot of surfing and sailing as well, but bikes have definitely taken over as priority one as the years have gone by.



Tell us a little about your home-life and family background?

My wife Bridget and I moved from the mount out into the countryside about 18 months ago, for a bit more space, with my wife Bridget having a farming background and wanting some stock of her own, and me needing a large shed/workshop so my motorcycle problem was a bit more manageable and didn't look quite so bad. It wasn't the original plan, but as we both love old villas, we ended up with a bit of a project house/ice box in an 1890's - 1900 Kauri Villa. Fingers crossed we can get the full renno kicked off this Jan, and completed before winter rolls around again!

No kids as yet, but theres' a Grey Burmese Cat and two Angus Steers running around the place to round out the family here, however the latter two are destined for the freezer at some stage.

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Luke Grogan

Ex-Marlborough Harbour Master & Port Marlborough Pilot

The Key Principles of Marine Risk Management

It seems to me that human beings are natural and exceptional managers of risk. Sure we may eventually succumb to existential risks of climate change, artificial intelligence or nuclear winter but at least until then, our risk management skills will remain second to none.

Whilst other species are constrained to a simple flight or fight response when faced with a threat, we humans are able to utilise our big brains to select from a wide range of response options. Our imaginations give us the ability to perceive risks ahead of time, anticipate their impact and develop ways to prevent or limit harm.

Likely this ability to manage risk is what directly facilitated our rise to the top of the food chain. Once our ancestors realised they could pre-empt the proverbial lions return to the village our eventual dominance of the natural world was virtually assured. And since then, our effective management of risk has enabled us to inhabit every corner of the earth and develop complex social systems that allow us to survive and thrive almost everywhere.

Yet our advance has come at a cost as evidenced in our awful record of missteps, accidents, and associated human suffering. But while once these accidents were simply considered *'the price of progress'* that type of thinking is not acceptable in today's society. Within the maritime space a regulator has long since been appointed, the rules well defined and our obligation to *'manage risk'* made very clear.

To that end, the *'Key Principles of Marine Risk Management'* was compiled as part of the ongoing effort of the Port and Harbour Safety Code to provide support, material and guidance to any person or group charged with marine risk management responsibilities in New Zealand Ports and Harbours.

As its title indicates, the document identifies specific key principles of marine risk management that can be widely applied. It does not promote a single risk management methodology, process or tool but instead suggests that in any given context, a wide range of risk management processes can be effective if the key principles are properly applied. As the document notes;

'Giving effect to the principles can occur alongside the methodology for risk management being employed by ports and

harbours. Wide scale restructuring of existing systems and processes is neither expected nor desired'(the Key Principles of Marine Risk Management).

So what are the key principles?

Clearly this question is best answered by reading the Key Principles document that is freely available online and easily findable with a quick google search. However as a starting point, this article seeks to explain two of the Key Principles that may be particularly useful to new readers and there is a summary list of all 6 key principles thereafter.

The first key principle worth highlighting is **Principle 2** – *'tailored risk assessment'*. This principle states that *'the form and effort of risk assessment should be tailored to match the extent and significance of the risk'*.

This implies that additional risk effort beyond what is necessary is likely to be unhelpful to the risk management process, expensive and detrimental to the development of a healthy risk management culture in the workplace. Lighter effort may be all that is required when the risk of harm is minimal or existing risk controls are adequate.

A risk manager that notes a glazed over look in a colleague's eye at the mere mention *'risk assessment'* or senses that health and safety meetings are perceived by the team as *'a waste of time'* would do well not to simply assume *'bad attitudes'* and instead, review whether or not the risk management efforts required of the team are justified and fit for purpose.

Properly tailoring the *'form'* of risk management practices can also help to ensure that the common mistake of confusing *'risk reporting requirements'* with *'risk management practices'* is avoided. Persons responsible for tasks that serve to directly control risk need the necessary time and space to do this work and it is unhelpful if this is compromised by undue reporting responsibilities.

Of course, risk reporting remains an essential part of the risk management framework (note how it feeds into Principle 5 – Evidence Based) but the boundary between risk management and risk reporting must be clear with both tasks adequately resourced. Health and safety teams should take the lead in designing, implementing and managing risk reporting requirements but aim to facilitate rather than dictate decisions about directly managing or controlling risk on the front lines.

This brings us to the second principle worth highlighting; **Principle 3 – ‘Collaboration’**. This principle recognises that people with real and relevant expertise and experiential knowledge need to be directly involved in risk management practices if effective risk management outcomes are achieved.

Collaboration broadens the knowledge base informing our risk management efforts and enables us to pursue risk management strategies that are resilient to human failure. Recent studies in behavioural psychology and similar disciplines have shone a bright light on the weakness that arise in all humans as a result of inbuilt heuristics and biases and this has been well described in pop science books such as *‘Thinking Fast, Thinking Slow’* by *Daniel Kahneman*.

But although the research is new, as a species we have long understood the fallibility of the individual and developed exceptional collaborative and co-operative abilities in response. At our core, we are social creatures and natural collaborators who intuitively understand that the best results come from working together.

Note here that effective collaboration in risk management does not have to be as onerous, convoluted or complex as is often assumed, especially by those who may have spent time working in or observing local or central government practices. As per Principle 2 collaborative efforts can be tailored to suit the context of the specific risk management issue and something as simple as a brief chat between two colleagues may be all the consultation required to reach an effective outcome. At the other end of the spectrum, there will be times when intensive collaboration with multiple stakeholders is necessary.

Finally, it is important to recognise that the decision to collaborate does not oblige risk managers to forego their power to make a final decision as to how a risk will be quantified and controlled. Nor is it necessary to reach agreement on these matters. Rather, collaboration is a way of enabling risk management ideas and strategies to be exposed to challenge and critique so as to benefit from

the collective mind and imbue a greater degree of rigour into risk management practices. Risk controls that a) work and b) demonstrate a level of risk effort in line with broader societal expectations (see principle 6 Social Licence) are far more likely to result.

Do take the time to read the Key Principles or Marine Risk Assessment. Regardless of the scope or scale of the risk management practices you are involved in, or the specific risk assessment tools and methodologies in use in your Port or Harbour, giving due consideration to the Key Principles will help to improve your risk management outcomes.

The Six Key Principles;

Principle 1 - Local Context - Risk management processes should be relevant for the geographic area and associated use and circumstances

Principle 2 - Tailored Risk Assessment - The form and effort of risk assessment should be tailored to match the extent and significance of the risk

Principle 3 - Collaboration - Risk assessments and decisions should involve people with the skills, experience and knowledge of the matter and risk being discussed

Principle 4 - Evidence Based - Risk assessments should use timely, relevant and trusted (best available) information, and make the most of both quantitative and qualitative data sources

Principle 5 - Continuous Review and Updating - A good practice safety management system incorporates a review of risk assessments, and includes reviews of the associated prioritisation of risks and action plans

Principle 6 - Social Licence - Good practice risk management gives due consideration to community expectations about safety and what is acceptable.

(Note: The order of the principles are listed is not intended to suggest rank or priority, all the principles are important and their specific importance may vary depending on the risk management practices to which they are applied).



Matt Conyers

**Port Nelson Specialist Pilot &
NZMPA Vice-President**

A Risky Business

Risk in pilotage operations is often not understood nor properly managed. When managed badly, pilots can make the headlines. When managed well, no-one notices.

It is in the fabric of everything we do as pilots. Every radius-turn, every planned speed, every wharf structure, every navigation aid, every training exercise, and every competency assessment exists because of risk.

In the complex system of pilotage operations every stakeholder plays a part in managing risk. But this article focuses on a simple method that pilotage providers may use to manage risk in pilotage operations effectively and explores the role that pilots play as risk managers before and after the conduct of pilotage.

Background

When the International Safety Management (ISM) Code became mandatory on 1 July 1998, with the introduction of a new Chapter IX to the SOLAS Convention, it recognised that no two shipping companies or shipowners are the same, and that ships operate under a wide range of different conditions. The ISM Code therefore promoted general principles and objectives, which included an assessment of all identified risks to a shipping company's ships, personnel and the environment and the establishment of appropriate safeguards. And thus, risk assessments were introduced to mariners as the cornerstone of any functional safety management system.

Fast forward to 2004 in New Zealand, and the national maritime regulator at that time, the Maritime Safety Authority (MSA), published the first edition of the Port & Harbour Marine Safety Code (The Code). The Code introduced a new tripartite governance model comprising the MSA, the Port Companies (as port operators and pilotage providers), and the Regional Councils (as local regulators). Simultaneously, it introduced similar ideas to those contained within the ISM Code in that it promoted the principals, objectives and componentry that comprise an effective safety management system for ports and harbours. Recognising that no two ports and harbours, like shipping companies, are the same, the Code required port companies and regional councils, as the main

stakeholders, to conduct risk assessments of their operations as part of the componentry of their safety management systems.

As a code, the Code was not (and still is not) mandatory in New Zealand. However, the national regulator, all port companies, and all regional councils in New Zealand commit to the Code by way of a Memorandum of Understanding, and consistency with the Code is used as evidence that the signatories to it are fulfilling their statutory duties of care required by the Maritime Transport Act 1994.

Fast forward a further 16 years to 2020, and the MSA had evolved into Maritime New Zealand (MNZ) – still with the same Government mandate and authority. The Code had also evolved – due in part to several maritime incidents in New Zealand and overseas in the period 2004 – 2018, but also due to changes in thinking internationally around risk management.

