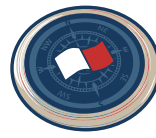


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AUSTRALASIAN
MARINE PILOTS INSTITUTE

SAFE Passage



SUMMER 2023/24

In this issue

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Woman Pilot - Breaking New Ground
In Turkey's Maritime Industry

-

THE CRITICAL BALANCE:

Safety and Sustainability in Pilotage
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NAVIGATING NIGHTTIME

PILOTAGE: Enhancing Safety in
Challenging Conditions

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COVER IMAGE:
Svitzer Marlin
- photos courtesy of Dongara Marine

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A NOTE FROM the Editors

It is with great pleasure that I, alongside Port Hedland Pilot Tom Hilton, extend warm greetings to all of you as the newly appointed co-editors of Safe Passage magazine. Firstly, we would like to express our heartfelt gratitude to the former editor, Newcastle Pilot Ricky Rouse, for his exceptional dedication and contributions to this esteemed publication. Ricky's leadership has set a high standard, and we are committed to upholding his legacy while steering Safe Passage into a new era.

We hope this letter finds you well and filled with enthusiasm following the memorable conference held in Perth last October. The event was a resounding success, bringing together maritime professionals from across the world to exchange knowledge, share experiences, and foster camaraderie within our community. We extend to sincere appreciation to all the delegates, sponsors and exhibitors who joined us, contributing to the vibrancy and success of the conference.

In this issue of Safe Passage, we are excited to focus on a summary of the Perth conference, offering insights into the discussions, presentations, and key takeaways. Special thanks to Matt Birdsall, Pilot at the Port of Tauranga, for his excellent summary published in the NZ Pilot magazine, which serves as a valuable resource for our readers.

Additionally, we highly recommend watching the informative YouTube video produced by the French Maritime Pilots' Association titled "Pilot Boarding - Accidentology (2001- 2021)." This video, along with a presentation during the conference, prompted us to review and

enhance our boarding and disembarking procedures in Brisbane, aiming to mitigate the risk of pilot accidents.

We also encourage all members to explore the conference presentations available on the AMPI website, covering a wide range of topics relevant to our profession. Personally, highlights for me included John Kavanagh's insights on Major Shipping Casualties and John Clarke's presentation on Visual Pilotage by Night.

On a bittersweet note, we extend our congratulations to Josephine Clark on her appointment as the President of AMPI during the AGM held at the conference. Additionally, we mourn the accidental passing of Marine Pilot Oguz Kok from Turkey while boarding a vessel and the untimely death of South Korean Pilot Captain Sangmin Goag who presented on Engine Power Limitation during the Perth conference. Both individuals made significant contributions to our community, and their absence will be deeply felt. Our thoughts and condolences are with their families and colleagues during this difficult time.

As co-editors of Safe Passage, Tom and I are committed to serving the AMPI community with dedication, integrity, and innovation. We look forward to collaborating with you all to ensure that Safe Passage continues to be a valuable resource for sharing knowledge, best practices, and stories from the maritime world.

Safe landings,

**Captain Patrick Walsh
Captain Tom Hilton
Co-Editor's**



PRESIDENT'S Report

Welcome to the first edition of Safe Passage for 2024 and the first with new editors Pat Walsh and Tom Hilton at the helm.

Both Pat and Tom are newly elected Directors of AMPI; with Pat from Poseidon Marine Pilots representing Queensland, and Tom from Port Headland Pilots representing Western Australia. I'd like to thank them both for taking on the task, an important one for communication with members, and for the quality of articles they've assembled over the summer period.

I'd also like to warmly welcome Emma Oxenbridge to the AMPI team. Emma commenced on 18th January 2024 on an 18-month contract as Conference and Marketing manager. Emma assisted the Perth Conference organising committee in 2023, taking on the key roles of venue and exhibition space management, marketing and advertising. Her invaluable input and professional experience proved key to the success of the event. The Board are delighted that she has accepted an offer to continue managing these tasks as a contractor, on a part-time basis. Additionally, she will be assisting with AMPI's media management (development of a digital package, website and social media), design, printing and distribution of Safe Passage and advertising sales and marketing.

Although generally a topic to make the eyes glaze over, governance and accountability have been on the agenda since the start of the year. AMPI's long time auditors, BLG Business Advisors have announced that due to a business restructure, and retirement of two partners, they will not be renewing their audit license and will instead focus on financial planning. We thank

Angela Bernardi and her team for their professional and friendly service over many years.

The Board has approached several audit firms for quotations and a schedule of service. We intend to appoint the new auditor as soon as practicable, make the necessary notifications to ASIC and have the service in place prior to the run into the end of financial year. A Constitution review is currently underway, being coordinated by Director Andrew Burns. The Constitution has been amended on a few occasions over the years, and the aim is to ensure that it is still fit for purpose, representative of the membership and provide clarity to some provisions. Items being considered include;

- Length of time of an Honorary Fellow membership
- Suggestion on adding Retired Fellow membership
- Removal of specific location or port requirements for directors with a caveat for a maximum number of directors from a single state. (For example Sydney, Brisbane and Fremantle are currently identified as holding board seats, however other major ports do not).
- Consider introducing Board Advisory roles including immediate past president, IMPA representative etc.
- Increase of membership fees in line with the Consumer Price Index
- Provide clarity to the term of a Director appointed outside of the AGM
- Provide clarity to the voting process.
- I encourage any interested members to be involved in the Constitution review or provide feedback to admin@ampi.org.au.

Finally, I'd like to congratulate AMPI member and Woodside pilot, Gemma Capone in her successful nomination to participate in the IMO International Day for Women in Maritime symposium on May 17th at IMO Headquarters in London. The 2024 topic will be "Safe Horizons: Women Shaping the Future of Maritime Safety". This marks the first time that a marine pilot and IMPA member will participate in an IMO Conference aimed at promoting the inclusion of women within the industry. We wish Gemma all the best in flying the flag for Australia, and look forward to a report in a future edition of Safe Passage.

Safe Piloting

**Captain Jo Clark
AMPI President**

FREMANTLE SWING





TREASURER'S Report

We start 2024 in a good financial position that will allow us to continue serving the interests of our members and growing as an organisation. In this quarterly report, I would like to focus firstly on AMPI membership numbers and secondly on the financial balance of our last conference in Perth.

Our membership number currently stand at 334, as per the categories shown below. Membership has been steadily increasing. The total number of active licensed pilots in Australia is estimated at 380. AMPI currently has 252 active licensed pilots which equates to 66% of the total estimated population. The table below shows our current membership categories and numbers:

TABLE 1: AMPI membership by category

MEMBERSHIP CATEGORY	Number
Individual licensed pilot members	89
Licensed pilots paid by organization (see T2)	159
Fellow (active licensed pilots)	4
CPD subscription (see note *)	8
Associate members	59
Student/ graduate members	3
Retired pilots	7
Honorary	5
TOTAL	334

Note (*) refers to pilots who are not full members but pay subscription to access CPD

Note (**) refers to pilots who are not full members but pay subscription to access CPD

One of the very successful strategies to increase active pilot numbers is to sign pilotage organisations to pay the membership of all their employed licensed pilots. AMPI has put considerable effort into this initiative. The pilotage entities recognise the added value that AMPI can bring to their pilots and, in turn, AMPI benefits by covering more active licensed pilots. The eleven pilotage organisations employ a total of 159 marine pilots as follows:

TABLE 2: Pay by organisation licensed pilot members

PAID BY ORGANISATION	PILOT MEMBERS
Fremantle pilots	11
Port Phillip Sea Pilots	27
Woodside Energy Ltd	16
Port Authority Sydney	21
Port Authority Newcastle	24
Port Authority Kembla	9
Papua New Guinea (PNG) ports	19
Pilbara Ports Authority	6
Midwest Ports	6
Tasmanian Ports	14
Niugini Pilots	2
TOTAL	159

Another category of subscribers to AMPI are organisations using the CPD. To date, there are seven entities subscribed to AMPI's CPD: Port of Auckland; Port Phillips Sea Pilots (PPSP); TasPorts; Reef pilots; North Queensland Bulk Ports (NQBP); Port of Townsville and Maritime Safety Queensland (MSQ).

Our aim is to continue to increase our membership, in particular in the active licensed pilot category. A good way of communicating to nonmember pilots the benefits of AMPI is for members to have a chat with their colleagues and let them know the importance of being part of a professional body that looks after the interests of pilots. I would like to encourage all members to approach at least one nonmember colleague and have an informal conversation about AMPI. We would be more than pleased to follow this up.

Turning now to the very successful 2023 conference in Perth, would like to present a summary of income and expenses. For the sake of brevity, the figures have been summarised in the table below.

TABLE 3: Income and expenditure summary – Perth conference 2023

Item	Expenditure (\$)	Income (\$)
Conference registrations		156,905
Sponsorship		211,660
WA grant		24,000
Total income		392,565
Total expenditure	360,579	

The budgetary surplus of \$31,986 will be used towards funding AMPI activities in 2024. All who attended will agree that this was a memorable event in terms of speakers, programme, organisation, opportunities to network with old and new friends and, of course, an spectacular venue. It was also an impressive showcase for our generous sponsors who kept us abreast with industry developments in their fields. There were a total of 27 sponsors in different categories (1 Titanium, 7 Gold, 18 Silver and 1 exhibitor).

We rely on our members and sponsors to be able to continue our work on behalf of Australasian pilots and the pilotage profession. Thank you for your continued support and we look forward to seeing you at the PNG conference (24th to 26th June 2024).

Henry Fatiaki
AMPI Treasurer



PILOT DIARIES

It is wonderful to see how our pilot SheEO group chat has grown organically over the past three years, from a small group of 5 or so women marine pilots to the 40 women marine pilots we currently have from over 16 different countries and over 30 different ports across the globe.

On this occasion, it is a pleasure to introduce you to Nildeniz Sutcu Sen, a senior marine pilot from Izmit Bay and ports. She is Turkey's first women marine pilot, with over ten years of experience. Nildeniz brings a wealth of knowledge and leadership to not only pilotage-related discussions, but also the integration of the human element and behaviours associated with being a great pilot, role model, and inspiration for the next generation of mariners and marine pilots.

One of the things that has stood out for me, since being connected with Nildeniz, is her motivation and passion for marine pilotage. She knows how to set goals and work hard to achieve them, and she's now turning her efforts on inspiring another generation of mariners and ensuring she is able to support those women who choose to work at sea.



Jeanine Drummond
Managing Director And
Principal Marine Advisor At
Integral Maritime, Australia

WOMAN PILOT - BREAKING NEW GROUND IN TURKEY'S MARITIME INDUSTRY

Nildeniz Sütçü Şen
Maritime Pilot, Ankaş klavuzluk şirketinde,
Izmit Bay & Ports (Turkey)

In 1999, I joined the Maritime faculty and 6 out of the 600 students in our class were women, making it the first time that our faculty – ITU Maritime Faculty welcomed women students. In 2014, I was employed by Izmit Bay and Port as a pilot, making me Turkey's first woman pilot.

Despite my lack of awareness and information about the job as a pilot, I selected this profession since I enjoy being at sea. I believe that many people's opinions about women at sea have changed and that more women are now empowered to choose to work at sea. I am also striving to put in my best efforts to support them.



I worked at sea for eleven years on various types of chemical and oil tanker ships. After earning my Master Unlimited license, I worked as a Captain for a year before becoming a Maritime pilot. I was always curious about this profession and questioned all pilots who visited my ship about their work and the difficulties they might have faced in their job.

By chance, I received a job offer from a colleague who worked in a government-related department 15 days before joining the ship. I got my basic maritime pilotage training at the Maritime Faculty which covered simulator training as well as fundamental maneuvering methods.

During my training, I spent 6 months aboard ships at Izmit Bay, where at least 90 ships were present during the day and night as well. I maneuvered all types of vessels. Izmit Bay has different types of ports such as Containers, General cargo, Chemical, RORO, and Tanker terminals, as well as shipyards, passageways and anchorages. Also, berthing and unberthing activities are carried out here.

Our organization Ankaş/dekaş is a unique Turkish corporation whose shareholders are retired maritime pilots as well as employed maritime pilots. As a result, we have a very user-friendly working system that allows us to operate comfortably. We work for 5 days and then take 10 days off. During the 5 days that we work, we stay at our stations which have pilot accommodations.

For organizing pilots to attend vessels for maneuvering, we have a computer-based programme that calculates rest and working hours. At Izmit, we have 77 pilots, working three watches. If the vessel speed is low, the longest passage takes 2.5-5 hours.

A bridge was built here in 2016 and the maximum air draught for ships that we assist is 59.4m. Container Ships of 399 meters are the largest size and must lower their mast during passage with additional tug assistance. However, maneuvering small ships, as I call them, feels like riding a roller coaster because they do not have additional power and tug assistance and only have an old-style engine and puddle effect.

Being a pilot typically involves becoming used to the adrenaline in your system. At this job, I am constantly challenged and expanding my skills because of the variety of ships we handle which means a completely different working style and trying to discover the best, safe, and easy method to do this job. Moreover, we work with ship crew from different cultures. One's knowledge is not enough, one must always be fully aware, plan, decide, act, and respond, as well as work effectively with all teams and communicate with them clearly. This job, I should tell you, can be addictive.

However, it also has a lot of downsides, one of which is attending a ship, climbing a pilot ladder, working varied hours of the day and night, and having to stay away from your family for some time. When discussing this job, it is important to remember that there are always different views.

The most challenging and struggling part for me at the beginning was actually the behaviour of colleagues who sometimes ignored me or constantly questioned my choice

to be in this profession or doubted my skills for this type of work due to pre-judgmental assumptions related to my gender. I was first on the defensive because I didn't know how to deal with these judgments, which I felt were an attack on my existence; nevertheless, I soon realized that it was a waste of energy. My initial negative emotions started to disappear as I worked.

Particularly after having children, I took a four-year hiatus from work, and it really made me realize how much I value and give importance to little unimportant things at work. I've witnessed a pattern of resistance to change, and we as women in the maritime industry are still considered newcomers by some. As a result, I shifted my focus to my work and self-improvement. People's perspectives can often change as they interact with you.

My father taught me to appreciate the feeling of being in the sea. I chose this profession because I believe it is suitable for me. Instead of discouraging me from this job, the resistance served as fuel for me to keep going by occasionally slipping into reactivity and seeking guidance. People, in my opinion, should do what they enjoy and are content with. Despite the challenges of this job (which has both wearing and developing sides), I continue because I see the benefits to myself.