The 2020 edition of the Port & Harbour Marine safety Code (Code 2020) states, among other things, that a port or harbour risk assessment - *“forms an integral part of the Safety Management System and informs its development and ongoing use”*.

Supporting the Code 2020 is the guidance document Key Principals in Marine Risk Management 2020, written by a team representing all three participants in the tripartite governance model. As the title suggests, this document outlines principals that Port Companies and Regional Councils should be consistent with when assessing and managing risk in their marine operations. It broadly encompasses the principals described in ISO 31000 on risk management and tailors them to the Ports industry. What it doesn't do, though, is prescribe a method for organisations to follow. That was a deliberate choice by the authors which recognised that thinking in risk management was changing and the more commonly used methods were imperfect.

Conventional Risk Thinking

Back in 2004, most if not all operators in New Zealand elected to use a likelihood/consequence approach to risk evaluation. This quantified risk as a score, calculated by applying the worst credible/most likely consequences of a perceived event to the perceived likelihood or frequency of occurrence of the event. Arbitrary risk score thresholds were set which banded them from high to low and deemed them to be tolerable or not, as illustrated below.

		Consequence				
		Insignificant	Minor	Moderate	Major	Severe
Likelihood	Almost certain	Medium	High	High	Extreme	Extreme
	Likely	Medium	Medium	High	Extreme	Extreme
	Possible	Low	Medium	Medium	High	Extreme
	Unlikely	Low	Low	Medium	High	High
	Rare	Low	Low	Low	Medium	High

If risk was deemed tolerable, and “as low as reasonably practicable”, no further action was required. If risk was *not deemed* tolerable further controls were required to be enacted prior to the operation taking place.

If the right people were involved in the process, there could be value in the outcomes, but subjectivity was always an issue. The fundamental flaw, though, in this process was that a subjective view on likelihood of occurrence was compared to an arbitrary threshold which in turn was used to drive the effort to improve or not.

Various software packages were designed to store and present the findings of these assessments in the form of dashboards and corporate reports. And with good intentions, Port Companies and Regional Councils conducted their risk assessments, or paid consultants to do them and they often became static records that the assessments had taken place.

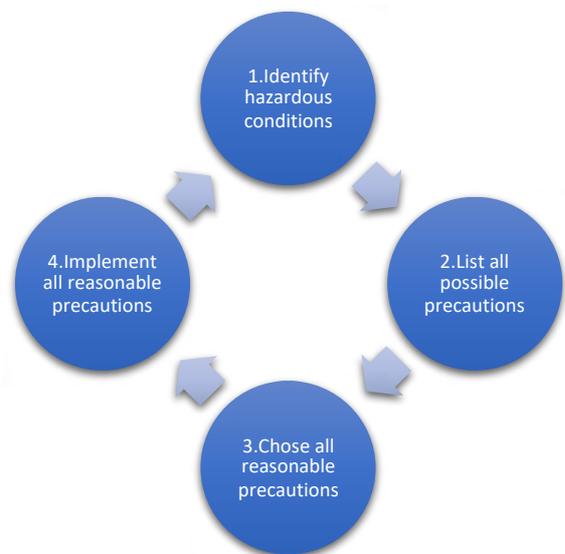
Recent Developments

So in 2022, is there a better way to do things? Of course, there is. For arguments sake, let’s call it a precautionary approach to risk management.

Recent publications by industry leaders (see references) describe a simple process for managing risk that follows a precautionary approach, also known as a due diligence method. Apply the Code Key Principals or ISO 31000 principals to this process and you can build a robust system of risk management tailored to your operation. Parallels to a precautionary approach to risk management

can be drawn with the methods used by some corporations to exercise due diligence in business transactions, and also in how some organisations may present a safety case that describes why an endeavour is safe to proceed. What ever you call it, the concept is similar – you explore all the possible precautions and outcomes and chose to adopt those precautions that your experts concur are both necessary and reasonable.

The process is illustrated below in a continuous, cyclical form.



Exploring each of the four stages

- 1. Identify hazardous conditions** – these are the sources of risk or the possible contributors to the incidents that you are trying to prevent. Such as loss of propulsion, loss of a tug, environmental conditions, human performance, absent or flawed procedure, etc, that could lead to a grounding, collision, or contact, etc.
- 2. List all possible precautions** – a detailed list of everything that can be done to prevent a hazardous condition such as the provision of infrastructure, tailored procedures, operational limits, contingency planning, further training, etc.
- 3. Chose all reasonable precautions** – prioritising which of those possible precautions are reasonable considering the extent of the consequence of getting it wrong.
- 4. Implement all reasonable precautions** – integrating the chosen precautions into your infrastructure, your procedures, contingency planning and training. This includes quality assurance – so a system that can verify that you do what you say.

The difference between this process and the likelihood/consequence method is subtle, and at a cursory glance will be missed by many. But it is the ability of managers to involve their experts in every stage of this process and the willingness of the experts to participate, that can set this process apart. By doing so, the drivers for improvement will be the intelligence and precautions gathered from experts rather than an arbitrary risk score or from evidence gathered post incident.

And this is where pilots come in – along with ship's Masters (where possible), tug masters, launch masters, line handlers, VTS operators, and anyone else who works at the sharp end of pilotage operations. Who better to identify where hazardous conditions lie? They see them every day. Who better to suggest what all the precautions might be? And who better to prioritise and implement precautions, facilitated by

their management teams, than the people who will be using them?

The gathering of safety intelligence, i.e., where sources of risk lie and the associated precautions that can be taken, should be the highest priority for every marine team. And the sources of this intelligence are the team meetings, debriefings, and observations of everyday piloting operations, rather than from incident reporting systems.

This intelligence can inform the development and ongoing use of not only the safety management system, but also infrastructure and service delivery.

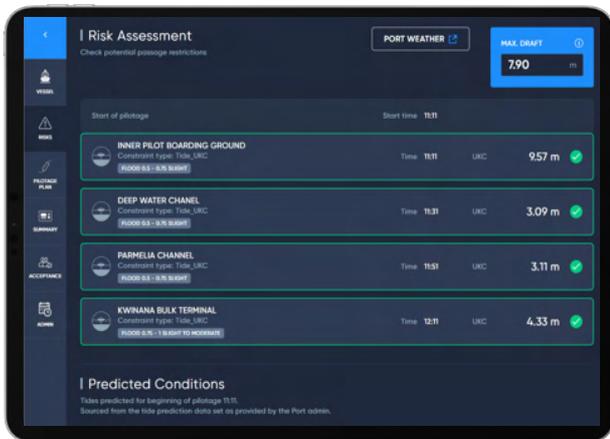
Conclusion

There are several good reasons why the precautionary risk management process is a prudent approach to managing risk in pilotage operations:

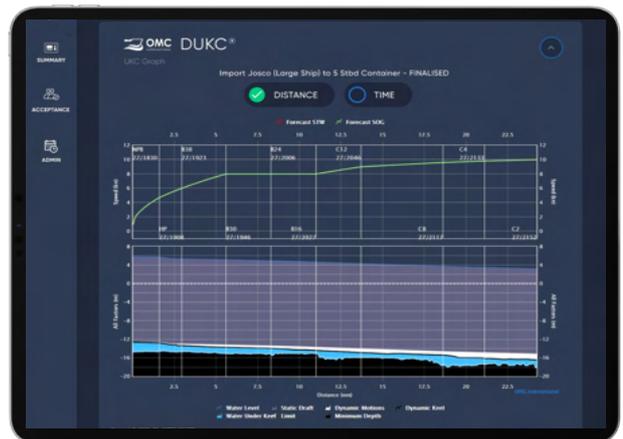
1. It's simple to follow and involves the subject matter experts
2. The process promotes continuous improvement prior to incidents taking place
3. The engagement with subject matter experts can instil a healthy safety culture within an organisation
4. It is consistent with the NZ Port & Harbour Safety Code and ISO 31000 principles
5. Post incident, if an organisation can demonstrate due diligence in the precautions they have adopted, they put themselves in a defensible position in court.

References

- Management for the Safe Operation of Ships - SOLAS Chapter IX
- The ISM Code – Resolution A.741(18)
- NZ Port & Harbour Marine Safety Code (2020)
- Key Principals in Marine Risk Management (2020)
- ISO 31000:2018 Risk Management Guidelines
- NZ Maritime Transport Act 1994
- Engineering Due Diligence (12th Edition) – Francis/Robinson
- Criminal Manslaughter & How Not to Do It – Francis/Robinson
- Diligent Pilotage – Antonio Di Lieto



Join the NZ Pilots setting the standard with **eMPX**



Pilot's column

Time is not enough

Pilotage is an essential service. It requires high-value-added technical expertise, constant training, and teamwork. A high-performance pilotage team ensures safety, efficiency and productivity, and significantly contributes to harmonising maritime trade interests and protecting the sensitive environment of ports.

Specialist operations require skilled and well-trained professionals to perform them. Operating as a high-performance team, whether in pilotage or elsewhere, requires a considerable investment in time and practice, and the use of a defined methodology to reach a level of excellence compatible with the demands of the sector.

According to many training experts, including Malcolm Gladwell in his book *Outliers: Story of Success*, ten thousand hours is the point at which a standard professional acquires the qualities necessary to perform any work with 'master' skill. Let's assume that marine pilots need approximately ten thousand manoeuvres to reach an equivalent level. After reaching this point, the professional should have adequate knowledge to manage any new situations with the competence learned in the last phase. Right?

As an instructor of refresher courses for pilots, I take part in the analysis of accidents where the captains and pilots are professionals, with more than 10,000 manoeuvres experience (10K+).

The size of ships is increasing; so too are the number of port calls and the amount of marine traffic. More challenges are occurring in the marine area near ports. We must be concerned about any maritime accident in pilotage districts, regardless of how many manoeuvres the professional has to their credit.

How to construct an accident ('Just relax')

In any field, some professionals will develop their own style as time passes, sometimes with rather too much flexibility compared to what is demanded in the regulations.

Generally, accidents result from professionals who are operating well within their own comfort zone, using their own style in the belief that they 'know what they are doing'. This reliance on their own skill leads some of these professionals to take an overly relaxed attitude to the procedures recommended in norms/resolutions. Over time, this relaxed methodology increases the margin of error and reduces the possibility for efficient risk management.

As an experienced professional, it can be all too easy to operate in this comfort zone, without paying too much attention to the tools required, which the 10K+ pilot may feel they no longer need. But the 'relaxed' methodology does not consider the stumbles and warnings of near misses. It does not address essential details in time to avoid a future accident. Lessons learned are assimilated more by fright than as part of an established, mandatory process.

Piloting styles that do not adopt the ballast of norms/resolutions impede the development of the essential reflexes necessary to take immediate actions in the event of an error chain. If pilots get into the habit of operating outside the proper methods, then, even with 10,000 operations behind them, they may not be in a position to identify or break an error chain. If they have been operating for many years on 'autopilot', even if they recognise the onset of a problem they may not have the exhaustive training that is needed to react in time.

The more we delve into the analysis of pilotage incidents, the more we find that we can avoid a significant percentage just by applying the simple tools recommended in IMO Resolution A.960 (23), such as the use of 'an information card, form, checklist or other memory aid to ensure that essential items are covered during the information exchange.'

Methodology and risk management

In an analysis of a limited number of accidents involving 10k+ professionals carried out by our organisation, the absence of a checklist and a standard operating procedure stood out among the contributing factors.

It is impossible to apply a standard operational procedure without proper methodology and methodical training, including training in responding to a contingency in time.

In the case of marine pilots, the ability to perform manoeuvres safely is based on the continuous repetition of the technical methodology recommended in norms/resolutions. IMO resolution A.960 (23) must be followed and practised in full on a daily basis by all professionals to whom it applies if it is to have the intended effect of increasing safety and reducing accidents in pilotage practice. It is the master guide for shiphandlers.

Marine pilot refresher courses should prioritise checklists and standard operating procedures. They are essential tools for risk management.

To add safety value to the process, ship handling specialists need proper training and follow-up to help them reach the 10K+ phase with the competence that those operating in congested maritime port traffic expect from them, without succumbing to the risks of complacency. One of the strengths of high-performance teams is that their training is focused on the skills needed to perform the job safely and quickly.

10K+ shiphandlers at their best

The sight of a white-haired 10k+ shiphandler on the bridge can be reassuring. The captains trust them, and their fellow shiphandlers see them as role models.

To make sure that trust is merited, they need to train, adjust, create, share and navigate with the safety mindset of those who know that the game of manoeuvres requires competence to finish successfully.

Manoeuvre after manoeuvre, marine pilots should take the route that turns them into old, experienced and very professional pilots.

Otherwise, as time goes on, they will only be old pilots. 🇵🇹



MPX: beyond the basics

What the pilot needs to know about your ship – rudder and propeller control and ship manoeuvring characteristics



Ed Verbeek
FNI

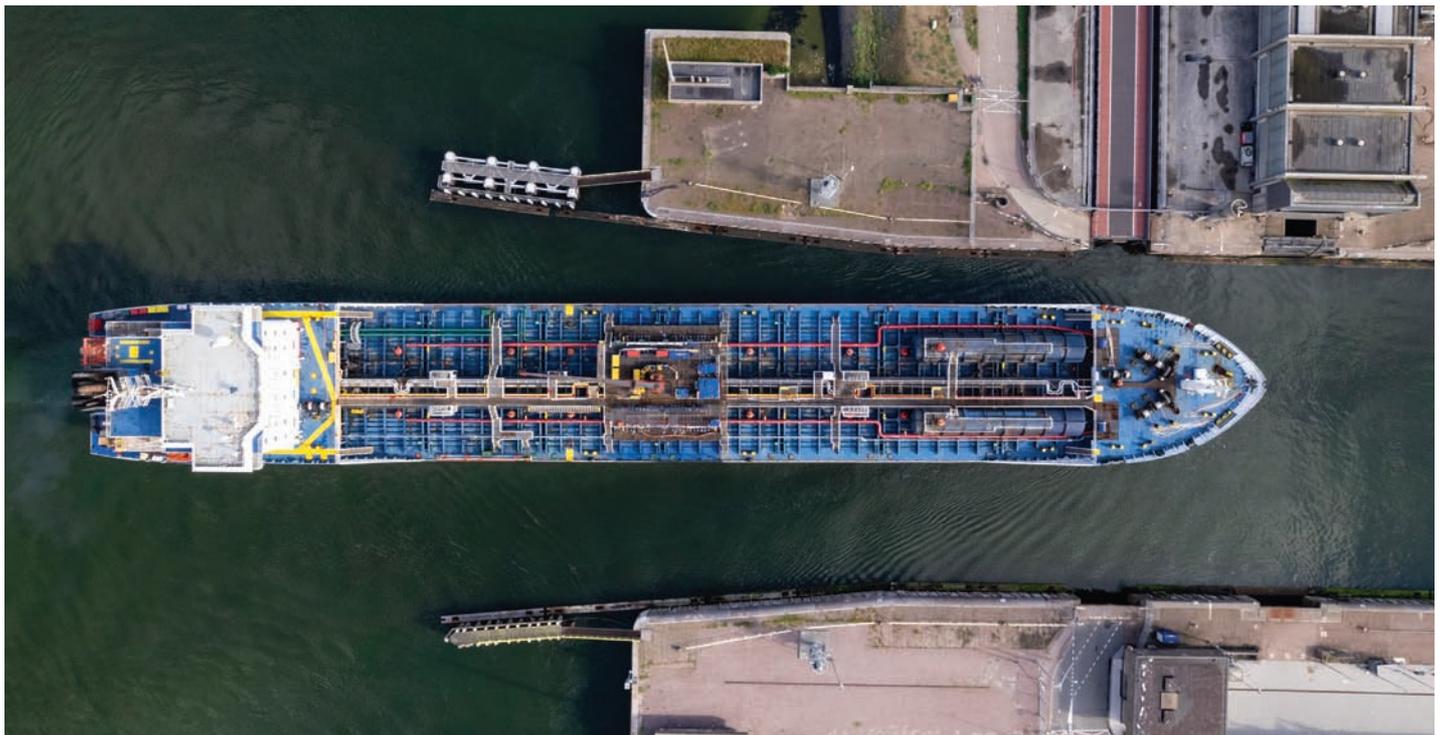
As a pilot, you get used to having to learn the quirks of the ships that you are handling very rapidly – but sometimes they are not easy to pick up. On one outbound pilot trip I could not figure out which way the controllable pitch propeller turned – not after the Master/Pilot Exchange (MPX), and not during my attempts to clarify the situation during the hour's trip from berth to lock. In the end I just entered the lock very slowly, gave a short Slow Astern to see which way the ship was turning, and acted accordingly. But it should not have to be this way!

As a ship's officer, it is important not just to be familiar with the relevant characteristics of the ship you're on, such as the rudder and propeller control and ship manoeuvring characteristics, but also to think about how you can clearly communicate these characteristics in a concise way. This is necessary not just for the MPX – which may be a more or less frequent occurrence, depending on the trade – but also when captain or bridge officers go on leave. Here, too, the characteristics need to be clearly communicated at the handover.

Compare and contrast

There is an important difference in perception between captain and pilot. Generally speaking, captains compare their present ship to the last ship they sailed on. Pilots compare the present ship to what they've come to believe is 'normal' for this class of vessel. To give an extreme example, suppose the captain previously sailed on a capesize bulker and is now on a containership. Compared to the bulker, the container ship stops exceptionally quickly, and that is what the captain might say in the MPX. The pilot might then come to the conclusion that the ship stops exceptionally quickly compared to the average container ship, which might be completely incorrect.

It would be very helpful if the captain could give quantifiable results, rather than general impressions. The results from the crash stop test and the 10-10 Zig Zag could give a real insight here. It would be very helpful if captains/bridge teams were able to show these tests, and point to any aspects that are way outside the normal, if (and only if!) there are any. Pilots would need to be so familiar with the general outcome of these tests that they would be able to understand the main aspects at first sight. Which values are normal? What do abnormal values signify? The aim here is not to prompt long discussions and explanations, but to find a quick and quantifiable way of identifying anomaly. The MPX should be short and to the point, especially during arrivals when the ship is still being navigated.



Your pilot should be familiar with manoeuvring characteristics before this point!

What to highlight

So what are the most important features to know? And how do you communicate them concisely? Here are some points to consider highlighting that will help the pilot know how best to advise.