Inviting more women who want to work as maritime pilots to break all mental barriers. I am aware that supporting one another, sharing experiences, and empowering women for higher positions is a more effective way of dealing with the consequences. I tried to be more active on social media for the same reason as well. When deciding the next step, I receive a lot of support from cadets and officers who have started their journey and want to see their way through their life at sea, as well as some students who at a young age may choose the faculty or this profession.



Turkey recently experienced 2 big earthquakes on February 6th, affecting 11 cities and causing widespread destruction and death. We were far from the earthquake area, but everyone in Turkey was affected, and we are still attempting to aid people by sending supplies.

Our companies are also providing pilotage assistance at Skenderun Port, which was also impacted by the earthquake, and the pilot station there has suffered severe damage.

We understand that supplying assistance by sea is much more important because roads are mostly impassable after the earthquake. A lot of assistance has been sent by ships. We have very important work to be done here for humankind, but we underestimate the value of those doing it all over the world.

Seafarers are key workers in disaster situations demonstrating the maritime sector's ability to be well-organized and respond appropriately.

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AMPI Conference Perth 2023

WA SUMMARY - By Matt Birdsall

Strengthening Safety Protocols in Pilotage

The first presentation on Monday was by Michael Parker, the Fremantle CEO & Save Fernades Fremantle Harbour Master. Discussing how they had introduced their own ladder restrictions, and that the ATSB (Australian Transport Safety Bureau) in 2006 did a pilot transfer review, where they looked at fall preventers, and soon realised the limitations and inability to implement, due to dynamically moving platforms, as well as the legal aspects of dealing with an internationally flagged vessel.

There were discussions around shipping accidents internationally, and in the last 12 months there had been seven Pilot fatalities. They talked about remote pilotage options and how shipping will still require a Pilot considering current technology, so there will still be ladder issues for the foreseeable future. Other than Pilots themselves, the tolerance of poor ladder condition and boarding arrangements was raised, the lack of appreciation as to the level of risk, and that there is a limited memory of accidents on board vessels generally within the industry.

The inconsistent framework with the gap in SOLAS and the IMO, versus the ISO (International Organisation for Standardisation) standards was raised. The incorrect interpretation of the requirements award vessels, and in general the lack of commitment to Pilot safety onboard numerous vessels, right through to the IMO. Parker's scrutiny of the industry's inconsistent framework, as evidenced by discrepancies between the IMO and ISO standards, was a critical observation. He shed light on how these variations in standards contribute to shipboard misinterpretations of safety requirements.

It was noted that the Harbourmaster is directly involved with commercial shipping and actually goes on board and does inspections himself within Fremantle ports.

His presentation wrapped up raising the need to address these problems at the stage of Ship design, and specifically regarding the need for design requirements of a specific Pilot ladder and manrope only locker, at or very near to the pilot boarding location.

Legal Dimensions in Maritime Operations and Due Diligence.

Richard Robinson, a renown figure for his insightful presentations on maritime law, particularly in relation to pilotage, delivered a notable session. He initiated discussions highlighting the inadequacies of the IMO risk assessment process for Australian and New Zealand pilots navigating the complexities of the common-law system.

An intriguing historical reference was to the White Ship sinking in 1120, demonstrating its consequential influence on shaping the present-day common-law system. This event, ironically caused by drunken sailors, had the effect of creating the existing legal framework we now live under. Additionally, Robinson delved into the 'snail in the bottle' case spanning from 1928 to 1932, offering a glimpse into the limited defences available in cases of common-law negligence. In such instances, only two defences are recognised: the absence of any influence over the situation and the concept of due diligence. His focus primarily

centred around due diligence, highlighting its pivotal role in legal proceedings.

He explained, effectively in court it's not about the level of risk that counts (for example within a risk matrix), it's about the failure to control it where the liability arises. The courts will easily be filled with Captain Hindsight, so you must be able to display that you conducted due diligence. Be very aware that MOPO's and Safe Operating Procedures, if in place, the court and Captain Hindsight will use these against you.

Within a courtroom setting, Robinson underscored the critical distinction between 'So Far As Is Reasonably Practicable' (SOFAIRP, or SOFARP) and 'As Low As Reasonably Practicable' ALARP. He stressed the need to demonstrate that the precautions taken were not just reasonably practicable, but also the most effective means available. Failing to effectively control risks could result in liability, regardless of apparent adherence to the right protocols. The crux lies in emphasising the efficacy of controls, thereby advocating the 'so far as reasonably practicable' or SOFARP approach to navigate legal complexities effectively, and to refrain from following the ALARP methodology, which can still lead to liability for negligence even after appearing to do the right thing by the ALARP process.

Next presentation was from Antonio De Lieto around the Joey Nero incident, and the Italian court ruling around due diligence, and how legally the assessment of an individual's conduct cannot be limited to establishing a breach of the accepted rules only.

This led to discussions around safety margins and the need that they be ample enough to allow for intervention, and allow for a potential accident/incident to be realised, and adaptation to prevent incident. It also included the necessity to have room for trainees to get into trouble in a controlled environment, so that they may learn how to recover and increase their knowledge and experience to become an expert Pilot.

This also leads into the purpose of, and intention of BRM, the aim is to allow for/facilitate timely intervention.

Following on from the Joey Nero incident, part of the company defence was that only 0.0044% of engine starts within the port fail. The court said that it doesn't matter as it is a high-risk operation regardless, and the fact it could happen, is enough for it to be considered high risk, and every operation should consider that it may happen. This is where discussions carried on around how a risk matrix/MOPO can still leave you liable to negligence.

This led to further discussions around how there needs to be the freedom for/to allow the freestyle aspect/feel of Ship handling and pilotage, and that operational procedures and navigational procedures are not overly prescriptive and tight. There needs to be an allowance to give Pilots the room to get it right, versus trying to make it impossible for Pilots to get it wrong, known as prescriptive pilotage, and the danger of this is that it snuffs out adaptability and experience needed to prevent or save a situation when something doesn't go to plan regardless of how the vessel has ended up in that particular situation.

Benefits of the Freedom associated with freestyle pilotage versus the dangers associated with prescriptive pilotage.

Q&A had discussions around extending BRM to a broader Port resource management e.g. Tugs, VTS, Port Control, i.e. all available resources. There were also discussions around the experiments with Tugmaster's on zoom calls to the wheelhouse with Pilots during manoeuvres, with the intention of increasing the shared mental model. That led to a lot of discussion and input, with the general consensus that it is not a good idea, and would not be beneficial.

Monday afternoon's presentations were around safety culture and operational safety with the 1st to plenary around governance "boring but you need it".

Imperatives for Safety Culture and Operational Efficiency.

John McKinley delivered a poignant presentation, delving into the sobering incident involving the MV Lego Kim. His analysis underscored the limitations of safety management systems even when they are diligently followed. The catastrophic explosion in the wing tank, resulting in the tragic loss of eight lives, served as a stark reminder of the consequences of box-ticking compliance without ensuring "real world" operational safety measures.

Following the intensive investigation, no charges were laid as it was found that nothing was ignored, and there was no failure to follow the SMS and safety procedures, there was no lack of compliance, and basically all the correct bureaucratic boxes were ticked. The explosion and sad loss of eight seafarer's lives however demonstrated that this did not mean that the operation was safe to undertake and carry out the prescribed hot work.

He stressed the imperative for regulatory bodies to deeply understand the culture among seafarers, and revealed the intricate challenges inherent in shipboard life versus that of shoreside life, and effectively regulate maritime operations in this context. This led to the importance of having a Master's license to Pilot, so as to understand and relate to this culture and environment, and the ability to recognise and understand if things aren't going right, or conversely, are going well.

Next was Christa Aldridge from the ATSB, and how voluntary reporting in the airline industry shares lessons from incidents or accidents among all airlines and pilots. This stemmed from the TWA 514 crash near Dallas, where a United plane narrowly avoided a similar situation a week earlier. While the United pilots reported internally and shared the information within their company, there was no mechanism to disseminate it to other airlines' pilots. This lack of sharing crucial information contributed to the TWA 514 crash, highlighting the importance of a system for sharing information to prevent such incidents in the future.

From the ATSB perspective which collates all the voluntary and confidential reports for transport within Australia, in 2022/2023 within the aviation industry there were around 5000 reports, the rail industry around 100, and within the Maritime industry only 2.

AMSA has officially seen an increase in machinery failures and vessel detentions since 2019. Discussions in the following Q&A session then focused on promoting voluntary reporting and addressing concerns about punitive actions related to reporting and investigations. Recent events indicated that interviews were conducted in a manner that implied punitive consequences, causing fear among individuals and eroding



trust. This fear led to a restricted flow of information during interviews, hindering the opportunity to share valuable lessons and impeding the overall process of learning and improvement.

Anticipating Industry Changes: Concerns with EEDI and EEXI Regulations.

This presentation sparked a sense of urgency regarding the safety implications of enhanced energy efficiency regulations regarding GHG emissions from the 1st of January 2023, and with the introduction of the Energy Efficiency Design Index (EEDI) and Energy Efficiency Existing Index. (EEXI) and the implications for vessels, specifically engine power limitation when in pilotage waters.

His insights and research into the new engine power limitations, shed light on the ramifications of the EEDI and EEXI regulations, and the need for proactive measures in the face of evolving environmental mandates, and triggered passionate discussions among attendees. These discussions underscored the necessity for swift, industry-wide adaptation in response to these changes.

This topic is covered further in this magazine, being an immediate concern and issue to address by the Pilotage industry worldwide.

This wrapped up the end of day one and led to a lot of serious discussions and questions throughout the evening, specifically around EEDI and EEXI, the implications and how it seemed like Pilots have been the last to find out about this, and it was 10 months before any of us had heard about it. How it also explains a lot of anecdotal stories that something was amiss regarding many vessel's ability to increase speed and/orRPM.

Training and Mentoring: Fostering Excellence in Pilots

Day 2 started with Hannah Odengrund presenting on Sweden's approach, to mentorship in the development of skilled pilots. Central to their model was the process of interviewing and training mentors, ensuring they were equipped to foster a conducive coaching environment. Notably, the emphasis was on tailoring coaching methodologies to align with individual trainees' diverse learning styles, a strategy aimed at optimising the effectiveness of the mentorship program.

A significant component of Sweden's approach involved leveraging simulators as a training tool. By immersing trainees in simulated scenarios, the program aimed to expose them to a spectrum of diverse and challenging situations. This approach, as Odengrund highlighted, served a dual purpose: honing adaptability skills, and nurturing problem-solving capabilities among trainee pilots. The simulated environments served as invaluable platforms for trainees to refine their decision-making skillset and navigate various challenges, thus enhancing their preparedness for real-world scenarios.

The topic of training carried on with Eric Dalege from Germany, and the presentation pivoted towards the exploration of alternative pathways in response to a noticeable decline in the ability to source young pilots via the traditional career trajectory. The imperative to broaden the applicant pool without compromising the quality of candidates prompted a re-evaluation of the profession's ability to attract the younger generation as a career choice. Highlighting concerning statistics that indicated a diminishing number of graduating officers and worryingly high dropout rates, the need to reimagine the profession's appeal to the youth became very apparent.

The shift towards developing alternative pathways in Germany was strategically designed to revitalise interest in the maritime piloting profession among the younger demographic.

Recognising the necessity for innovation to address this pressing concern, the initiatives aimed to make the profession more appealing and accessible to a wider spectrum of applicants. He went on to state the importance of maintaining a high standard of education, and that the alternative pathway being developed will ensure candidates still complete all the academic aspects of a Master's academic degree to gain a Master Class 1 license, ensuring they educated as a Master but without the full sea time requirement.

Understanding Stress and Fatigue: Implications for Pilot Performance

Dr. Luana Main presented research on stress and fatigue among maritime pilots, highlighting the demanding and inherently stressful nature of our occupation. Her findings regarding pilotage shift work raised concerns about the cognitive demands and the weight of responsibility involved in maritime pilotage tasks in conjunction with modern work arrangements, and especially for shift workers, who were identified as having a long-term negative impact on health, particularly psychological health in high-stress roles like maritime pilotage.

Efforts are underway to develop coping strategies, drawing from the aviation industry's experiences, as both maritime and airline pilots face similar symptoms of fatigue. Dr. Main's research identified that maritime pilots utilise behavioural coping strategies when energetic and cognitive coping mechanisms when fatigued.

Collaborating with Fremantle Pilots, simulated pilotage scenarios were conducted to measure stress indicators like cortisol levels, heart rate, and blood pressure. Interestingly, experienced pilots and trainees exhibited noticeable stress responses regardless of the simulation's difficulty.

Dr. Main stressed the importance of achieving homeostasis in the body's chemical and hormonal balance for long-term health, emphasising the need for downtime away from stressors. Sleep patterns were a significant concern, with pilots falling well short of the recommended sleep efficiency, averaging less than six hours, and reminding us that it takes up to four days to recover from just one hour of sleep loss.

Maximising Situational Awareness

Damian Laughlin from the Port Philip Pilots presented a case study regarding how they maximise situational awareness with the use of their PPU's. This was then followed up with another case study by Mike Drake, the manager of marine operations for P&O, and a discussion again from Antonio Di Lieto who runs the sea smart/carnival simulator Centre in the Netherlands, and the work they are doing with the Port Phillip Pilots regarding quality assurance and remote simulator exercises via the internet.

Discussion points made were around defining in developing safety margins which are to be vessel specific. Threat and error training and to include the Tugmaster's as well in these exercises.

Autonomy in Future Shipping.

The issue surrounding remote pilotage sparked considerable debate following contentious presentations around autonomy and remote pilotage.

The Swedish Maritime Administration's directive mandates that the national pilotage group undertake research and development as part of their funding, and with Sweden also witnessing a decline in the availability of competent seafarers progressing to become pilots, technological advancements and the advent of digitisation has led them toward this research

and exploration into this field to fill the potential shortfall. Parallel efforts in Finland, presented by Sanna Sonninen a Finnish pilot, mirrored Sweden's pursuit of remote pilotage trials and studies. Acknowledging concerns about an imminent shortage of pilots, Finland's exploration of remote pilotage was also motivated by the need to prepare for an anticipated shortfall of seafarers within the next decade.