Start with power generation – what type of engine have you got, diesel, diesel-electric, battery electric or wind-assisted? Then look at how they affect manoeuvring characteristics.

STOPPING

The FPP

In the case of a diesel engine: is it a directly reversible/fixed pitch propeller (FPP); a geared/FPP; a controllable pitch propeller (CPP); an azimuthal thruster?

If it is a directly reversible engine: how much time does it take to start? I have had cases where it has been more than 20 seconds – definitely information I needed to know!

How many starts are available? Once I was on a ship with an apprentice: the ship had six consecutive starts. The apprentice was not used to this kind of set-up and in his enthusiasm used several stop-starts to stay nicely lined up in the approach to the lock. After four starts I reminded him that he only had two more – something he had completely forgotten while concentrating on getting a good approach.

Where are the critical revs?

Is there a load program within the manoeuvring range?

So what might good MPX communication look like, taking all these things into account?:

We have a start-stop engine and a righthanded FPP. It takes about ten seconds to start, we have approximately eight starts.

The critical revs are eg 'in between Slow and Half' or 'above Manoeuvring Full'.

The load program kicks in above half, but can be overridden in emergencies.

The conversation should also cover any unusual arrangements that influence shiphandling – for example if there is a fixed nozzle around the propeller, or a rotating (Kort) nozzle, and if this nozzle is equipped with a fin or additional rudder, etc.

Avoid CPP confusion

As mentioned above, the controllable pitch propeller (CPP) can often be a source of misunderstandings. When the captain says the ship has a 'right handed' CPP, does that mean that the direction of rotation of the propeller is right handed, so that ship will turn to port on astern? Or does it mean that the propeller *acts* like a right handed FPP, and the ship will turn to starboard? To avoid this situation, I will always ask: 'When we give astern, which way does the ship generally turn?' If I ask: 'Does the bow turn to starboard?', there are captains who correct me and say: 'The stern turns to port'... (they are completely correct!)

There are load systems for CPP as well. Sometimes the astern pitch is quite limited. It is necessary to communicate this too.

On some CPP ships, steering is lost if the pitch is reduced too quickly. If this is a known phenomenon, it needs to be mentioned in the MPX.

Another example of good MPX communication:

'We have a CPP. When giving astern, the ship tends to come to (starboard/port), generally ('quite controlled' or 'fast').

Our load program takes 25 seconds from manoeuvring Full Ahead to Full Astern.

Maximum pitch astern is about 70% of ahead.

If you reduce pitch very quickly, she loses steering quite easily and it might be hard to get her under control again.

Pitch 0 will give a slight thrust forward, around 0.5 kt.

It is important that the ship's crew know the failure modes of the CPP. Most modern CPPs maintain the set pitch when failures occur. Older CPPs fail into either Full Ahead or Full Astern. In some



cases, the way the CPP behaves will depend on the type of failure experienced – for example, whether it is an electric failure or a hydraulic failure. There are ships with CPP that also have reversible engines. In this case, the CPP fails in Full Ahead, and the ship can be manoeuvred from the engine room using old fashioned telegraphs. I can only encourage you to know your system!

Occasionally, you come across a ship with a diesel engine and an azimuthal thruster. Although an azimuthal thruster in some respects gives a similar feel to a pod, there are some differences that need to be taken into account, so communicate clearly that it's an azimuthal thruster.

In general, on ships with azimuthal thrusters or pods the manoeuvring takes place hands on: the communication ('thinking aloud') is aimed at keeping the team members informed of the intended outcomes, rather than the settings to achieve them, as the settings are continually adjusted according to need.

Electric: FPP; Pod; Azimuthal Thruster

If electric propulsion is driving conventional propellers, be aware of the time that is needed to reverse the electric motor – as mentioned earlier with the combination diesel – azimuthal thruster/pod.

Unusual systems

Systems like waterjets, Voith-Schneider, Vectwin have their own specialities when operating including reversing: be prepared to explain the system in a very short, concise but still understandable way.

STEERING

Let's start with installations which have a separate rudder. You need to know something about the type: is it (semi) spade? Balanced? And even more important: is it of a high lift type?

With fish-tail rudders and other single blade rudders, high lift rudders are easily identifiable by the rudder indicator, which will go until something of the order of 60°. Becker and other rudders consisting of two blades are more tricky: generally the indicator will only show the angle of the main blade. If you don't know what you are dealing with, in the first instance it looks like you have a 'normal' rudder. If the pilot is not explicitly told that this is a high lift rudder, they might be in for a shock at the response of the ship!

On ships with two propellers, the rudder installation is even more important. Twin propeller, single rudder ships are notoriously difficult to turn. There are ships on which the rudders are placed at the inward side of the propeller shafts so that the shaft can be pulled without detaching the rudder. Because of this position the flow of the propellers partially bypasses the rudders. This is especially a problem when the engines are split (one ahead and one astern). I call this system 'single rudder in disguise' as the ship handles a bit like a twin prop-single rudder ship. If a ship is equipped with this, it needs special attention at the MPX.

The Kort nozzle is another point worth highlighting: it is separate from the propeller/propulsion but it has a great influence on the astern and steering characteristics. A Vectwin system has this as well.

Bow/Stern thrusters

According to a document circulated to Dutch pilots, bow thrusters that fail to perform when required are the top mechanical factor contributing to damage. So when I hear during the MPX that a ship has a [bow] thruster, this always gets my special attention. Of course I'd like to hear how strong the thruster is. My next question will be if all that power is available to use. Before I made a point of asking this, now and then when entering the lock, the captain would say: 'You cannot use step three, we'll have a black-out.'

With larger units, you need to know the response time. How long does it take before the thrusters start to deliver? I'd also like to have an idea at what speed the thruster starts to become noticeable. As a rule of thumb, the more tunnels, the higher the speed at which the thruster starts to have a noticeable effect. Anti-suction tunnels increase this speed even further.

Whatever the details of the thruster system, tunnelled or non-tunnelled, the particulars need to be communicated.

Creating a pilot card

Communication during the MPX communication is greatly assisted by using an appropriate pilot card. We've seen that a lot of information needs to be covered – far more than can ever be remembered. The pilot card needs to be available for the pilot until they leave the vessel. The pilot card is not a piece of paper to ensure there is a paper trail. It should be a practical, handy *aide memoire*, available at need throughout the pilotage.

I have given a few examples of good MPX practice for individual system components above. Let's look at a model MPX for a more complicated ship. Please remember that throughout this MPX (and afterwards) the pilot card should be in front of the pilot, so that they can read along:

So Pilot, we have a diesel electric propulsion here, it takes a bit of time to change the direction of the propellers.

Twin FPP out-turning propellers, so when you split the engines, the propeller effect will help.

Ahead 18,000 HP each propeller, astern power is about 75%. You'll find we have enough power to stop or accelerate as you would expect of a cruise ship.

We have twin rudders, but unfortunately they are off-set inside the propeller shafts. I'll make a small drawing to show you how this will affect steering. She might react less to the rudder than you would expect.

Two bow thrusters, 2,000 HP each, with an anti-suction tunnel. You would normally start to notice an effect from 5 kts.

Only one stern thruster of 2,000 HP, combined with the off set rudders that means that transverse power at the stern is limited.

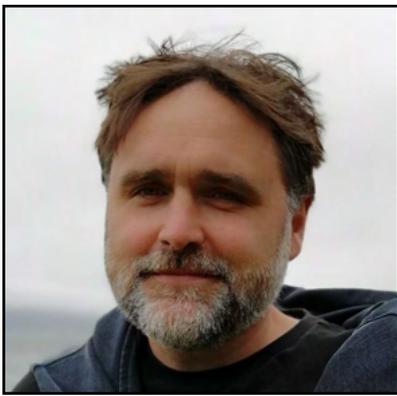
Depending on the situation, we generally start to think of a tug when winds exceed 10 m/s, and need a tug with winds above 13 m/s.

To summarise:

- Know all relevant characteristics of your ship.
- Know how to communicate them.

The nice thing is that you can practice every time you take a pilot! 🌐





Brad Dillon

Master - Kiwirail/Interislander

Interislander - A POD of changes

As many readers will be aware, Kiwirail's Interislander service is well established on a journey of change with the iReX project. iReX will deliver new terminals in Wellington and Picton, and two purpose built, state-of-the-art, rail enabled ferries.

This project is one of the largest infrastructure projects currently underway and involves many stakeholders across New Zealand.

At the moment the fleet consists of four conventional but uniquely different vessels, one rail-enabled, the other three being RoPax/RORO designs.

The new vessels will be highly manoeuvrable, fitted with twin Siship Sipod Azimuth Propulsion Units at max power of 11,900 kw each and four 2300kw tunnel bow thrusters. This is a change from our current fleet and opens up the need for training, something KiwiRail is well-advanced in delivering on for our Bridge Teams and Pilot Exempt Masters.

I asked Commodore (Retired) Kit Rynd to comment on his first impressions of Azimuth Thruster Units on cruise ships, when he left the QE2 for initial new ship training:

"Initial work was done in a simulator and we found that in the 'manoeuvring' mode the controls seemed to operate in a counter intuitive way, that is turning the controller(s) in an anti-clockwise direction to alter course to starboard until perception shifted to appreciate that the pods were powering the stern to port. Then there was the concept of different operating modes. Above a certain speed, about 6 knots, when the 'pods' were operated in a manner similar to steering by helm and limited to around 35 degrees of angle; and below that speed when it was possible to rotate the 'pods' 360 degrees and get the full advantage of the power available.

Also, in this 'manoeuvring mode' developing the awareness of resultant force so that the propeller(s) could be kept turning even when neutral or balanced force was required.

With practice, quite a lot of practice actually, both in the simulator and then in real manoeuvres this starts to become instinctive. When 'thinking aloud' during manoeuvres with pods it is usually more practicable for the operator to talk in terms of intentions rather than try and describe what each pod controller is set at."



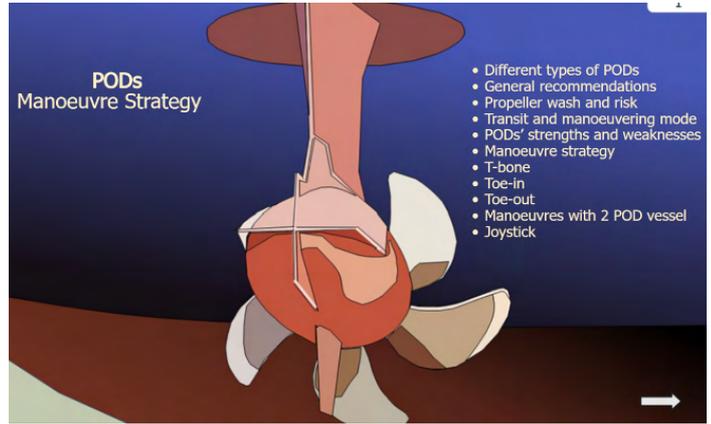
An interesting snapshot of how much there is to learn for people transitioning from traditional twin-screw vessels to podded propulsion.



Interislander will be investing heavily in training crew for the new ships. To deliver the necessary training to ready crews for the delivery of the first ship in 2025, the iReX programme has commissioned the installation of our own Part Task Simulator at the Wellington office. This simulator uses Force Technology software, enabling us to utilise the ports and models that have already been created for us at Smartship in Brisbane including an 'interim' newbuild ship model.

In the future, the simulator will be upgraded using yard data to give a more detailed model which will incorporate the selected Kongsberg ECDIS and Radar equipment manufacturers, resulting in a more thorough training, familiarisation and assessment tool.

In addition to the simulator, a comprehensive training programme has been developed to up-skill the team in time for the arrival of the first ship. Currently the first ship is set for delivery in late 2025 to be put into service soon after. Taking into account the number of people we need to train, while maintaining our day-to-day business, last month saw the timely start of the Azimuth Propulsion training program.



Some of our team have previous 'POD' or Azimuth thruster experience from cruise and offshore vessels, the majority however will be starting from scratch. The training plan currently looks like this:

- Online 'POD' theory course created by Force Technology
- Initial one on one 'POD' familiarisation course using the IReX simulator (Smartship instructor)
- Regular and steady progressive one on one development sessions to set objectives in the IReX simulator
- Team simulation sessions with competency-based assessments, emergency preparedness and new ship pilot exemption requirements at Smartship in the Brisbane full mission simulator.
- Training will be delivered to programmed objectives, being overseen by experienced POD vessel Masters acting as 'mentors'.

Following the introduction of the first vessel, there will be on-going professional development for the ship crews.

It is hoped that in future editions, we can share an update on the training and perhaps some more glimpses of what the new vessels will offer our customers and stakeholders alike.

NEW SHIP PARTICULARS

(subject to design changes)

LOA:220m

B: 30.8m

GT: 53,500

Design Draft:6.70m

Diesel-Electric-Hybrid

Shore power connection

Max Pax capacity: 1900

Where to next for Auckland?

Dave MacIntyre

It's a very confused picture for the Ports of Auckland at present, with a mixture of the criticisms coming from new Mayor Wayne Brown, the start of the feasibility study on siting a new port at Manukau, and the wider question of what decisions the Government will come to regarding the shape of New Zealand's three northernmost ports.

And yet, PoAL is pushing ahead with a dredging programme. How do these contrary pieces of the jigsaw fit together?

The Wayne Brown situation is well documented. He wants the car trade out and moved to Northport. He says he has lost confidence in the PoAL board and wants new directors appointed. And he also wants the port to pay a bigger dividend – which would be made harder by the loss of its vehicle import volumes.

Given that Auckland Council is the port's 100% shareholder, the Mayor's comments have to be taken very seriously. If he has a majority of councillors backing him, then he would undoubtedly be able to change the complexion of the port's business and its governance.

That will be one major issue for Auckland in 2023. A second will be the results of the feasibility study being commissioned for Manukau as a genuine option for a new port for Auckland.

The contract may have been awarded and work just started by the time you read this, and there is good news and bad news as far as pilots and the shipping industry are concerned. The good news is that people in the industry will be given the chance to express their views (both for and against) and share their expert knowledge.

That was a query before the terms of the study contract were made public. However one of the requirements of the successful tenderers is engagement with the industry. The brief from the Ministry of Transport said: “... *tapping into the knowledge and experiences held by pilots, master mariners, shipping line executives and others with personal experiences operating/working at Manukau will be important. Gathering some of the institutional knowledge that already exists will complement the modelling and field investigation work.*”

The first bit of bad news is that it is difficult to see how the timelines of the study work in with the wish of the Minister of Transport, Michael Wood, to maintain his promise to make a definitive decision on the shape of the Upper North Island Supply Chain during the term of this Government.

The initial term of the contract is up to one year, with an option to extend another six months if the study cannot come up with its findings within that year. Given that the next General Election will be in October 2023, the study may not be finished by then. Also, a change of Government would take the matter out of the Minister's hands entirely.

The other potential bit of bad news is that the study findings

could end up being academic. The role of the study is purely to determine whether Manukau is feasible. It will provide clarity on whether Manukau could be considered along with the other proposed options for port development.

But it doesn't mean that if it finds that Manukau is a genuine option, it will be chosen. The Government of the day could choose another option anyway.

So, where does PoAL's dredging programme fit in?

In the meantime, Auckland can't stand still. Regardless of the friction with the Mayor, and irrespective of what the Manukau feasibility study will come up with, PoAL has a medium-term future to protect.

New Zealand's supply chain couldn't handle a swift closure of PoAL and the transfer of container volumes to Northport and Tauranga. Northport has no rail connection and Tauranga can't get a hearing on the consent application for a new berth. So even if those ports combined, they could not take a rapid reshaping of the supply chain in the north.

That explains why PoAL is moving ahead with its current dredging programme. It needs to maximise its ability to handle bigger vessels by deepening the channel and port precinct.

To do so however it has needed to come to agreement with two groups opposed to its dredging and dumping plans. Iwi group Protect Aotea and environmental group Protect Our Gulf challenged consents granted to PoAL to dredge and dump material at sea.

According to Protect our Gulf the agreement includes funding for mussel bed restoration projects in the Hauraki Gulf, and that the port company will support monitoring of the dumping site and look for opportunities to relocate as much dredged material as possible back within the port precinct, rather than dumping at sea.

In June 2019, the Environmental Protection Authority granted PoAL consent to dump up to 2 million m³ of capital dredge over a 35-year consent period, plus a maximum of 50,000 m³ per year of maintenance dredge material, 75km southeast of Aotea Great Barrier.

In August 2020, Auckland Council granted PoAL consent to deepen the port's shipping channel from 12.5m to between 14m and 14.2m. Combined with tidal windows, the new depth will allow for ships with a draft of up to 15.2m.

Both Protect Our Gulf and Protect Aotea appealed the council's consent decision in the Environment Court and applied for a judicial review of the EPA's dumping consent which was heard in the High Court. In July, the High Court released its decision declining to quash the marine dumping consent.

Both groups then filed for proceedings in the Court of Appeal. From PoAL's viewpoint, the truce now means it can proceed after a three-year delay.

Hart

marine

THE ORC PILOT BOAT

As used by:

Port Phillip Sea Pilots

Mid West Ports

Flinders Ports

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Esperance Port Authority

The Port Authority of NSW - Port Kembla

Port of Townsville

Gladstone Ports Authority

Tasmanian Ports Corporation

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1000 Stanchions Around...

Which ones are correct and which ones are killers?

Good day everyone! It seems quite ludicrous to write an article on something as simple and basic as stanchions, but (here's the but...) looking at numerous incident reports over the past few years, it proved to be the root cause of quite a lot of accidents with even fatal outcomes in some cases. Stanchions therefore are an often-overlooked part of a pilot transfer arrangement and therefore I want to give them more attention in this article. Of course, I hope that ship crews as well as pilots and everyone else who uses pilot transfer arrangements to board or disembark will have a proper check at the stanchions provided and if necessary improve them to be up to regulations...

To know if the stanchions provided are made/installed in accordance with the regulations, of course we need to get into the different 'rulebooks' we have on stanchions. So, let's start with the holy grail of pilot transfer regulations: SOLAS ch.V reg 23....

In rule 2 (general) it is stated that all arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely etc. This is a very general statement of course, on which we shall go a bit more in depth further down this article. What we can conclude from this rule is that when a pilot falls down, it is a violation of rule 2: When you fall down, it is not safe... easy peasy...

Rule 4 of the same regulation mentions access to deck, well here we come a bit closer to the famous stanchions I guess: adequate handholds shall be provided. Again, a bit general, but also here we can conclude: if a pilot falls down, they are quite obviously not adequate.