In contrast to other European regions, Finland showcased a significantly higher utilisation of PECs, especially in smaller vessels like ferries and coasters, supported by favourable flag state requirements. The divergence in approach towards remote pilotage compared to us here in NZ and Australia, stems from the presence of a robust national fleet in these countries, and this has enabled them to have a different approach with their strategies toward remote pilotage.

Despite initial skepticism voiced by attendees regarding remote pilotage, the Finnish representative clarified the motivations behind this. Concerns about the future of pilots, the emergence of autonomous shipping systems, statutory pressures, governmental obligations, and logistical security concerns. Their stance advocated for pilots to spearhead and steer the trajectory toward remote pilotage, emphasising the importance of maintaining pilot control amidst these evolving shifts.

Standardisation and Future Developments.

The session concluded with a spotlight on S100, a critical endeavour aimed at standardising maritime information to integrate seamlessly into onboard electronic systems. This initiative seeks to align with the ISO19100 Geospatial standard, allowing for real-time data integration and fostering adaptability to future technological advancements.

Day Three commenced with presentations and discussions around data use and the pathway that the airline industry took, and how we can use this as a template to ensure we get it right, it being emerging software and technology within our industry.

Evolving Data Utilisation: Balancing Safety, Performance, and ensuring Trust.

Captain Ben Bollen, a Jetstar Pilot and Vice president of the Australian Federation of Air Pilots, presented on data utilisation within aviation, and how data is used for looking for trends, and not for an isolated incident to forward fault and blame in hindsight. It's role is to identify any weaknesses, and then develop and include these situations into training systems.

The significance of flight voice and data recorders, being safeguarded by stringent legislation, was emphasised,

accessible to designated investigative bodies only, and how this maintains the integrity and confidentiality of these critical data sources.

Flight data is used by the airline companies is managed via a "Flight Data Management Deed" which relies on the principles of exception and trust. An intermediary team of three senior check pilots acts between the company and pilots, tasked with identifying pilot-related data outliers or potential safety breaches. This ensures that minor anomalies or safety concerns can be appropriately communicated to the company, preventing unnecessary scrutiny of pilots for issues that may not pose a significant risk considering the circumstances. This intermediary team, having firsthand experience, can evaluate situations more effectively compared to company office members who are likely to view incidents retrospectively, potentially leading to unfair punitive actions.

Early on, it was recognised that utilising this flight data for individual performance monitoring was problematic and prone to misuse, and required meticulous planning if such monitoring was to be considered. It was found by emphasising data limits, pilots being aware of what the limits being measured were, would tend to operate closer to these limits instead of adhering to standard operating procedures, such as attempting to compensate for lost time.

Expert Bias: Don't believe the Hype

Chris Hoyle a large vessel specialist in Southampton and the vice chairman of the UKMPA presented on expert bias.

Prior to the arrival of 400 meter plus containerships they carried out trials specifically at "Post Office Corner". Multiple approaches were tested to pilot these vessels through that section and associated channel work, and found some succeeded, some failed, and demonstrated there were multiple ways to achieve the same safe outcome.

This highlighted that you could not select just one expert's opinion on how to Pilot and negotiate "Post Office Corner", and that one expert opinion is not necessarily the only way, let alone "the best and only way" to achieve a desired outcome.

The key point was that even as an "Expert" it will still be that person's own opinion, this introduces their own bias which can be due to numerous external causes or blindspots.

A reminder to be aware of the influence from perceived "experts". This "expert" bias can end up having quite a strong influence over all other answers. Again more phrasing and discussion around the dangers of prescriptive pilotage was raised. The parameters need to be set so that we are able to retain the room to fail and recover, as this is how we develop and grow and can become an expert.





Pilots and port officials from around the region and the world attended

This is where simulator exercises are excellent, deliberately going into safety margins and practice the recovery from these situations, Pilots are then able to learn the limits of where we can make these recoveries from, and what techniques worked best. Only then can a deeper understanding and expertise be developed, allowing for the best possible response in the real world, should that situation or similar arise.

Data Driven Decision Making.

The Sydney Harbourmaster Myron Fernandez presented on how the New South Wales port authority manages data and pilotage.

Sydney/New South Wales Port authority conducts annual reviews of actual berthing/transit times to compare with those used in the planning of transits. This has improved the planning and efficiency at all their vessel terminals by planning transits and shipping to actual real-world times and timings.

By planning shipping with realistic and accurate timings for each of the berths and vessel types etc, there has been an actual measurable increase in efficiency, reduction in delays, significant Tug fuel savings, and reduced frustrations for both operations teams as well as customers, and provided more certainty to their service by not giving false expectations. This improved both internal and external customer relations and trust.

Data also showed which ships and shipping companies are more likely to cause delays and then this information is used to plan for, or adjust for the likelihood that they will cause delays again, and bump them down the priority queue to minimise further delays and disruptions to other vessels.

It has also allowed the port authorities to “reward” the good ships that are always ready on time, and not causing delays, which then leads to more improvements and efficiency.

Real-World Learnings: Prioritising Safety in Maritime Operations

Brad Benbow, a Fremantle pilot, shared a harrowing personal experience of falling from a ladder, suffering severe injuries. During a descent, both man ropes failed, causing a 5-meter fall onto the pilot boat. The impact resulted in significant injuries including fractures, ruptured tendons, and serious trauma. He stated that there was no doubt that his helmet saved his life.

The incident highlighted the necessity of proper pre-checks on ropes and ladders by deckhands. Discussions revolved around optimising launch positioning off the ship's hull to prevent high impact falls, with the preference being to fall into the water, especially given that Pilots all wear high quality lifejackets these days.

Recommendations also included assessing the best location within the port to meet an ambulance to ensure quick access, minimal confusion, and a smoother patient transfer, considering factors like accessibility and minimising potential obstructions for emergency vehicles, such as large machinery, trains, and waiting trucks.

Andre Gaillard, representing the French Pilots Association and International Maritime Pilots Association, discussed accident prevention within the pilot community. Over 20 years, there were 160 accidents among 330 pilots, resulting in one fatality and three cases of permanent incapacity. Globally, there were 32 deaths in 18 years, averaging 1.8 per year. He showcased a safety video developed by the French focusing on pilot transfers. It was noted the use of a transfer platform fixed to the Pilot Boat, and follow up questions were addressed explaining the key aspects to a safe design following 40 years of development, the significant safety benefits, and dispelled the perceived viewpoints of it being more dangerous.

The presentation highlighted that while accidents may be few, their severity is significant. Calculations showed the alarming speed of impact when falling from different heights and the associated likelihood of death, emphasising the need for improved safety procedures. Changes in pilot boarding techniques, including slowing down climbing until the pilot boat moves away, with the aim to minimise the largest significant risk of fall impact and serious injuries.

Another safety measure involves random, detailed pilot ladder inspections during vessel port stays, serving as an educational opportunity for captains and crew while ensuring compliance and safety improvements.

Captain Dan Jordan from the Columbia Bar Pilots discussed the safety of helicopter transfers. After 35 years of helicopter transfers, they had one accident, contrasting with seven serious accidents involving pilot ladder usage.

Columbia Bar Pilots record every transfer using GoPro cameras for training, reference, and evidential purposes. Captain Jordan shared his personal experience of an accident during a helicopter transfer, highlighting the importance of ceasing to pilot a ship immediately after an incident, as adrenaline can mask injuries that may manifest later, potentially causing a further incident.

Advancements in Maritime Technology: A Glimpse into the Future

Julian Carson Jackson from JCG consulting had an excellent presentation in the afternoon regarding the future of Maritime information exchange, the information explosion, and the need for effective information management.

She explained in excellent Layman's terms about the changing communication technology from 5G and the push towards 2030 and 6G along with the development of AIS version 2.0.

The incoming 6G is actually being developed with the Maritime world in mind, and within its own system there is the potential for 1 to 10 cm location ability without the need of GPS satellites. She talked about the new S 200 developments, one of the interesting notes was S - 241, known as CRM RTZ. This is standard will enable route information to be sent to and from directly to a vessels ECDIS system.

She carried on to further explain and help with our understanding of future integration with cloud systems, AI, and ANN or artificial neural networks, which have been developed as a network of computer nodes to replicate/mimic the way the brain works.

She has been involved with IALA and discussed how A.I. is being prepared for, and developing its own pathway towards the introduction of AI, with the reference to G1178.

The dangers and limitations of AI were discussed, regarding biased inputs, blackbox syndrome, and the need to be able to roll back the machine learning after/following an incorrect input or output or both, and the requirements to balance out regulations, robust technology, and ethics to ensure that AI systems are not fragile remain effective, and especially that they're not unlawful or unethical.

She also elaborated on some of the new technology that is being developed and the potential use within the Maritime industry, specifically aboard vessels is the research and development of what's known as, MS@MS, which is radio free wireless transmission using metal surfaces and magnetic substances, basically using the metal around you to transmit through that metal.

Nicole Bergersen from Acoustic Imaging then presented the collaborative project with Navigatus and Kiwi Rail, regarding the upgrade and development of the Inter Island ferry terminal and wharf in Picton.

ISPO - SMS Systems.

Captain Peter Liley presented on the International Standard for Pilotage Organisations (ISPO), which essentially is what we do as a Pilot collective but written down.

This is the development of a quality management system which works with classification societies as well for independent audits. It is a link from ISM to ISPO to ISO9001.

It does not serve the same function as IMPA or AMPA or in our case the NZMPA, it is an accreditation certificate and is more the for private pilotage companies as a quality assurance tool for customers.

The ISPO code which they have produced has 35 pilotage organisations accredited worldwide, covering 1100 pilots, within Europe, Australia, the Middle East, Africa, and North America. 70% of pilotage organisations in Australia operate under the ISPO, and it is also used to satisfy the “due diligence” aspect/requirement should an accident or incident occur.

Revolutionising Training Methods: Addressing Pilot Trainee Shortages.

Amidst the backdrop of an industry grappling with pilot trainee shortages, Richard Dunham from the Australian Maritime College unveiled the work they are carrying out aimed at tackling this challenge head-on. The discussions centred on the need to evolve alternative training pathways to meet the specialised demands of marine pilotage while addressing the scarcity of qualified candidates.

This is being addressed with the development of a specialised Graduate Certificate in Marine Pilotage made up of four units. A particularly notable aspect of this course is the inclusion of a unit focusing on human factors in pilotage, emphasising the importance of non-technical skills in navigating complex maritime scenarios. This component recognises the significance of onboard culture, communication, and decision-making, filling the gap between traditional sea time experience and the specific “non navigational” demands of piloting while onboard, and general shipboard cultural awareness.

AMPI Names New President at PERTH CONFERENCE

By Ian Ackerman - 5th October, 2023

MARINE pilots from around the world came to Perth this week to join the Australasian Marine Pilots Institute's Ports and Pilotage Conference.

The event featured more than 40 speakers over three days, with a fourth day reserved for a port tour and workshops.

At the conference, Port Kembla check pilot Josephine Clark was named AMPI's new president, as Peter Dann has stepped down from the role after his term ended. Ms Clark thanked and acknowledged her predecessors in the AMPI president role.

"All of us [at AMPI] are volunteers and hold down full-time jobs piloting. AMPI is a team effort and it's a very dedicated team at that," she said.

Despite our small size, I think we get a fair bit done." She outlined some of the key achievements for the organisation over the course of the past year, including reviewing its CPD program, conducting work on pilot ladder transfer safety, running the conference in Perth, as well as one earlier in the year in Hobart, re-activating the pilot-training advisory board and continuing to work

with the Australian Maritime Mentoring Program. The mentoring program is a partnership between the Nautical Institute, the Company of Master Mariners Australia, the Pilbara Ports Authority and AMPI.

Ms Clark said the mentoring program is free and all that is asked of the participants is that they are a member or employee of one of the partner organisations.

"The program is about encouraging and empowering personal and career development and it is equally valuable for mentors and mentees alike," she said. There are currently 50 mentees and 61 mentors involved in the program.

The rest of the conference was packed full of discussions on many aspects and issues that affect marine pilots. Safety was by far the top topic throughout the conference – psychological safety, safety procedures and safety lessons learned from incidents and near-incident.

Attendees included pilots from at least 18 different countries, as well as regulators, harbour masters, technology experts, maritime lawyers and academics. More detailed coverage of the AMPI Ports and Pilotage Conference will be published in the forthcoming November issue of the DCN magazine.



Captain Josephine Clark, AMPI president, addressing the AMPI Ports and Pilotage Conference in Perth on 3 October 2023. Image: Ian Ackerman/DCN

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Port Hedland Departure

Summary of John Kavanagh's presentation.

NAVIGATING POST-INCIDENT MANAGEMENT: A Survival Guide for Marine Pilots - By Patrick Walsh

Incidents at sea are an unfortunate reality of our profession, and when they occur, they bring with them a cascade of legal, regulatory, and investigative challenges. During the Australasian Marine Pilots Institute Conference 2023, Capt. John Kavanagh delivered a compelling presentation that sheds light on navigating these complexities, offering a short survival guide tailored specifically for marine pilots.

In his presentation, Capt. Kavanagh emphasized the critical importance of preparation and proactive measures in the face of post-incident management. Drawing parallels to fire drills, he urged pilots to ready themselves for potential incidents with a structured approach.

One of the first steps Capt. Kavanagh highlighted is understanding and asserting one's legal rights. Marine pilots are entitled to privileges like protection against self-incrimination and adverse inference, and the right to be treated with professionalism throughout any investigative process. Moreover, pilots should strive to maintain control over their own evidence and be mindful of regulatory competition, particularly in jurisdictions where multiple authorities may have overlapping interests.

Surviving post-incident scrutiny requires a multi-faceted approach. Capt. Kavanagh stressed the importance of seeking specialist legal advice promptly, ensuring that pilots can effectively demonstrate their fitness for duty and competence. This includes providing evidence of medical fitness, managing fatigue, and showcasing professional competency through licensing and continuous training.

Beyond legal considerations, pilots must also prioritize their well-being and seek appropriate support systems. This encompasses not only professional assistance but also personal and homelife support networks. Consistency and professionalism are paramount throughout this process, helping pilots maintain credibility and navigate the complexities of post-incident management.

In the realm of legal representation, Capt. Kavanagh underscored the pivotal role of lawyers in safeguarding pilots' interests. Legal counsel can provide essential support in facilitating recovery, preventing unnecessary self-incrimination, and coordinating interactions with investigating authorities. Similarly, medical professionals play a crucial role in ensuring pilots' physical and mental well-being, advocating for their best health outcomes during challenging times.

Membership in pilot associations offers invaluable benefits in times of crisis, providing mentorship, professional perspective, and career protection. Capt. Kavanagh highlighted the case study of the Braverus Maritime incident, where lack of preparation and support resulted in significant challenges for the pilot involved.

To mitigate such risks, Capt. Kavanagh advocated for pilots to develop and practice a comprehensive survival guide, identifying and engaging with various support networks proactively. This includes legal, medical, professional, and personal support systems, as well as formulating and rehearsing a structured plan for post-incident management.

In conclusion, Capt. Kavanagh's presentation serves as a timely reminder of the importance of preparedness and collaboration in navigating the complexities of post-incident management. By adhering to a structured survival guide and leveraging the support of relevant stakeholders, marine pilots can effectively weather the challenges that arise in the aftermath of incidents at sea.

For further inquiries or assistance, Capt. John Kavanagh can be contacted at john@pacificmaritimelawyers.com.au or through www.pacificmaritimelawyers.com.au.



Brisbane River at night

Summary of John Clarke's presentation.

NAVIGATING NIGHTTIME PILOTAGE: Enhancing Safety in Challenging Conditions - By Patrick Walsh

The Australasian Marine Pilots Institute Conference held in Perth in Nov 2023 provided a platform for crucial discussions on the challenges and strategies involved in nighttime pilotage, particularly focusing on whether it is still appropriate to navigate large ships through narrow channels using visual means alone. John Clarke, in his illuminating presentation, shed light on various aspects surrounding this pertinent issue.

The presentation commenced with a comparative analysis of vision capabilities between daylight and nighttime conditions. Clarke delved into the distribution of accidents throughout the day, emphasizing the importance of implementing measures to maintain safety margins, especially during nighttime operations.

Clarke drew attention to a significant incident involving the grounding of the Leda Maersk in Otago Harbour, highlighting the perils of relying solely on visual navigation, particularly in the dark. This incident underscored the inherent risks associated with line-of-sight navigation and prompted reflection within the maritime community.

Delving deeper into the intricacies of human vision, Clarke explored the physiological aspects of nighttime vision, emphasizing the limitations imposed by reduced light conditions. He elucidated on the role of photoreceptors, contrasting photopic, scotopic, and mesopic vision and their implications for nighttime pilotage.

Furthermore, Clarke addressed the challenges posed by decreased visual acuity at night, including diminished contrast ratio, motion detection difficulties, and compromised depth perception. He underscored the critical need for pilots to understand and mitigate these limitations to ensure safe navigation.

A comprehensive analysis of accident statistics from official investigation reports in New Zealand and Australia provided compelling insights into the prevalence of incidents during nighttime pilotage. Clarke's research revealed a stark contrast in accident rates between day and night, highlighting the heightened risks associated with nighttime operations.

The presentation culminated in practical recommendations aimed at enhancing safety during nighttime pilotage. Clarke advocated for the utilization of all available resources, including electronic systems and PUs, to complement visual navigation.

He stressed the importance of proficiency in electronic navigation systems and effective scanning patterns to optimize safety outcomes.

Moreover, Clarke proposed a series of proactive measures, including reviewing risk assessments, optimizing harbour navigation aids, and instituting standardized procedures for equipment usage. These recommendations aimed to bolster safety protocols and mitigate the inherent risks associated with nighttime pilotage.

In conclusion, Clarke's presentation served as a clarion call for the maritime community to reevaluate traditional approaches to nighttime pilotage and embrace innovative strategies to enhance safety in challenging conditions. By leveraging technological advancements and fostering a culture of continuous improvement, marine pilots can navigate nighttime operations with confidence and efficiency, ensuring the safety of vessels, crew, and the environment.



Fisherman Island FITA arrival

ACROSS THE DITCH: NZMPA Newsletter January 2024

Matt Conyers NZMPA Vice President and Editor

Kia ora koutou.

2023 was a productive year for the Association with all our targets, set at our Auckland AGM in November 2022, achieved. It was the year we became an Incorporated Society, in line with changes to NZ legislation. The change required us to rewrite our Constitution document and provided us with an opportunity to review our purpose, objectives, structure, and funding. The new Constitution was ratified by the membership at our on-line AGM in November 2023.

These constitutional changes are also reflected in our new website at www.nzmpa.org which went live in the second half of 2023. The website features downloadable resources such as our Good Practice Guides and our 6 monthly NZ Pilot Magazine. It also features an online reporting tool that allows pilots to notify other pilots, port companies, harbour masters, Maritime New Zealand, and CHIRP where observations or incidents may be relevant to them.

Pilot transfer arrangements remain high on our agenda. NZMPA President Paul James has been consulting with the NZMPA executive and membership and has been our spokesperson through MNZ and IMPA with the IMO pilot transfer correspondence group. They have been drafting amendments to SOLAS V/23 and a drafting a new mandatory performance standard to be presented to IMO's Maritime Safety Committee in late 2024.

Our November 2023 on-line AGM has given the Executive a work program for 2024. High priority items on this program are:

1. Developing standards for the ethical use of routine voyage data from pilotage operations.
2. Developing informed policy for pilotage providers to manage the implications of EPL/ShaPoLi after recent Marpol VI amendments.

From April 2024, the NZMPA Executive has been able to schedule exclusive biennial meetings with the Maritime New Zealand Chief Executive. It is hoped that, as well as forging

a strong collaborative relationship with the national regulator, these meetings may also help to influence and give authority to the standards and policies mentioned above.

Former President Steve Banks has been organising a workshop and mini conference in Nadi, Fiji between 26th and 28th February with help from other kiwi pilots, AMPI members and P&O Australia. The aim of the conference, in line with a proposed MoU between NZMPA and other Pacific Island Pilots, is to share the lessons learned in the past 5 years that have helped improve standards in pilotage in NZ and Australia.

Discussions will be held on bridge resource management, the pitfalls of working at night, training, the development of the NZMPA Good Practice Guide for Pilots, the best use of hydrographic data, aids to navigation, differences between pilotage for cargo and cruise vessels, developments in pilot launches, personal protective equipment, the use of Portable Pilot Unit computers, and ensuring there is shared mental model of the ship's pilotage plan between the pilot and the bridge team.

The 2024 IMPA Congress in Rotterdam will be attended by President Paul James and myself. We have been very fortunate to gain a speaking slot and will be presenting on our experience in NZ with the routine use of voyage data from pilotage operations, and all the benefits/issues that this practice is highlighting.

On the back of the successful and well attended AMPI Perth Conference in 2023, we are also looking forward to our Christchurch Conference and Workshops between 17th – 20th September at the Christchurch Townhall. The theme is "Addressing the Human in the Pilot" and we will host several renowned speakers. Registration will open on 17th March 2024 through a link at our website www.nzmpa.org. The website will also be updated to include a schedule of speakers and workshops.

We look forward to seeing some of you there.



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According to the International Maritime Pilot's Association (IMPA) Safety Campaign Report in 2021, "pilots should be trained prior to their first use of a PPU, and they should receive supplemental instruction any time the hardware or software configuration has an appreciable change."

Based on the guidelines IMPA has established, Navicom's goal with designing Azimuth Learning Academy was to ensure marine pilots can easily access effective training at any time, and anywhere to allow them to broaden their knowledge and skills with operating Portable Pilot Unit (PPUs). As marine navigation and Portable Pilot Unit (PPU) experts, Navicom has continuously been providing training onsite and online globally for many years. Navicom's Lead Specialist Training Instructor and Director, David Hedgley, FNI, has over forty years of experience as a mariner and twenty-two years working as a Naval Commander for the Royal New Zealand Navy.

Through his leadership and Navicom's fellow trainers, Navicom is equipped with the knowledge to create an effective training platform, that now includes a brand new eLearning course, The Foundation Course, that can be conducted anywhere around the world for marine pilots at any time it suits them best.



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Brisbane River - Pinkenba

AMPI Peer Assistance Network 2023/2024 - By Marcus Romanic

As this is my last report and commentary to AMPI, I will take the liberty of starting where my last 2022/2023 report ended. You might draw on your musical memory of The Eagles' California Hotel; "you can check out but you can never leave". Similarly, unlike Spike Milligan, at this point I don't require a second opinion on my demise [I'm still here]:

"2022/2023: As this will be my last year and report with AMPI, it is time to bid a fond farewell to all the people I have been fortunate to meet since 2007 when we participated [celebrated] the first Peer Support and Safety Review Pilot training course at The Grange - Cleveland Winery over 5 days, with my colleague Rod Jepsen. The program has only been a success because a significant enough number of people developed an understanding of the concept of a non-punitive, non-prejudicial support system for their seafaring peers, and then gave of their time and energy to make it happen under AMPI's umbrella and ongoing support."

As with the airline peer supporters and pilots in general, the mariners [though a bit different] represent a remarkable bunch of characters with unique skills that they must apply in a much less protected world, occupying different operational envelopes. I will truly miss the people, knowledge and skills that I have been privileged to be acquainted with."

That said, I hope to be able to maintain a relationship with AMPI and the people it serves, as well as continue to be of whatever assistance or service, albeit less formally.

The AMPI Peer Support Program is an important initiative that has been maintained for over 17 years. It substantially adds to the bio-psycho-social health of the organisations, individuals and peer supporters that are involved with it. This view now has significant amounts of research backing it up, from areas of study into longevity, physical well-being and mental health. Neurologically, we are interconnected; the availability, variety and quality of our human connections are determinants and predictors of our health. This view is reflected in General Medical Practitioners now being encouraged to offer 'social prescribing'.

Perhaps also revisiting some of the themes in the reports of the past few years, the relative security of work, work places and work relationships has become much more important than a mere five years ago. It seems that the Covid period was only an introduction to the notion of 'discontinuous change'

geopolitically and environmentally. For some, this is on a background significantly increased financial stressors. Those stressors are not necessarily proportionate to incomes; the impact of illness or disability, relationship separations and financial collapses can have consequences that are harder to rehabilitate. The ambient stressors over which we experience little control, are likely to ground themselves in personal vulnerabilities such as proneness to greater 'black and white' thinking or finding simple solutions, escapism or giving in to obsessional tendencies in thoughts or actions, all of which risk interpersonal difficulties.

The 2023/2024 period has evidenced only six formal contacts thus far [8,13,10 in previous years] although, it is worth noting that attendances at conferences or other training facilities where the Peer Support Program is promoted as a matter of course, have usually lead to a number of conversations about personal issues or concerns for others. These contacts have often been satisfied with the provision of resource or reference points or referral to appropriate practitioners.

There was only one organisational contact seeking assistance in the management of a pilot experiencing some operational and personal issues. There was an operational incident which despite initial contact, did not require further Peer Support Program professional assistance but did generate positive comments on the way the organisation managed the event and people affected. The reduction is a shift from some larger scale organisational issues having had impact on pilots over previous years. Of the five other contacts, all were referred or introduced to this AMPI service by a fellow pilot, two of which were peer supporters.

The five individual contacts were all related to domestic relationship difficulties, some of which had led to separations. Separations had incurred collateral damage regarding access to children and financial security. Almost inevitably, the lead into a conflicted relationship and the period immediately post separation has a latent or developed consequence to work, coincident to work becoming a stable refuge. There were 18 services related to these contacts and two are likely to be ongoing.

The current availability of my services may be ongoing until succession plans are in place and activated, potentially with an ongoing connection to the aviation Peer Support Programs.










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THE CRITICAL BALANCE: Safety and Sustainability in Pilotage Areas - By Nic Gardner and Matthew Williams

On the 19th of November 2016, the bulk carrier *Nenita* boarded a pilot, weighed anchor and headed out. As they rounded a bend in the river at full ahead, the engine revs dropped from 90 rpm to 48 and continued falling. At 25 rpm, the ship lost steerage. 14 minutes after the trouble started, *Nenita* ran aground.

In *Nenita*'s case, the problem was a combination of a cracked cylinder cooling jacket and an automatic load program; however, at a more immediate level, the problem was insufficient engine power to control the ship in the prevailing conditions at the time it was needed.

Few mariners would argue against the fact that sufficient engine power to control a ship is essential for safety. In strong winds and currents, narrow channels, or close quarters, insufficient power can only lead to accidents. In considering power problems on ships, there are three main types:

1. Permanent de-rating, generally in relation to the optimisation of a ship for slow steaming;
2. Load programs, which delay access to power to help manage the impact on ancillary systems; and
3. Overridable power limitation systems (OPL) used for compliance with the IMO's Energy Efficiency Existing Ship Index (EEXI) requirements.

While permanent de-rating and load programs have advantages and disadvantages and can pose their own challenges, this article focuses solely on OPL systems used to enable a ship to comply with EEXI.

On the 1st of September 2023, Houston Pilots sent out a notice regarding delays in the ability to override engine power limitation (EPL) and shaft power limitation (ShaPoLi) devices, or inability to override these devices, noting, "In some cases, these limiters may reduce ship manoeuvrability in a confined channel...to an unacceptable level." Under the Houston Pilots Navigation Safety Guidelines, the Master or OOW must be able to immediately override these devices from the bridge; ships where this is impossible will be subject to transit risk mitigations, such as daylight restrictions, additional pilotage, and tugs. Regardless of whether this notice results from problems already encountered, precautions like these will only become more common.

What are the EEXI regulations?

In 2018 the Marine Environment Protection Committee of the International Maritime Organization (IMO) adopted the Initial IMO Strategy on Reduction of GHG Emissions from Ships (resolution MEPC.304(72)). This strategy included strengthening the Energy Efficiency Design Index (EEDI), and developing technical and operational energy efficiency measures for existing ships.

The Initial IMO Strategy called for short-term measures to reduce the carbon intensity (the amount of carbon dioxide emitted by tonne mile) of international shipping. The IMO

developed two indexes for inclusion in Chapter 4 of MARPOL Annex VI: one addressing the design carbon intensity under specified conditions (EEXI); and the other addressing operational carbon intensity (CII).