This is basically all that is mentioned on stanchions in international law, for further details on this topic we'll now have a look at the IMO resolution on pilot transfer arrangements laid down in IMO A.1045(27) adopted in July 2012.

In rule one (general) this resolution states "ship designers are encouraged to consider all aspects of pilot transfer arrangements at an early stage in design....."



In the above photo we can clearly see that the stanchions were not designed nor placed. Basically, this means the pilot transfer arrangement has not been designed in accordance with regulations, but of course it is nevertheless class approved. I have told this before and I will keep repeating this: whenever a pilot is confronted with a pilot transfer arrangement that is to be considered 'non-compliant by design', it means the entire chain of design, construction, classification, surveys, vetting and flag state inspections have failed, resulting into a dangerous setup.

Rule 5 of the resolution mentions some more details on stanchions:

- 0.7-0.8m apart. Makes sense: people do not have arms of endless lengths
- 1.2m above deck or bulwark. Makes sense as well, you need a stanchion of this length to prevent falling down
- Minimum diameter 32mm. Also makes sense: when they are too thin, you can't get a firm grip and your hands might slip
- Each stanchion to be rigidly secured at or near the base and at a higher point, also nice when a stanchion doesn't break when you put weight on it...

We now know a bit more on some regulations on stanchions and despite the fact it is really not rocket science...basically we're talking about 2 steel pipes, that's it, still it keeps going wrong with sometimes fatal outcomes. There is a minimum diameter of 32 mm and no max diameter. That's a bit strange but one might assume that no one will be that ignorant to develop and install stanchions with a thickness making it impossible to have a firm grip!



The vessel in the above photo is a newbuild. All signed off and approved by class. I wonder if the class inspector actually inspects the vessel thoroughly or is he/she due to the immense work pressure that is put on class inspectors during the final stage of a newbuild process, confined in the office with 3 laptops, 2 computers and various telephones... working hard to sign off the lot? Looking at the minimum diameter of a stanchion on which we just read something, it seems ok: the diameter is more than 32mm.. thanks for nothing on this one.

Is it safe? No, it is not safe and therefore non-compliant. Actions taken by the writer of this article were to contact class/psc and owner of the vessel. Together with the owner of the vessel we worked out a solution and now the setup is safe to use. Basically, a waste of time and money when you have to do the job twice. Root cause is obviously that in the design face the rules on pilot transfer arrangements were overlooked or in best case scenario read diagonally and fast.

Despite the good outcome of this case, and many others were some people, let's call them 'strange people on a mission', have assisted to correct wrong set-ups, basically people doing other people's jobs...

Well now, regarding the thickness of the stanchions, shouldn't there be a maximum diameter anywhere in the rules to prevent silly designs like the above one?

Yes there is!!

ISO799-3:2021 mentions in rule 8.3 the following on stanchions:

"Each access at the head of a pilot ladder shall have 2 handholds or handhold stanchions fitted. They shall not be less than 0.7m or more than 0.8m apart. Each stanchion or handhold should be rigidly secured to the ship's structure at or near its base and at a higher point, should be round and not less than 32mm and not more than 36mm in diameter and should extend not less than 1.2m above the position it is secured to the ship's structure."

Finally, a rule that says it all, when a stanchion is installed in accordance with the above-mentioned rule, it is safe to use. It is also fool proof in my opinion: seems impossible to make a violation following this rule. This again proves that you have to write down every single detail and leave nothing open because otherwise eventually someone will find a way to do it wrong, as we have seen earlier in this article.



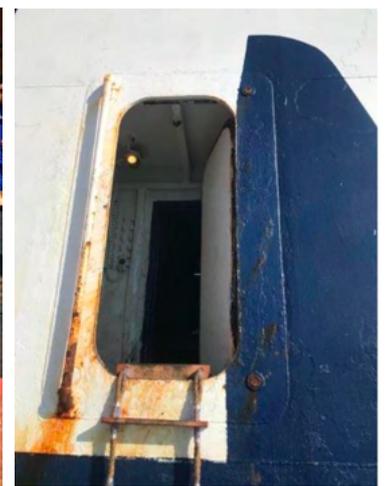
Basically, we have covered what there is to say on single pilot ladders. Whenever the distance from the water to the pilot entry point exceeds 9m, a combination shall be rigged. On the platform of the gangway leading to the pilot ladder, 2 stanchions must be installed as well.

Quite often I see that the outboard stanchion plus protective ropes on a gangway have been forgotten for some reason... quite scary when you're on a moving 60x60cm platform and there is nothing to hold on to or prevent you from tipping over the side. Normally the inside stanchion is not installed as per regulations. Upon asking the crew, they told me that some pilots demand the inboard stanchion to be removed... This again proves the fact that we are our own worst enemies, you just need it to transfer yourself from the ladder to the gangway and vice versa, it's there for a reason.

Also, for ships fitted with a side-door (pilot-door) where the ladder runs down from a higher deck, a platform must be fitted. Luckily I haven't seen a lot of errors with this type of set-up (platform wise I mean).



Correct Stanchions
(Ladder incorrectly secured to hull)



No stanchions at all!

I hope this article has brought some clearness in the haziness called stanchions. Please have a proper look at the stanchions when you want to board or disembark, it might save your life.

Please stay safe and keep coming home vertical and not horizontal

Ports of Call



Auckland

Season's Greetings.

2022 is rapidly drawing to a close and hopefully taking the unsettled weather with it. I can feel the eyes rolling around the country at someone in Auckland complaining about the weather, but I swear it has been a breezy and wet year here! The warmer weather combined with the holiday season approaching means more recreational traffic in the harbour which will keep us on our toes. The pilot boat and the duty Harbourmaster boats are a great help for us when they're available on the water on particularly busy days.

The NZMPA conference held here in Auckland in November went well and we really appreciated all the people who could make it from NZ and overseas. We had people from every major NZ port, many Australian ports and organisations, visitors from Pacific Islands, North America and Europe. It was a great opportunity to engage with our colleagues after a long period of cancelled travel and was also a good opportunity to meet new people and hear about innovations and developments in the industry.

Cruise is well underway again and has been going smoothly. We have been training our newer Pilots on passenger vessel operations and getting them up-skilled to pilot these vessels without supervision after assessment. This cruise season is the first time we have berthed the Ovation of the Seas alongside a wharf in Auckland. After some workshopping and collaboration, the logistics of berthing her at the container terminal were ironed out. She berthed at FN for the first time in late November and we're very pleased to say it went well berthing her alongside the three cranes. The measurements were worked through multiple times, but it was a relief to see her alongside the fenders with sufficient clearance. Previously, she was positioned in the inner harbour for tender operations, maintaining position without an anchor down. Having her berthed alongside a wharf eliminates the tender operations in the congested inner harbour and removes the need for a Pilot to remain onboard during her port stay.

This week we have had a Port and Harbour Marine Safety Code SMS peer review here in Auckland. A panel of four joined us and Auckland Transport over two days for a site visit. It is always valuable to have external people with fresh eyes looking over procedures and operations and sharing innovations.

I'm not sure about other ports, but the marine office here is drowning in Christmas decorations. I hope you all have a break over the next month to kick back and enjoy time with family and friends.



Tauranga

Our latest trainee Hamish Ford has just received his first license and has begun solo jobs.

Shipping has remained steady with vessels continuing to arrive in the bay at a rate faster than they can be turned around alongside, and as such we are seeing more container ships at anchor, as well as drifting and running standby off the coast.

Of the vessels at anchor, we are primarily seeing box boats racking up, which has been a clear indicator of the logistical problems still being experienced world wide with container ships, and the the disruption to our local and scheduled lines. This scenario looks to remain the same until the backlog is cleared, not only here in Tauranga but also at the other ports of call here in NZ, which hopefully looks like it could be early in the new year.

Towards the end of the first week of December there were up to 19 vessels at anchor and still others drifting/running standby. The rows of ships stretched from The Mount right up to the northern end of Waihi beach.

This has also stimulated conversations around if there's the need for proper monitoring and the port has started investigating the potential and process for the introduction of a Local Port Service (LPS) or Vessel Traffic Service (VTS). Either through MNZ or the Bay of Plenty regional council.

Interesting point was raised and discussed regarding the Harbourmasters jurisdiction as there were a couple of ships that were pretty close to the line marking the transition between Waikato and BOP, should a VTS or LPS be adopted.

Cruise ships return, unfortunately due to beam on winds in the 30kt region the sailing of the Ovation Of The Seas had to be delayed, which was unfortunate for Napier as she had to cancel her port call there. The captain was very cautious and happy to delay, and it appeared as though it was also to gain some certainty onboard as per her next sailing time, and have some certainty for when the next departure time would be and crew to get to stations.

Discussions have been underway, around the next order for two more tugs. Type and power plant options to be confirmed, diesel electric hybrid etc. Electric off the table. So far the shortlist is done to tender for three types of Tug, with a Diesel Electric propulsion system as indicated in the Tug team's presentation. Meetings are ongoing with Robert Allen to get them to assist with specs, and GA plans for diesel electric Rototug's.

The new Pilot boat we have being built by Hart Marine is coming along nicely and engines should be in very shortly.

Unfortunately a slight delay with the engines as the ones delivered to HART had the wrong exhaust system, so delivery has been delayed 2-3 weeks. Currently the timeframe for delivery is looking like February for sea trials and commissioning, with a final handover hopefully being March 2023.