EEXI requires that a ship of 400 gross tonnage and above which is already in service achieves carbon intensity by design (attained EEXI) which is less than or equal to the carbon intensity by design that is required for that type and size of ship (required EEXI). The required EEXI is calibrated to drive ships already in service to achieve the same design carbon intensity as if they were new ships complying with the energy efficiency design index (EEDI).



Since 2013, EEDI has required new ships to achieve progressively more substantial reductions in design carbon intensity. For most ship types subject to EEXI, the catch-up point is EEDI Phase 2, which requires most new ships constructed after 1 January 2020 to be 20% less carbon intensive by design than the average ship in the period from 1999 – 2009. Since the IMO's Fourth GHG Study in 2020 noted that slow steam meant the majority of bulk carriers, tankers, and container ships were already slow-steaming, the effect of EEXI is not so much to reduce the carbon intensity or environmental impact of ships at sea, but to remove incentives for owners and operators to retain older tonnage, and to not invest in the latest eco-ships.

Both EEDI and EEXI rely on a formula which estimates the design carbon intensity based on main and auxiliary engine power, specific fuel consumptions and fuel oil carbon factors, allowances for energy-saving devices, the deadweight tonnage of the ship and a reference speed. For ships in service, the attained EEXI is calculated for the ship. If it is already equal to or less than the required EEXI, no further action is necessary; if not, the calculation is re-run iteratively to determine the level of main engine power that allows the ship to comply. The ship then needs to have an overridable power limiter (OPL) system installed which limits the engine or shaft power accordingly.

To support the use of OPL, the IMO adopted the 2021 Guidelines on the shaft/engine power limitation system

to comply with the EEXI requirements and use of a power reserve (resolution MEPC.335(76), as amended) – hereafter the Guidelines. Unlike the EEXI regulations in MARPOL Annex VI, the Guidelines are non-mandatory. Therefore, flag states have some flexibility in implementing OPL requirements on ships flying their flag.

Carbon Intensity Indicator (CII) is the colloquial term for the operational carbon intensity reduction requirement. This relies on data about fuel consumption, cargo carried and distance travelled to calculate an estimate of the carbon intensity of a ship in operation. This is more complex than EEXI and does not directly drive the use of overridable power limitations so is not discussed further in this article. Nevertheless, in terms of impact on the operation of ships, CII is expected to have a much more significant effect on the operation of ship than EEXI between now and 2030.

What are engine and shaft power limiters?

The EEXI regulations are goal-based: they regulate outcomes, and simply state that the attained EEXI of a ship shall be less than or equal to the required EEXI of that ship. In the short time between the regulations' entry into force in November 2022, and the first surveys verifying compliance, engine and shaft power limitation was the most cost-effective and simplest option. Unlike other energy saving devices which benefit EEDI/EEXI performance, OPL is not invasive, is low cost and can be delivered to ships quickly.

OPL systems addressed in the Guidelines are EPL and ShaPoLi. Generally, EPL limits main engine power by controlling the fuel index, either with a mechanical stop, or by adjusting the engine control system in combination. In contrast, ShaPoLi uses sensors and an electronic control unit to limit the power transmitted by the shaft to the propeller.

Both systems are used to limit power to a level at which the ship's attained EEXI equals the ship's required EEXI.

In normal conditions, most ships operate well below 100% MCR, and in fact at eco-speeds below the percentage of MCR at which a power limit might be set. However, there are circumstances where power demand can and does approach 100% MCR: strong winds or currents, narrow channels, to avoid a collision or grounding, when manoeuvring in harbour, or when involved in a SAR incident. For ships with OPL systems, this is where override functions come in.



What are override functions?

The 2021 Guidelines provide for EPL and ShaPoLi systems incorporating an override. In exceptional circumstances, the override function allows the Bridge Team to access the reserve of power above the pre-defined engine power limit in order to handle emergency situations requiring the use of additional power (power reserve). In an ideal world, ships with overridable power limitation would carry two sets of manoeuvring charts/posters on the bridge: one showing the characteristics when the engine or shaft is limited, and one for when it is not. Unfortunately, this is not required, and therefore is rarely the case.

The 2021 Guidelines state that overridable ShaPoLi and EPL, "... can only be overridden by the ship's master or [OOW] for the purpose of securing the safety of a ship or saving life at sea, consistent with regulation 3.1 of MARPOL Annex VI." It goes on to specify a subset of scenarios that would be covered by regulation 3.1: adverse weather, ice-infested waters, search and rescue operations, avoidance of pirates, and engine maintenance. Notably, the 2021 Guidelines do not explicitly list close-quarters manoeuvring or berthing as a valid reason, even if the use of the power reserve would be entirely consistent with securing the safety of the ship. Furthermore, the 2021 Guidelines are ambiguous on permitting pre-emptive override of the limit as a precaution, even though it is recognised in the reporting provisions of the 2021 Guidelines that the power limit may be overridden but the power reserve not used. More significantly, the 2021 Guidelines do not require that the system be capable of being overridden immediately or from the bridge. From the perspective of safety, this is a glaring omission because the result is an inevitable delay in the availability of the reserve of power if it is needed.

Is delayed access to full engine power really a problem?

Even if a ship has sufficient main engine power, if the power is not available when it's needed, it may as well not exist. According to the European Maritime Safety Agency, the main events resulting in damage to ships in 2022 were "loss of control - loss of propulsion power." Australia had similar issues: in 2022, of the 347 occurrence types related to ship control and navigation, 82 (23.6%) were associated with ship handling/loss of control and 40 (11.5%) with berthing or unberthing. While the hazard of loss of propulsion power is not the same as the hazard of insufficient propulsion power at the moment that you need it, there are times when insufficient power at a critical point during manoeuvring presents the same risk, and would be likely to lead to similar outcomes.

Would access to immediate OPL on the bridge solve the problem?

There is no doubt that requiring immediate access to the power reserve, or explicitly allowing pre-emptive unlimiting would reduce the risk of a ship having insufficient main engine power at a time when it needs it. However, technical arrangements are not the whole story. Access to an immediate override will not change the human factors. Even if the bridge team can—technically—override the EPL or ShaPoLi system, they may still be unable or unwilling to do so, regardless of what the onboard management manual for the OPL states.

While there are not yet any official reports, pilots share anecdotes of Masters and Bridge Teams not knowing how to override the EPL or ShaPoLi systems, or not realising they are allowed to override it. In the case of electronically controlled engines and ShaPoLi where a password is required to access the

power reserve, at times the only way to get the password is to contact the designated person ashore (DPA), with all the delays that entails.

Has this happened before?

EPL isn't the first regulatory change that has increased the risk of propulsion power issues. While EPL is a recent threat with no officially reported incidents—yet—we can look at existing technology for some idea of what to expect.

The transition to low-sulphur fuel oil under IMO 2020 regulations led to an increasing number of P&I claims. These related to main engine-failure related incidents in sulphur emission control areas (SECAs), and warnings that main engines may not attain the expected speed when using low-sulphur fuel oil. Out-of-control ships damaged berths, locks, bridges, other ships, and more, while pilots in ECAs and the US Coast Guard reported a marked increase in incidents after implementing fuel grade changes. While total loss of propulsion poses obvious problems, the case of the *Nenita* demonstrates that inadequate power can also lead to serious incidents. Engine power management systems (aka load programs) have nothing to do with EEXI and have been around for several decades. They optimise fuel efficiency and manage ancillary systems by delaying access to MCR, which can at times adversely affect the ship's operational flexibility in a similar way to OPL.

The interplay of low-sulphur fuel oil, and load programs and EPL and ShaPoLi introduces novel challenges. These systems, designed to optimise fuel consumption and reduce emissions, must now also account for the critical need for sufficient power in demanding navigational situations. The balancing act between environmental concerns and navigational safety is more precarious than ever, with the risk of underpowered ships in critical moments posing a significant threat.

What next?

As with everything at sea, the devil is in the details. Crew training, reasonable procedures that limit on-board administration, a clear understanding of who on board has the authority to make decisions about overriding OPL, and companies trusting their Masters and Bridge Teams would go some way towards managing the non-technical issues.

Although the EEXI regulations and OPL are considered an integral part of a more sustainable maritime industry, they create significant challenges for ship manoeuvrability and safety, particularly in pilotage areas. The upcoming IMO review by January 1, 2026, is an opportunity to reassess these regulations and ensure environmental goals do not compromise navigational safety; however, certain changes should be made far sooner.

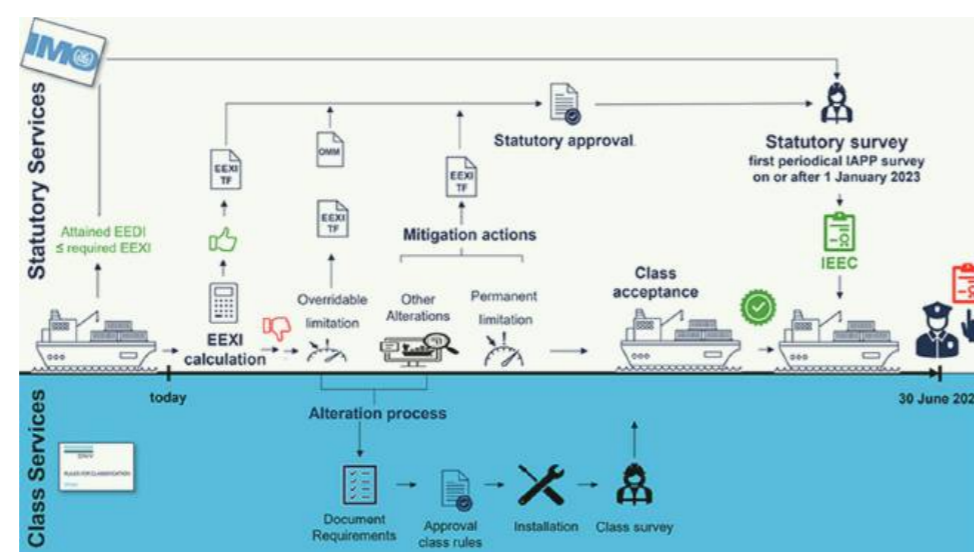
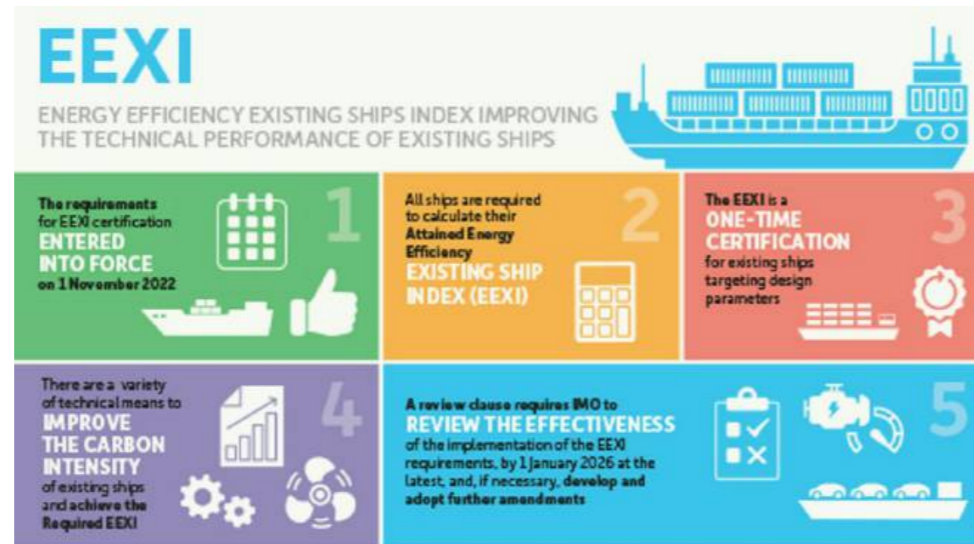
In a submission to MEPC 81, the ICS, IMPA and IHMA proposed a series of changes to the regulations that include:

- making the reserve power immediately available in situations which may endanger the safe navigation of the ship;
- allowing the precautionary un-limiting of the EPL/ShaPoLi in advance of situations that may endanger the safe navigation of the ship; and
- requiring the pilot card, wheelhouse poster and manoeuvring booklet to show the manoeuvring characteristics both when the ship has full shaft and engine power available, and when it is limited.

As we transition to a more sustainable future, the maritime industry must find solutions that balance environmental responsibility and navigational safety.

This article is dedicated in honour of our good friend and colleague Captain Sangmin Goag who presented on EEXI and Engine Power Limiters at the AMPI Asia-Pacific 2023 Conference in Perth.

We have been informed that Captain Sangmin sadly passed away in February 2024, we have expressed our collective condolences to his family through the President of the Korean Marine Pilots Association.



NZMPA FIJI CONFERENCE

By Damian Laughlin

Steve Banks representing the New Zealand Marine Pilots Authority (NZMPA) organised a conference titled Pacific Islands Marine Pilots Conference and workshop. The conference, run in Nadi, Fiji between the 26th and 28th February 2024 at the TokaToka resort.

Participants from 9 Pacific Island nations joined New Zealand and Australian pilots to collaborate and help bring consistency to pilotage customers and stakeholders across the Asia Pacific region. Participants of the Pacific Island nations made presentations to highlight the trade, pilotage requirements, limitations and challenges each port faces.

Topics presented such as BRM, passage planning, human factors, PPU's, pilot ladder safety and bridge operations. Presentations on major pilotage accidents and incidents across the world to highlight lessons from around the world.

Of particular focus for the participants was development of passage planning documents, master pilot exchange formats and pre notification of passage plan data to vessels.

During the workshop held on the final day facilitators helped the Pacific Islands develop their passage plans to work towards the maximum situational awareness approach to executing a pilot plan.

A conference for 2025 is pencilled in with the location yet to be confirmed.



VALE CAPTAIN SANGMIN GOAG

It is with deep sadness that AMPI recently learned of the loss of our dear friend and colleague Captain Sangmin Goag.

Captain Sangmin was one of our great presenters at the 2023 Asia-Pacific Ports & Pilotage Conference in Perth, Western Australia. A benevolent and altruistic gentleman, who was admired by everyone. Captain Sangmin was an extraordinary person, who left an indelible mark on everyone fortunate enough to know him. His influence, entertaining presentation style and good company will mean he was a well-known character in the International Marine pilot community. The memory of Sangmin Zwill forever be cherished by those fortunate enough to have spent time with him.

We at AMPI hope that Captain Sangmin Goag's family and colleagues found solace and support during this time of sadness.



AFTER GROUNDING, MARYLAND BANS MARINE PILOTS FROM USING THEIR PHONES

After a distracted pilot ran the boxship Ever Forward aground in Chesapeake Bay last March, the Maryland Board of Pilots has decided to enact a rule change that forbids on-duty pilots from using their phones.

“The job of a state-licensed pilot requires absolute attention and focus on the job of safety piloting, navigating maneuvering, anchoring docking or undocking a vessel,” board chairman Sandy Steeves told local media in a statement.

Maryland banned texting and driving in 2013, but it had still been technically legal to “text and pilot” merchant ships while in state waters. Last year, one pilot’s ill-timed decision to use a phone put the containership Ever Forward aground on an oyster bank, where the vessel stayed for a month as salvors worked to free her.

Ever Forward departed Seagirt Marine Terminal in Baltimore on the evening of March 13, 2022, with a licensed Maryland senior pilot on the bridge. The 12,000 TEU vessel was outbound, headed for Norfolk, in mild, clear weather. At 1930 hours, the master left the bridge to go to dinner, leaving the pilot with the third officer, an AB and a cadet. At 2017 hours, as Ever Forward approached a turn in the channel, the pilot - distracted by his phone - gave no orders to make the course change. The third officer reminded him of current speed and heading in hopes of getting his attention, but the pilot did not notice. The vessel had overshot her turn by a full minute at full ahead by the time he became aware that something was amiss. He ordered urgent maneuvers to avoid a grounding, but it was too late.

Investigators reviewed the vessel’s Voice Data Recorder and found that the pilot talked on the phone for about half of the 126 minute time period between leaving the berth and running aground. He had also been seen texting and writing an email on his phone (and he was writing an email when the turn was missed). *“Had Pilot 1 refrained from drafting email correspondence, and placing and receiving personal or non-urgent professional calls, it is possible he would have maintained better situational awareness and properly executed the turn in a timely manner, avoiding the vessel grounding,”* the Coast Guard concluded.

In October, the Maryland Board of Pilots suspended the license of the pilot involved, though it offered him an opportunity for a hearing to appeal the decision. The Association of Maryland Pilots and the Maryland Board of Pilots did not have cell phone policies at the time of the grounding. The U.S. Coast Guard does not have formal regulations on cell phone use, though it “strongly recommends vessel owners and operators to develop and implement effective operational policies.”

PUBLISHED JAN BY THE MARITIME EXECUTIVE

DAMEN UNVEILS NEW COMPACT HARBOUR TUG DESIGN

Damen Shipyards has introduced a new compact harbour tug design to provide solutions for modern port operations.

This 18-m azimuth stern drive (ASD) tug design is the latest vessel in Damen’s compact product line with high manoeuvrability in tight harbours, but with limited bollard pull. Damen used technologies from other compact tugs and focused on safety when designing ASD Tug 1810, with a beam of 10 m, 30 tonnes of bollard pull ahead and 28 tonnes bollard pull astern.

“With safety being a priority for us, you see safety return time and again throughout the entire design of the tug,” said Damen product portfolio manager for tugs Siebe Cieraad.

“The vessel has a high freeboard, keeping water on deck to a minimum. It also has the tumblehome so characteristic of the compact tugs range, enabling it to get safely up close when assisting a vessel.”

Operations are aided by the application of ergonomically designed consoles and a 360° view from the wheelhouse, enabling masters to see what is happening both fore and aft.

During construction, Damen will install safety glass with shatterproof glazing, ensuring people on the bridge are protected in the event of a towing line snapping. An ASD 1810 tug will have clutter-free decks without potential tripping hazards, said Mr Cieraad.

“To help the crew maintain their focus during their work, and to help the captain gain a clear view on what is taking place, we have tried to keep the decks as clear as possible, and the potential of tripping to an absolute minimum,” he explained. Most of the items conventionally found on deck have been incorporated into the deck house and bulwark. This includes the Damen Marine Components winch installed in the deck house, which allows towing operations both fore and aft to be undertaken with a single winch.

“In addition to protecting the crew, this also helps protect the equipment,” said Mr Cieraad. *“With the winch placed in this location, it is afforded shelter from the elements, minimising the need for maintenance.”*

The same applies to the tug’s closed-loop cooling system. In this, fresh water runs in a series of channels on the underside, radiating heat away from the vessel.

“As such, no seawater enters the vessel and the internal system is protected from the abrasiveness of salt water,” said Mr Cieraad. *“As a result, it becomes possible to reduce docking intervals, sometime by as much up to seven years.”*

The ASD Tug 1810 design also features the patented Damen Twin Fin skeg. Originally installed on the reverse stern drive RSD Tug 2513, the skeg has now become a feature on all Damen’s compact tugs.

“It has demonstrated its ability to boost course keeping, manoeuvrability and predictable sailing behaviour during operations, improving both efficiency and safety,” said Mr Cieraad.

16 FEB 2024
BY MARTYN WINGROVE,
RIVIERA MARITIME MEDIA

NEW LAUNCH LIFTS FLINDERS PORTS’ SPIRIT

SOUTH Australian ports operator Flinders Port Holdings has placed in service Spirit, the first of three state-of-the-art pilot boats built by Hart Marine.

Spirit was inaugurated today (7 February) at an event at the South Australian Yacht Squadron.

The vessel features the Volvo Penta Inboard Propulsion System, which will enhance fuel efficiency, reduce environmental footprint and improve sustainability, FPH and Hart say.

Spirit incorporates advanced composite hull technology, including a lightweight and corrosion-resistant structure that is durable in the harshest marine conditions. Its bow design facilitates smooth navigation in turbulent waters and improved self-righting capabilities.

There are improved safety measures such as continuous railing, and a longer (17.3-metre) hull provides FPH pilots and crew with additional room on the outer deck for pilot transfer and coxswain activities. The introduction of dynamic positioning into the pilot vessel fleet will improve the manoeuvring of the vessel in adverse weather conditions.

Further innovations include the ability to access data to optimise the operation of the engine and driveline. This feature allows for real-time exchange of vessel performance and consumption data, allowing FPH to assist in further reduction of emissions.

General manager Carl Kavina said FPH appreciated working alongside Hart Marine, based on Victoria’s Mornington Peninsula, to build its fleet of energy-efficient and technologically-advanced pilot vessels.

“These cutting-edge vessels are introducing innovative technologies and supporting us to meet our sustainability targets with a tangible focus on reducing fuel emissions now and into the future,” Mr Kavina said.

“Working with Hart Marine, which aligns with our vision for greater sustainability, improved safety and the ability to harness the latest technological features, is very important to us and we appreciate the relationship we’re building.”

Hart Marine is due to deliver FPH’s second and third pilot boats in 2024.

7TH FEBRUARY, 2024
DALE CRISP



NEW AUGMENTED REALITY SIMULATOR TO BOOST REALISM FOR PILOT TRAINING

Force Technology, the Denmark headquartered ship’s bridge simulator specialist has been selected to deliver its innovative SimFlex4 AR solution as part of an extensive upgrade for the Queensland-based maritime simulation and training facility, Smartship Australia.

Smartship Australia focuses on professional pilotage training and development, advanced ship handling, port development, risk reduction, and opportunities assessment from its modern facility in Brisbane, which encompasses five marine simulators, including two full mission bridges, one Tug bridge, and two-part task simulators.

SimFlex4 supports port development projects in Queensland

FORCE Technology’s SimFlex simulator was originally selected for its high accuracy and fidelity in providing Marine Pilots with a realistic simulation environment when Smartship Australia was first established in 2011. Since then, the facility has supported every significant port development project in Queensland, adding considerable economic, social, and environmental value to the state. Smartship Australia also delivers services to other states in Australia as well as international customers in New Zealand, Papua New Guinea, Indonesia, and Thailand, adding safety and economic benefits to these jurisdictions as well.

Most advanced maritime simulator on the Australian continent

The simulation center upgrade commenced in October 2023 and will result in the installation and commissioning of a cutting-edge advanced augmented-reality (AR) simulator in the first quarter of 2024. It will become the first and most advanced maritime AR simulator on the Australian continent. The simulator platform is ready for FORCE Technology’s upcoming DEN-Mark2 mathematical model release in 2024, which will offer unprecedented model accuracy as well as enhanced line forces calculations, a major advantage when operating with tugboats and conducting advanced mooring studies, for example. In use for more than 35 years, the DEN-Mark1 mathematical model is renowned for its accuracy, but DEN-Mark2 will introduce a major technology leap in fidelity and physical capabilities.

New technology to define a new era of maritime simulation

Jan Michelsen, Director for FORCE Technology’s Simulation, Ports, Training and Human Factors/Safety Management business said: *“Our work to help Smartship Australia deploy the latest technology within the maritime VR simulation space is cutting-edge. SimFlex AR technology offers one of the best immersive mixed reality experiences ever designed, featuring photorealistic visual fidelity and super advanced model accuracy that I am confident will unlock substantial gains for Smartship Australia customers going forward. Smartship Australia has been a loyal and trusted partner of FORCE Technology for many years, and we look forward to defining a new era within the maritime simulation space with them.”*

PUBLISHED JAN 23, 2024
BY THE MARITIME EXECUTIVE

SVITZER MARLIN (COVER IMAGE)

IPS drives provide high speed, maneuverability, and efficiency.

Dongara handed over to leading global towage operator Svitzer in August 2023, Svitzer Marlin is the first example of Dongara Marine's 17.2 metre BerkeleyVII design, a smaller variant of the already successful 19.2 metre BerkeleyXIX class vessels.

Svitzer acquired the vessel to help fulfill a contract to provide terminal towage and pilot transfer services at Woodside Energy Limited (Woodside) LNG export terminals. The company has a 10-year contractual arrangement with Woodside for the provision of towage and pilot transfer services at Woodside's LNG export operations in the Port of Dampier, commencing from the end of 2023.

Under the contract, Svitzer is supporting support Woodside and its joint venture operations by providing Svitzer Marlin for pilot transfer services and five modern 80-ton bollard pull tugs to service the critical towage needs for the shipping of export LNG cargoes.

In addition to being the first BerkeleyVII contracted, the all-aluminum vessel is differentiated by using the Volvo Penta Inboard Performance System (IPS). The models fitted to Svitzer Marlin comprise a six-cylinder D11 diesel, matched IPS20 steerable pod with twin counter-rotating propellers and Volvo Penta's electronic vessel control system.

With a total installed power of just over 900kW (1200hp), the integrated package pushed the Svitzer pilot boat to an average fully loaded maximum speed of just under 36 knots on trials.

At 80 per cent power the vessel cruised at 28 knots and used less than 6.5 litres of fuel per nautical mile. Beyond the obvious cost savings, this excellent fuel economy also results in lower emissions.

Fitting Svitzer Marlin with the steerable IPS drives also provides for great maneuvering capability, including true sideways movement and the ability to essentially rotate within its own length. Acceleration performance was also demonstrated to be excellent on trials, with the boat going from idle to cruising speed in just 15 seconds.

Although smaller in dimensions than the previous Berkeley Class vessels Berkeley,AMG Winyama, and Genesis, Svitzer Marlin still provides capacity to carry six pilots in addition to launch master and deckhand. It also retains well-proven features such as the specially engineered polyethylene foam and HDPE tube fender system that provides increased deck space and a Goodchild man overboard recovery system.

The Southerly Designs hullform also preserves the Berkeley Class's trademark fine forward sections and highly flared bow for superior seakeeping, reduced deck wetness, and generous forward pilot embarkation / disembarkation area.

DISTINGUISHED TURKISH PILOT DIES IN BOARDING ACCIDENT

The shipping community in Turkey is mourning the death of a distinguished member of its pilot's association who was killed in a boarding accident yesterday, February 4. It again highlights the dangers that pilots face when boarding vessels.

The Ministry of Transport and Infrastructure reports that a pilot, Oguz Kok, fell to his death early on Sunday, February 4 in the area south of the Bosphorus. He was an experienced pilot having graduated the naval school as a deck cadet in 1983.

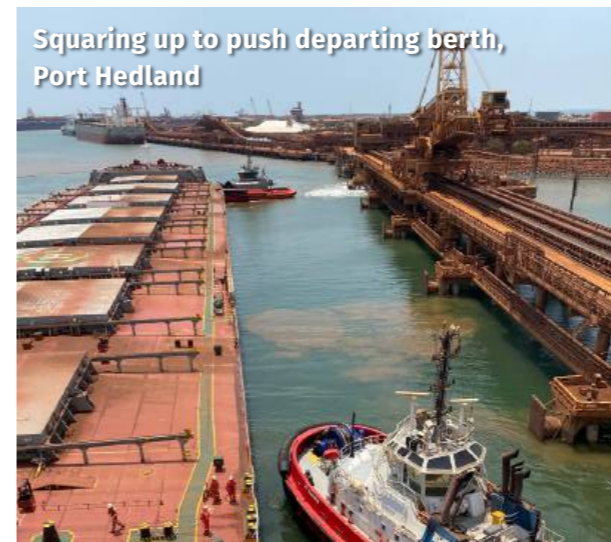
According to the accounts, he was attempting to board a bulker, the New Siham, that was arriving from Algeria at approximately 0430. The vessel appeared to have been heading for Istanbul. It has been managed since 2016 by Tolunay Shipping Management of Istanbul. The 31,000 dwt vessel is classed by ClassNK and has only minor issues in its recent inspections.

Kok reportedly fell from the pilot's ladder into the water. Another crewmember aboard the pilot boat jumped into the water and was able to retrieve him. The pilot was unconscious and was taken first to the pier and then transferred to the local hospital where he died. They are also investigating hypothermia due to the cold temperate of the sea.

The Deputy Minister of Transport led a memorial service today in Istanbul where they highlighted his career and experience. The Board Chairman of the Turkish Pilots Association, Captain Muhammer Arslanturk recounted how the fallen pilot had been a hero saying Istanbul from a prior disaster. He said the pilot was on a tanker when its engine malfunctioned. Kok was reported to have been able to stop the vessel from hitting Istanbul by dropping the bow anchors in time. They said that if Kok had delayed his actions even a few minutes it would have resulted in a catastrophic collision that could have damaged the city. The climb from a moving pilot boat up the side of a moving ship involves risk, and pilot ladder accidents are not uncommon. Speaking at today's service, the Turkish Pilot Association board chairman said it was the third memorial service he had attended in his career saying he wished these accidents would not happen again.