We are also going through the process to introduce a Secondary Pilot boarding ground location to assist with setting up multiple inbound vessels with a better spread between them and still having them on the main leads.

An application has been made to LINZ. An AtoN application may also be made to MNZ, however this is a more stringent process. The new PBG is located 1.3nm out on the same line. The new PBG will be utilised once notice has been issued to mariners.

Again with summer just around the corner, and weather fining up on the weekends, recreational traffic building and starting to get the odd idiot again deciding that a last minute alteration and bow cross under a ships bow is an essential manoeuvre.

The Harbourmaster's patrol boats have been on the water since Labour weekend and have had a really good start and a big step up from last year. So far after engaging with the patrol boat crews and a presentation regarding the limitations of slow moving ships within channels, and how small vessels disappear quickly once close due to line of site limitations from the bridge.

I'll leave it there so I have something to write for the next edition.

Gisborne

24th November Eastland Port Ltd (EPL) marine achieved the never previously achieved milestone of having 4 active pilot licenses in the business when Olaf Wahlen was issued with his license to pilot at the Port of Gisborne. This significant achievement was achieved through a combination of insightful management strategy and support combined with significant and constructive effort on the part of all relevant operational staff and stakeholders including pilots, tug crews and the Gisborne District Council harbourmaster Peter Buell. Not a bad effort for a bunch of old white guys – who would have known??

A note of thanks to Maritime New Zealand in the pilot licensing endeavour also. We gave MNZ a heads up that we would be lodging Olaf's licensing application pretty much when he came onboard a couple months ago and ultimately upon lodging the final application paperwork the license was issued in a little over 24hrs. Not a bad effort for a bunch of PC wokesters – who would have known??

parallel with the pilot training we have been developing a couple of our younger team members into tug masters and we recently took the opportunity to match up pilots and trainee tug masters on the Smartship simulators for a few days – a thoroughly productive and worthwhile process. Compliments to Giuseppe Ferretti de Luca and his team at Smartship for their assistance.

The new tugs are well and truly in action and established in the operation. Tug crews are well across the operation of the vessels and the pilots are pretty much blown away by the performance of them – very agile, compact for the tight turning basin, and more power than this port will ever need.

The berth destruction/construction continues with works on time with completion of the Berth 7 component still on track for mid' 2023 completion.

The second phase of the project after completion of the Berth 7 rebuild remains in the final design stage. A prolonged slump in export log prices and consequent slow down in timber harvesting is not helpful in final decision making around FID. Having said that however, on 21st November negotiations for the sale of our Eastland Network electricity distribution business were finalised with that business being sold to Igneo Infrastructure Partners for \$260m with some of that capital to be directed towards the Port.

Industry engagement has ramped up steadily post lockdowns etc. In recent months we've attended various fora including Port & Safety Code annual hui, Marine Managers get together and the NZMPA post conference workshop in Auckland (unfortunately we were tied up at Smartship for the duration of the Auckland conference itself). Additionally, we've managed to get 3 pilots through AMPT on both sides of the Tasman respectively with Olaf and our Marine Manager designate Rhys Sanft booked into AMPT at Smartship in February 2023.

To the Auckland workshop, the day was split into a half day discussion around matters Jolly Nero & passage planning/BRM and a half day of spade work around the concept of the Guide to Pilot Training.

Regarding the former, I'd recommend Antonio Di Lieto's Diligent Pilotage text. This is a concise and constructive piece of work and the

first publication on the subject of BRM that I've come across which starts to conflate ship handling with BRM.

As the readership of this magazine will no doubt attest there are maybe 5 or 6 golden rules of pilotage which if followed will lead to a successful outcome in pilotage operations. Take for example; 'manoeuvring well up wind and/or tide'. In Antonio's parlance such a concept would be considered a 'safety margin'.

Call it prudent piloting practice, or call it a safety margin, it doesn't matter, we're basically all starting to speak the same language.

On the latter subject – pilot training, we managed to get all sorts of bullet points noted on big bits of white paper and there were some useful exchanges of information and opinion. This is very early days stuff though for what has the potential to become a defining document in the formulation of pilot training and practice into the future. Acknowledging the gravity of the concept it will be essential that the final document is constructive and accommodating to the needs of pilots, pilotage operators (by & large port companies in the NZ context), and the wider community/stakeholders.

In the first instance we need to define exactly what pilotage means to those various sectors. Is pilotage a safety function, a commercial function, or something else? After establishing that core principle we can then suggest the most effective way of fulfilling the core function. The training providers will recommend all manner of both relevant and esoteric training initiatives and why wouldn't they? They sell that stuff for a living.

The question for pilot training requirements in NZ ports however must surely centre on what suite of training will most effectively serve the East Coast community in the case of Eastland Port. This requirement may differ significantly from what may be required to effectively service the needs of the Auckland economy for example.

And a final comment on the pilot training initiative. Any review of pilot training requirements should necessarily consider the relevance of the near quarter century old Maritime Rules Part 90 and could well act alongside, or even as catalyst to, a review of that dated standard.

Cheers, Chris.



Napier

We now have a few cruise ships under our belt and it seems like they never left, certainly does not feel like 2 years since they were last here. Although its fantastic to see them again the weather hasn't been too kind which has caused a few challenges but we're glad that we crossed the ditch and prepared well in the simulator, blowing off some cobwebs! The new outer swinging basin has been working out well and has saved us a lot of backing!

Our mooring team have been hard at work figuring out our MoorMaster system. One of the biggest challenges has been figuring out our working parameters in relation to long waves and surge events. They have also been working with our new ShoreTension units which have been great at reducing vessel movement while alongside, and the health and safety risks to mooring and ships crews compared to our old Shorelines. So much so that we have a few more on the way for our more exposed berths.

Well done to Pat and Robin who have completed their C Class licence training and look forward to starting their pilot careers and work towards their next licence.

A big thank you to Auckland for organising the NZMPA conference. We hear that it was a great success and very productive. We look forward to the next one and fingers crossed a few more of us will be able to attend.

Safe Piloting from the team at Napier



PEC Masters & Associate Members Update

There are currently 16 associate members from Interislander. Wayne Siataga has moved onto "greener retirement pastures", whilst Liam Doran is leaving this month to join the Port Marlborough team, as a Marine Pilot. We wish them both well.

Interislander also have 6 candidates undergoing PEC training and certification. All will join up at the next NZMPA membership renewals.

All Bluebridge PEC Masters are also associate members. They are also training new PEC candidates. At the time of writing, there was no update from NIWA or other coastal operators.

Unfortunately, due to covid illness, sick/annual leave, and roster requirements, there was a low representation of PEC Masters at the NZMPA Conference in Auckland. On the positive side, the learning outcomes, continuous professional development opportunities, peer networking and stakeholder engagement, continues to validate the important value of NZMPA involvement and associate membership. On behalf of our PEC Holders and Associate Membership, we also wish Captain Steve Banks a very happy retirement from Executive duties. Well done Steve!

- Post Conference, Bob Hubble was engaged by Interislander for Human Factors training sessions and is currently in talks for further sessions.

- Interislander are also exploring OMC International's TransitAnalyst product for its current fleet and the new ferries (iReX).

- The iReX team are also in contact with LINZ regarding preparations for S-100 ECDIS & next generation charting products.

James Mariner - NZMPA PEC Liaison

Centreport Wellington

Greetings from all of us in Wellington,

The last couple of weeks has seen a welcome change in the weather after one of the wettest winters I can remember.

Activity at the port has been constant, with the usual pre-Christmas shipping. Logs have been steady, however since deepening the berth pockets earlier this year they are staying longer with fewer log ship movements. Containers have been a feast or a famine, with a lot of ad hoc visits. I'm sure we will all be pleased once the trade settles down again next year.

Infrastructure work continues around the port, with good headway on our Seaview oil terminal resilience program, as well as the continuing ground resilience program around the port.

We are still yet to see construction work start on the new InterIslander ferry terminal; however, we expect something soon to ensure they are ready for the new ferries on order.

Strait shipping have also purchased a new ferry to add to their fleet, which will make a total of 7 interisland ferries operating. This can cause a bit of congestion at times. Still, it's great news for New Zealand seafarers as more opportunities for kiwis working on various new coastal services are welcome.

Another bright spot is the continuing improvement in morale on foreign vessels. It's great to see many of them now getting ashore, since covid restrictions have eased. We have also opened a new building for the Mission to Seafarers, after losing the last one in the 2016 quake. It's great to see the welfare of fellow seafarers taken seriously.

This will be my last update from Wellington, as I have decided to head over to Europe with the family for a couple of years. I'll certainly miss the people and challenges of the wind in Wellington.

On that note, we have a pilot vacancy coming up for anyone interested 😊

All the best for the coming festive season, and merry Christmas from Wellington.

Dylan,

Port Marlborough

Things have evolved quickly in Picton in the last 6 months.

Andrew McEwing, former Bluebridge Master, has achieved his B Class license for Queen Charlotte Sound. Luke Grogan, former Marlborough District Council Harbourmaster, has been appointed Marine Operations Manager/Pilot and has begun training for his B Class license. And Liam Doran (Interislander Master) has been appointed as trainee pilot beginning March 2023. In addition, the floating plant team is being expanded with further appointments to come for marine engineer and launch master

Work has begun to erect temporary buildings which will allow the demolition of the existing Interislander ferry terminal building, which in turn will make room for the new terminal building that will accompany the new ferry berth and new vessels in 2025.

Cruise ships have been arriving since November for both Picton Harbour and Shakespeare Bay. Calls from Ovation of the Seas, Majestic Princess, Noordam, Westerdam, Star Breeze, Seabourn Odyssey, among others and a steady stream of log vessels have provided plenty of training opportunities for the trainee pilots. And the recent call of the wood chip carrier Southern Star, pictured below, signifies the beginning of a diversification of cargos.



Port Nelson

In the past year there have been a number of milestones reached at Port Nelson. The ASD tug WH Parr reached its 50th anniversary of service at the port. She is still a mainstay of marine operations – particularly with the fishing fleets and around the slipway. Pictured below are former pilot and Harbourmaster Dick King who was instrumental in getting the tug funded and built. Alongside him are retired tug and launch crew members Tom Stewart and Colin Jefford.



Another milestone was separating the Harbourmaster and Marine Manager's roles. Alex Haughey (formerly of the NZ Navy) has taken on the role of Marine Operations Manager at Port Nelson Ltd and Stuart Whitehouse has become the first Nelson City Council Harbourmaster. In addition to that major structural change, the port now has five current A Class pilots. The additional resourcing is making a huge difference to the way that we operate.

Shipping has been steady and the ships themselves continue to increase in size. This year has seen the visit of the MSC Langsar as we trial the acceptance of vessels in the 260m – 270m category. Further vessels of this size will follow in the coming months as we install limits, adapt manoeuvres, formulate procedures, and consider whether capital dredging and infrastructure improvements are required to offer a viable service for this size of vessel. The analysis of historic tracks with Transit Analyst is proving invaluable in this process. Having the extra pilot numbers has allowed us to trial 2 pilot operations for this class of vessel.



Lyttelton

Greetings from Lyttelton. Finlay Laird retired earlier this year, coming back occasionally to do some relief work, so your correspondent has changed. Forgive me if the format/content is not what you are used to. I'll get the hang of it eventually.

We have had quite a change in the Pilot team this year. We started the training for Hamish Thorpe (ex Buffalo) as Trainee Pilot and Phillip Sweetman as Trainee Marine Officer. Later in the year we started the training of a new experienced Pilot, Chris Chubb who is ex Port of London. Hamish and Chris now have Class C and B licences respectively and will soon sit for their next levels. Phillip has been extra busy knocking off his tug training and will sit his Class C next week. With the new Pilots now licensed, LPC implemented the new equal time roster. So far so good, with only the occasional day/shift without a second call Pilot. This has meant delaying some ship movements to keep fatigue levels just manageable. We look forward to having the planned rest area for Pilots.

We said goodbye to one crane this year after more than 20 years of service. Its replacement is being manufactured overseas, however no time frame has been shared yet. In the meantime we have had a few reliability issues with the remaining cranes, pushing out departure times. This has also added to the fatigue management puzzle. We have seen as many as 10 vessels anchored off Sumner Beach, waiting to berth. Lots of questions in the local press and social media.

LPC Pilots agreed a new 2 year CEA in October. Whilst we achieved some improvements, there is still a bit to do, hence the 2 year deal.

The dangers of Pilot transfers were highlighted this year when Jamie and Hamish were over carried to Wellington after a very scary departure in deteriorating conditions. New sea state assessment and lead out procedures were implemented after consultation with the RHM.

Tragically, we lost a member of the coal wharf team on Anzac Day. As part of a review of port safety, MNZ visited LPC in early May. Members of the Marine Team were given an opportunity to share concerns at this time. This has led to two subsequent meetings with our new CEO Kirstie Gardener. At time of writing, very few of the concerns raised have been addressed.

A new CPD program was presented to a Board sub committee in September. It was well received and we hope to have its key element, Manned Model Training, implemented in 2023.

Provisional enquiries are being made with several facilities. This will be the first time LPC Pilots will be offered this opportunity. One interesting outcome of the presentation was the surprise, if not astonishment, of the sub committee members when they learned how Pilots transfer on and off the Pilot Launch. I'm not sure what they were expecting.

As summer and boating heats up we took the opportunity to brief the local Naval Point Yacht Club members on what we can and can't see whilst piloting. Jamie gave an excellent presentation, with Hamish and I heckling from the wings, with great photos and videos. I fear that we were preaching to the converted but only good can come of this and hopefully the word will spread. The RHM has become less tolerant of infringements lately. A local ferry master and a crew member from a visiting super yacht were interviewed by his office regarding some very close encounters. MNZ are also now involved. None of us want this outcome, but neither do we want a more serious incident to occur. Fingers crossed.

Port Otago

Greetings All from Port Otago,

We bade farewell to statesmen pilot Shree Paranjpe (27 years), as well as GM Marine, Sean Bolt, and extend a warm welcome to new pilot Scott Young and GM Marine (and Infrastructure), Grant Bricknell.

Scott comes to us by way of Brisbane, and so far seems quite happy with the quality-of-life tradeoff. He's the third surfer that Sean Bolt recruited...coincidence? Grant comes via Timaru, opposite to the normal direction of migration for marine talent. A trend in the making? Both have hit the ground running, with Grant wasting no time taking the torch from Sean and looking for new ways to support the team and move us forward, and Scott plowing his way through the licence grades with ruthless determination.

Both he and Julien Charpentier are now licensed up and able to provide cover as the white ships have returned to take some of us away from Port (and through the Fiords) for days at a time. Our new Hart ORC 173 is under construction; she'll be fitted with Doen (Victoria) jets as apparently Hamilton is backlogged. And the new admin building is shaping up and on schedule, expected completion in August next year.

Wishing you all a peaceful and prosperous New Year.



Well done Gents, enjoy your new horizons!

Bluff - South Port

Summertime in Bluff-

- Too much light, 15h 40m (One extreme to another).
- It is still very cold and captains keep asking if it is summer down here.
- Still windy.

Since the last edition, we have had Herron Construction down, deepening the channel. They have managed more or less to get another 1m deeper. Our new bENC is showing promising signs, however, we still need to dredge the harbour and berth pockets before changing any draft restrictions or sailing beyond our current maximum draft of 9.8m (on spring HW).

One interesting pondering from this deepening is whether the channel is behaving differently current-wise, either side of the slack water; the jury is still deciding.



Here is some of the rock removed from the channel

Also, the cruise ships are back, which I'm sure you all will know, and so for us is the Fiordland pilotage. It's a nice change to pilot the extensive Fiords instead of the short Bluff pilotage - it can have its challenges, but over all, it is quite a neat pilotage to do a few times in a season.

Until next time, wishing everyone a Merry Christmas and a Happy New Year.

Corey Madill

Omitted Ports

Northtugz - Marsden Point

Westgate - Port Taranaki

Primeport - Timaru



Robust vessels for heavy duty jobs.



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News from Port Ash - December 2022

We've been lucky with the weather - a fairly warm winter, cool spring and no summer - yet. We had plenty of rain over the six months but fortunately it was nothing that the spillway could not cope with, and we had no closures.

The site has dried out nicely with the warmer weather and hopefully we've seen the worst of it until next time - whenever that is... We still haven't been able to continue with dredging which limits draught a bit for some shallow areas.



Courses have been booked solid through spring and right up to Christmas. We've had a few pilots from Marlborough, Wellington, Tauranga and Timaru in recent months and we have forward enquiries from several other ports for 2023. We resume again in February with heavily booked pilot courses.

The RNZN were also here this year and are already booked for two courses in 2023.

As expected, the wretched covid virus raised its head over the period and spoiled it for some which led to travel delays and bad language to go with it! Things seem to have settled down a bit and we all hope we've seen the back of it although parts of the media are still trying to frighten us.

We had several 4 and 6-pilot courses over the period as pilot services caught up with training schedules deferred during the lock-down and restricted travel periods.



We delivered several courses for the RAN through the lock-down period as they deemed the training essential and squared it with the local health authorities and NSW Police. We had no reports of ongoing infections until after travel resumed and restrictions were relaxed.



We have a new ship-model on the water and another small one to come in the new year. The new one I mentioned a while ago is the AOR supply ship HMAS Supply, the name coming from one of the First Fleet ships in 1788 - a bit before my time... She has a bow thruster and a right-hand controllable pitch propeller (CPP) which took an age to get right and had to be built from scratch by a local machinist. We tried everywhere but no-one seemed to stock 1:20 scale CPPs.

The 2023 model will be a small 3-seater twin-screw OPV for the RAN and it will be used to train new officers and navigators who will be posted to small ships. Even small ships are breakable, and it's hoped that the model will make inroads into the casualty figures inevitable with beginners.

Wishing you smooth seas, safe ladders, a good lee, healthy ships and safe piloting from us all at Port Ash.

Cliff Beazley & the Team, Port Ash
December 2022

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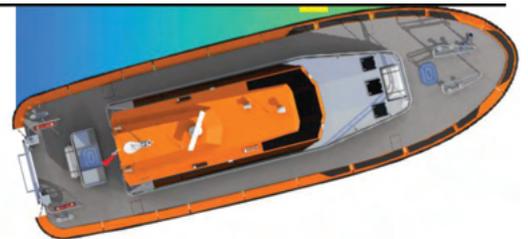
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