Safety societies and inspectors frequently issue alerts and continue to work to improve the safety of the transfers. The Australian Maritime Safety Authority just a month ago issued a warning about substandard ladders and faked safety certificates reporting that Chinese authorities had taken legal action against a manufacturer. They warned that ships and pilots should be carefully observing the ladders.

PUBLISHED FEB 5, 2024
BY THE MARITIME EXECUTIVE



PILOT TRANSFER SAFETY GUIDELINES TO ROLL OUT ACROSS AUSSIE PORTS

NEW guidelines on marine pilot transfer arrangements will be implemented across Australian ports following an endorsement from Ports Australia.

Several pilot transfer incidents in recent years prompted the development of Technical Guideline 03-23. Endorsement from the Ports Australia board of directors sets in motion a gradual rollout of the guidelines, which aim to improve the safety of pilot ladder transfers.

The guidelines, developed by the Association of Resource Companies, Ship Operators, Ports & Terminals (ARCSOPT), bring together existing circulars from the International Maritime Organization and International Organization for Standardization. It also builds on additional collaborative work across Australian ports and pilotage service providers.

Ports Australia CEO Mike Gallacher said the guidelines were also developed in consultation with Ports Australia's Port Operations and Innovation Working Group.

"This work was initiated in response to several incidents and near-misses in recent years, caused by inadequate and unsafe vessel pilot transfer systems; and is now being progressively adopted and implemented across Australia's ports," Mr Gallacher said.

Under the new safety criteria, pilot ladders will have a maximum age of 30 months from manufacture, unless the ladder has been subjected to the ladder and step attachment strength test. Manropes are given a maximum age of 12 months from the date of manufacture; and pilot ladders, manropes and lifting gear should have genuine maker's certification maintained onboard the vessel.

The safety criteria also cover ship-specific guidance for storing, maintaining and securing ladders.

Ports Australia said the guidelines will be reviewed and updated periodically, and as necessary, to ensure it reflects practical safety approaches in response to the current environment.

21ST FEBRUARY, 2024
ABBY WILLIAMS | DCN

INTEGRATED PILOT EXCHANGE PLATFORM ENHANCES HARBOUR OPERATIONS

Port of Auckland Ltd (POAL) has outsourced its training and planning platform Trelleborg Marine and Infrastructure has secured an exclusive licence to provide POAL's eMPX applications and services to enhance the capabilities of pilots and masters across the globe.

This platform was designed by POAL to improve maritime pilot planning and execution, with toolkits for planning, sharing, reviewing, updating and managing master pilot exchanges (MPX).

POAL said transferring stewardship of eMPX to Trelleborg will result in growth and further advances in applications. This service currently serves as a best practice pilotage tool in over 26 ports spanning New Zealand, Australia, various Pacific islands and the UK. It was developed with input from active pilots, port services and industry stakeholders.

"This agreement is a part of our ongoing strategy to focus on our core business and is part of the port's 'Regaining our Mana' deliverables," said Port of Auckland Ltd chief executive Roger Gray, adding this is part of the port's initiative to achieve sustainable profitability.

The port is already reducing emissions from ship handling, towage and manoeuvring, as it was the first in the southern hemisphere to deploy an all-electric harbour tug, built and designed by Damen Shipyards.

There will be a transition period when eMPX and Trelleborg's management will be introduced, and clients will be presented with new agreements under comparable terms to ensure uninterrupted delivery of services.

"We are focused on supporting this transition to ensure our eMPX customers have no interruptions during the process," said Port of Auckland eMPX business manager Jason Ranston. Trelleborg will integrate eMPX into its navigation and piloting product portfolio, which includes digital piloting solutions such as SafePilot.

"Customers can get increased levels of support and future development options from Trelleborg's larger and more specialised team," said Mr Ranston.

Trelleborg managing director for maritime navigation and piloting Tommy Mikkelsen said eMPX enables marine pilots to work safely and efficiently. "This application can reduce accidents in ports, improve the efficiency of MPX processes, and contribute to the creation and development of robust MPX standards," he said.

05 MAR 2024
BY MARTYN WINGROVE
RIVIERA MARITIME MEDIA

AMPI CPD WORKSHOP – REPORT

14th August 2023 – Smartship Australia

ATTENDEES

Jonathan Beatty (MSQ)	Joe Hayward (NQBP)
Jim Huggett (MSQ)	Shaun Boot (AMPI)
Lincoln Tedman (Gladstone)	Peter Liley via Zoom (AMPI)
Brenton Winn (Auriga)	Bernardo Obando (AMPI)
Timmy Pravi (Townsville)	Catherine Hobbs (Poseidon Sea Pilots)
Matt Trigar (Townsville)	Daniel Frost (Vessel Traffic Manager, MSQ)
Luke Sorensen (NQBP)	

AGENDA

The workshop was called to review the Continuous Professional Development system in consultation with MSQ and the Queensland pilot managers.

The tentative agenda was:

- Provide a brief overview of the system
- Update stakeholders on recent system developments and courses added
- Outline (from AMPI's perspective) the future course of AMPI Pilotage CPD
- Conduct a review of the CPD points system

Bernardo kicked off the meeting by welcoming everyone and Shaun continued with a presentation to the group based on the above (attached).

There was then an opportunity for each of the attendees to comment, provide feedback on the system and what they saw as being required to be changed or altered.

KEY RESPONSES:

- MSQ remains committed to CPD and while they cannot direct ports to make use of CPD, they welcome standardisation of CPD points levels and requirements throughout Queensland.
- Work is required to make it easier for users to add items to CPD (web application / mobile application)
- Observation in another port – tasks to be undertaken while doing the observation should be more stringent and have defined outcomes.
- Bridge Resource Management – the original course is no longer particularly relevant to pilotage given its ubiquity and widespread acceptance onboard vessels. It should have reduced weighting and other items such as PRM (Port Resource Management) be promoted to the Item list.
- The Mentor Pilot Course offered by Smartship should be included.
- Items in the list should be titled generically so as not to promote one commercial organization above another (Product vs Concept) eg DUKC vs Under Keel

Management System or TransitAnalyst vs Data Aggregation and Analysis Tool.

- Recognition of Pilot Transfer Safety training. While this item is already in the system, its requirements could be improved.
- Mental Health First Aid Course – should be added to system.
- Broadening uptake of CPD among pilots nationally. Possible requirement as part of Master Reval for pilots
- AMPT Course – needs close examination. The current course provides a lot of information that contributes towards Part A. This could be made an optional section allowing the rest of the AMPT syllabus to be more focused on pilots requirements.
- The STCW Short Course were deemed to provide too much weight and should be reduced.
- The addition of appendices to the CPD manual in order to drill down on requirements for items would be helpful.
- Add a VTS / Port Control observation (and requirements) to CPD.
- The Emergency Ship Simulation course had a lot of discussion, particularly from GPC. The GPC would like their more frequent attendance to be recognised. A figure of pilot hours per year should be stipulated to allow for 3 pilots over 2 days every 2 years (2.66hrs/pilot/year) vs 1 pilot per 1 day every 5 years (1.6hrs/pilot/year).
- Some time needs to be spent examining the longer-term courses and how they contribute to the overall training lifecycle of a pilot. What training, both once off or repeated should a pilot undertake and how should the CPD reflect this.
- Recognition of Senior Pilot Knowledge – transition and outboarding process – this could be part of Professional Pilotage Environment – recognising organisations that have processes in place to capture senior pilot knowledge prior to retirement or leaving service.

Overall, the CPD Workshop was very successful and allowed us to reconnect with the Queensland Ports, with the exception of Ports North who were unable to attend. It was pleasing to hear firsthand feedback and proposed improvements from present, past and potential future users of the system.

Ports North pilots are currently managing their own, internal system so as to meet their CPD obligations under MSQ.

It was undertaken to meet online in 6 months and again in a subsequent Workshop in 12 months. Thanks to Bernardo for organising.

SMARTSHIP AUSTRALIA UPDATE

Smartship Australia: Ensuring Quality and Relevant training for Marine Pilots

When Smartship Australia first commenced operations in 2011, most of the training was bespoke simulation exercises. Over the years, Smartship Australia has developed an unrivalled suite of training courses targeted at the key skills and competencies needed for effective pilotage.

For example, Smartship Australia's Check Pilot course (launched in October 2019) was the first course of its type in the southern hemisphere. Since its launch, over 100 pilots have attended this training from Australia and New Zealand. In 2023, Smartship Australia launched its Mentor Pilot course. This first-to-market training course targeted at the crucial mentoring role has proved very popular with pilots and pilotage providers alike with four fully-subscribed courses running in the second half of 2023. Pilotage regulators have at their core a strong focus on maintaining and enhancing pilotage safety and recognise the role of training and development. Thus an important quality aspect of any course delivery is acceptance by these pilotage regulators that our specific courses contribute to their safety and regulatory objectives. Smartship Australia's courses have been accepted by

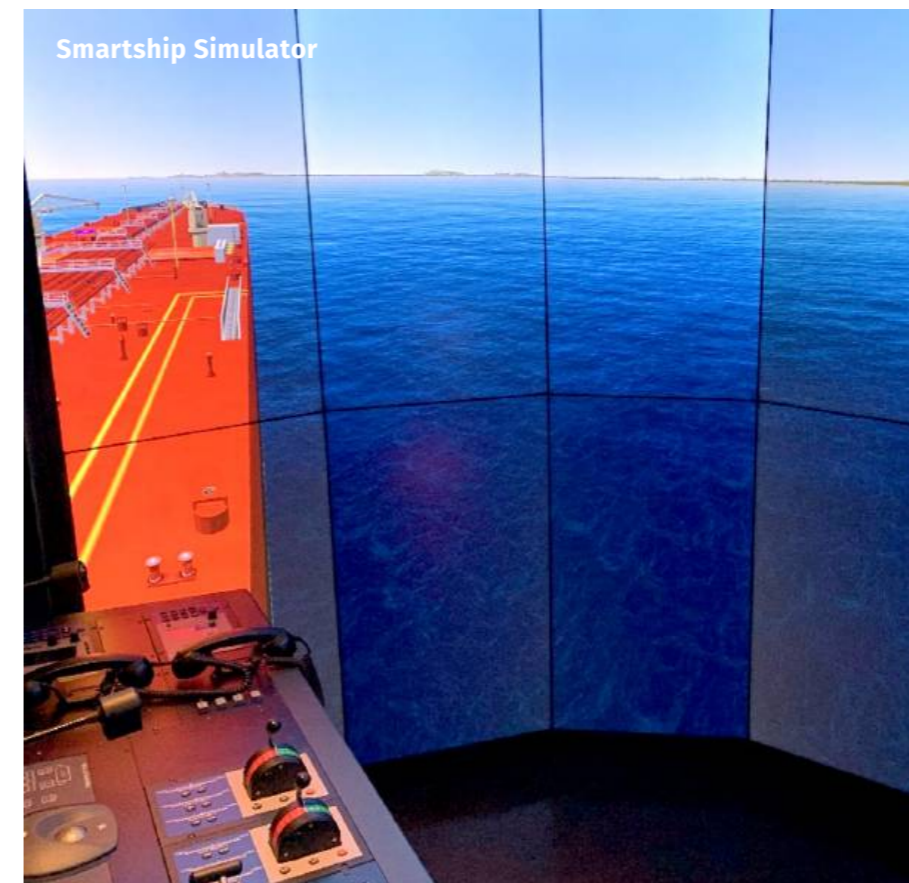
key regulators such as AMSA, MSQ and Safe Transport Victoria as well as Maritime New Zealand as a provider of Continuing Professional Education for New Zealand Pilots. These acceptances are often the result of rigorous assessment of course material to ensure relevance, currency, and competency. Smartship Australia also uses customer and broader stakeholder feedback to enhance course content to keep these courses fit-for-purpose.

This also goes hand in hand with Smartship Australia's ISO9001:2015 accreditation to ensure that Smartship Australia's service delivery continues to be world-class and highly valued by our customers and key stakeholders.

Continuing to Enhance the User Experience

In October 2023, Smartship Australia completed an important element of its simulator refresh strategy. The bridge wing visual displays on Full Mission Bridge 1 (an array of 16 displays on each of the port and starboard wing bridges, arranged in a 210-degree arc) have now been replaced with the latest high resolution, ultra-thin bezel monitors with fibre optic cables.

Smartship Australia's Director and Principal Instructor, Peter Listrup noted the importance of bridge wing view for our customers. "The bridge wings add to the overall realism and fidelity of the simulation experience" Peter stated.



The monitors have the added benefit of considerable reduced power consumption resulting in a more pleasant working environment as well as reduced power costs and a reduced carbon footprint for the facility.

A number of significant updates are planned over the next 6-12 months including the installation of Australia's first augmented reality bridge (first/second quarter 2024) and a next generation upgrade to the main visual display system for FMB1.

NEWS from PORT ASH

Our thanks and best wishes to Captain Ricky Rouse who's been our contact editor in recent years and congratulations and welcome to Captain Patrick Walsh, our new contact. We have known many editors over the years and one, Rob Choppin ex-Port Kembla pilot, worked here for some years until his unfortunate and premature demise with cancer.

We have had some staff changes with the retirement of facilitator Barry Keeble, ex-Sydney pilot and welcome to Geoff Dawson and Steve Jukes, both experienced ex-Brisbane pilots. Barry had been here since 2010 and leaves John Lunn and Neil Farmer ex-Sydney to soldier on. Neil was also an editor of Safe Passage for a while and has been here for two years now.

Weather always dominates the news in an outdoor centre and a nice airconditioned simulator sounds pretty good during this hot summer! I recall a visiting facilitator from Port Revel many years ago who showed us a picture of one of their ship-models with an inch of snow on the deck during their first course of the year. When we first conceived a manned-model centre in about 1992, the AMC were very supportive and urged us to build nearby in Tasmania. Apart from the practicality, a taste of Tassie winter put a quick stop to that idea!

We've had little rain lately, but the lake is holding its level quite well in the humid conditions prevailing as there is little evaporation. Sympathies to those up the road in Queensland experiencing floods and fingers crossed for this area!

The year 2023 was a record year for numbers and we closed a week before Christmas to give our staff a reasonable and well-earned break. Course attendees have come from many places including the North Pacific coast of USA and Houston in the south but mainly domestic and New Zealand masters and pilots.

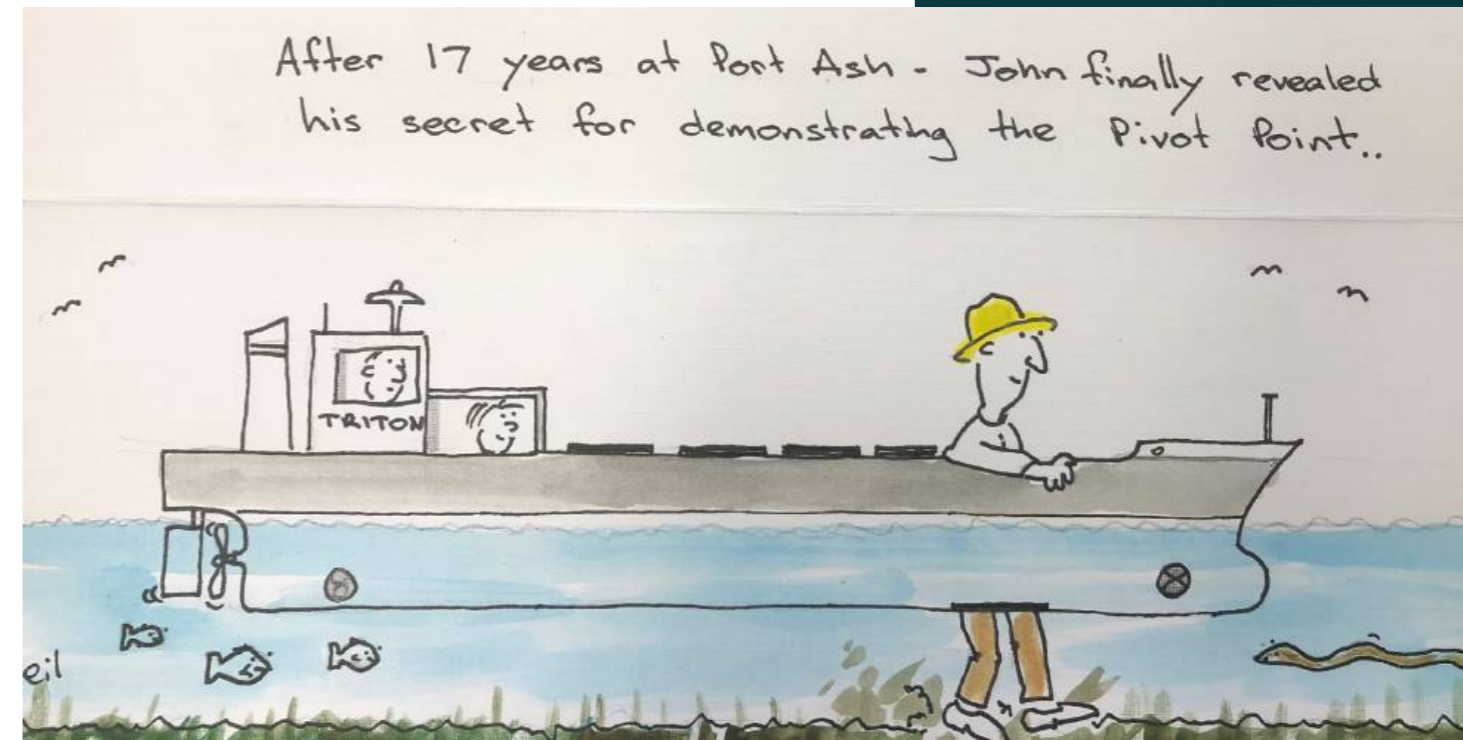
With the post Covid catch-up and the surge from Trident closing down in Easter, it's been busy. Six-pilot courses have been quite common recently and will continue until Easter when things look like easing a bit.

I mention Trident closing but read somewhere that Woodside will be crewing an LNG tanker which is encouraging news. It has been sad to watch our industry decline over the last few decades and the last I heard we only had a dozen or so sizeable ships flying our flag.

All ship-models continue in good condition and working well. The controllable pitch propeller in the Supply model is holding up well after the running-in period. The latest Navy ship-model is ready and is a small OPV. It has twin-screws, split twin rudders plus bow thruster designed to give brand new young officers a taste of what they will be posted to when they join their first patrol boat. The manual console represents a typical small ship and will be a useful addition to Navy training.

I read a lot about poor pilot ladders these days. This is nothing new and they have always been a fact of life. There are many contributing factors but one comment I rarely see is the necessity for good seamanship in making a safe lee.

Wishing you stout ladders, good weather and a safe lee!
Cliff and Andrew & team
4th February 2024



Exchange visit Fremantle & Townsville Pilots

AUSTRALIAN MARITIME MENTORING PROGRAM REPORT

Participants

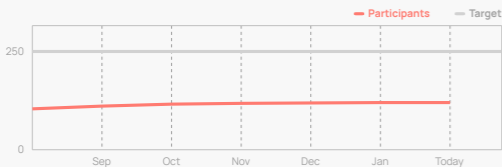
Participants are the mentors and mentees in your program.

Total active participants (on Feb 28, 2024)

120 57 mentees
63 mentors

The number of people - mentors and mentees - who have joined and are active in your program

Participants over time



Participant interactions

Total Loop interactions* **320**
Messages sent **313**
Meetings

* Represents the number of Loop interactions measured within Mentorloop. Total activity may be higher if conducted via offline channels e.g. by phone. Interactions with the program coordinator are not included in these numbers.

Matching

This shows the number of active participants matched with a mentoring partner in a 1-1 loop.

Total matched

58% 70 matched participants

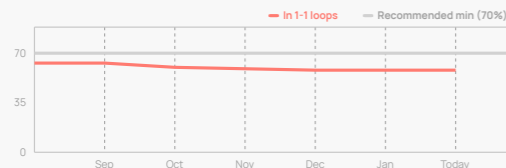
The total number of matches, includes both active and closed loops

Total active loops

47

Your program's active connections

Matching over time



Sentiment

There are three types of sentiment data: MQS (Mentoring Quality Score), post-meeting surveys, and close loop surveys. They are determined by your participants' relationship feedback and ratings over time, and they are an indicator of the overall quality and success of your program.

Close loop survey

Participants (mentors and mentees) can close their loops once they're finished, and provide feedback based on a 5-star rating.

Average out of 5*

2.8

Number of closed loops**
6

Reason for closing

Other	2	██████████
Not suitable	1	██████████
No time	1	██████████
No response	1	██████████
Never got started	1	██████████
Achieved my goals	0	
Run its course	0	
Left program	0	
Inappropriate behavior	0	
Closed by PC	0	
Archived	0	

* The average represents loops closed where a loop rating was provided.
** The number includes all closed loops, including those closed by the PC, which do not have a rating.

Mentoring quality score - MQS

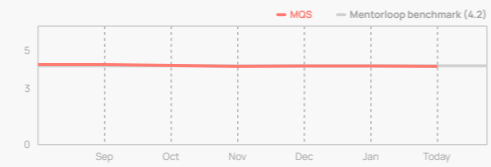
MQS measures the satisfaction of both mentors and mentees in their mentoring relationships, based on a 5-star rating, by asking both parties, "How satisfied are you with your mentoring relationship?"

MQS average out of 5

4.17

Your MQS is tracking well with an average of 4 or above. Great work!

MQS over time



Highlights

- Matias Chiaia (Mentee)** received a 5 star review - kudos to them! 7 days ago
Damian Laughlin (Mentor)
Mentoring quality score: ★★★★★
- Matias Chiaia (Mentee)** received a comment 20 Feb 2024
Peter Liley (Mentor)
Mentoring quality score: ★★★★★
I'm in contact with Matias on social media as well. He is on leave, doing well
- Damian Laughlin (Mentor)** received a 5 star review - kudos to them! 19 Feb 2024
Matias Chiaia (Mentee)
Mentoring quality score: ★★★★★
Damian is a great mentor. We have met twice and so far I am on track to achieving my short and long term goals with him.
- Mitch Williams (Mentor)** received a comment 23 Jan 2024
Pete Hagan (Mentee)
Mentoring quality score: ★★★★★
Mitch was able to advise me generally to seek voluntary work experience (observation voyages) with firms and was very helpful reviewing my CV



Report generated by Mentorloop
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DID YOU KNOW!

In Victorian England, accommodation was found through many differing spaces, houses, barns, and even pieces of rope.

People who were strapped for cash could pay a penny for a space on a piece of rope - strung between two points enabling people to lean on the rope, put their arms over the top and hang on (see picture below). This accommodation was used by drunken sailors who had spent all their money hence the name "hangover"



Why I am a member of AMPI



AMPI is a professional organisation that relies on a robust membership base and dedicated volunteers to operate effectively. Simply put, the strength of AMPI is directly tied to the strength of its membership.

While members have every right to expect AMPI to advocate for their professional interests as pilots, the organisation depends on their input and guidance to function at its best. The executive team understands that a strong and engaged membership is essential to AMPI's success and reputation as a respected voice in the maritime industry.

We are often asked by pilots "what do I get for my AMPI membership" so below is a summary of 'the value of an AMPI membership'

- As an AMPI member you are part of an association that has professional interests in marine pilots as its number one priority, working with other industry stakeholders, domestically and internationally, to ensure high standards are maintained in our profession.
- As a member of AMPI you automatically become a member of IMPA. AMPI has a strong representation at IMPA which can lead to changes industry-wide.
- An AMPI executive member is an IMPA Vice President representing IMPA at the ISO committee, revising ISO 799:2004 Pilot Ladder standards.
- All AMPI members currently benefit from the recently revised IMO standards for rigging pilot ladders which were influenced largely by submissions from AMPI.
- AMPI has a good relationship with AMSA with mutual support with many endeavours to improve marine pilot safety.
- As the nationally recognised professional body, AMPI is able to develop best practice policies, set national standards, and influence international standards, on relevant aspects of pilotage. For example, PPU operations, pilot ladder hull magnets, helicopter hatch access, pilot boat design, competition in pilotage, pilot training (initial and ongoing), simulator use, PPE requirements, etc
- With its vast pool of maritime knowledge and experience, AMPI, with members' input, has the ability to provide expert advice to the industry on all pilotage-related matters and many port operations and design issues.
- AMPI has developed an online Continuous Professional Development (CPD) program, which was recently launched in Queensland, and available to any pilotage jurisdiction that wishes to participate. This the program was developed to enable all pilots to be able to maintain minimum standards in all aspects of training that is relevant to pilotage.
- AMPI is host to the Pilot Training Advisory Board. This board is represented by many industries organisations and considers current and future issues relevant to pilot recruitment and training.
- AMPI has a peer support program available to all pilots. This program is supported by psychologists that understand our industry and are independent

- of any employers. A number of pilots from around Australia has undergone Peer Support training to enable them to further assist pilots at a local level.
- AMPI conduct two workshops every year at various ports around the country that are organised by local AMPI members. These workshops are reasonably priced thanks to industry sponsorship. At these two day events industry stakeholders and pilots hear from a variety of speakers that are experts in their field, enabling participants to keep up with the industry trends and network with stakeholders.
- AMPI has also hosted two major international Pilotage and Port Logistics Conferences and one IMPA Congress. These major events have attracted stakeholders and decision-makers at the highest international level and are an opportunity maintain the high profile of our profession while listening to the challenges of other stakeholders.
- AMPI members are entitled to discounts for registration at our workshops and conferences.
- The AMPI website www.ampi.org is becoming a valuable tool for members to stay connected with the Institute and have their say on any issues that concern them. The website currently contains:
 - Information on workshops and conferences
 - Papers from workshops and conferences
 - Incident reports
 - AMPI position papers
 - Access to the CPD program
 - IMPA notices
 - Memberships management
- AMPI has a social media presence, members can stay connected with the AMPI Facebook page.
- Safe Passage is AMPI's biannual magazine which includes news, views and articles on pilotage, shipping and port-related topics, member input is most welcome.
- AMPI membership fees may be tax deductible.
- An AMPI membership enables pilots to feel connected with a group of like-minded professionals and perhaps stay in touch with old shipmates and meet new ones.
- As an AMPI member you are represented by an enthusiastic board that commits considerable time and energy to the profession. We need your support to enable us to maintain the momentum.

AMPI FELLOW MEMBERS

BOOT, SHAUN – Awarded in 2023

- AMPI member since 2016 (Member no. 897)
- 2019 Conference Committee
- AMPI IMS
- CPD Administrator
- Website Administrator
- AMPI Vice President from 2023
- Pilot Training Advisory Board
- Represented AMPI at the CPD Workshop in Brisbane 2023

DANN, PETER – Awarded in 2023

- Member since 2016 (Member no. 212)
- AMPI President from 2019 to 2023
- 2019 Conference Committee
- Presenter
- AMPI IMS
- Pilot Training Advisory Board

EASTAUGH, CRAIG – Awarded in 2023

- AMPI member since 2016 (Member no. 898)
- AMPI Director from 2016 to 2021
- CPD Admin
- AMPI IMS
- Pilot Training Advisory Board

LILEY, PETER RICHARD – Awarded in 2023

- AMPI member since 2016 (Member no. 373)
- AMPI President from 2016 to 2017
- Presenter

ROBERTS, ADAM – Awarded in 2023

- AMPI member since 2016 (Member no. 817)
- IMPA Vice President from 2022
- AMPI Vice President from 2023
- Pilot Ladder expertise
- Conference Committee since 2019
- AMPI IMS
- Pilot Training Advisory Board

TANNER, ROBERT – Awarded in 2023

- AMPI member since 2016 (Member no.188)
- AMPI Treasurer from 2017 to 2019
- 2019 and 2022 Conference Committee
- AMPI IMS

OBANDO, BERNARDO ROJAS – Awarded in 2023

- AMPI member since 2017 (Member no. 294)
- AMPI Treasurer from 2019 to 2023
- 2023 Conference Committee
- Organiser of Darwin workshop 2018
- Represented AMPI at the ANPRA Conference in Cartagena, Colombia in 2023
- AMPI IMS
- Pilot Training Advisory Board
- Represented AMPI at the CPD Workshop in Brisbane 2023



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Booking contact: Peter Listrup peter.listrup@smartshipaustralia.com

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SNAPSHOTS



Please send your snaps to: editor@ampi.org.au



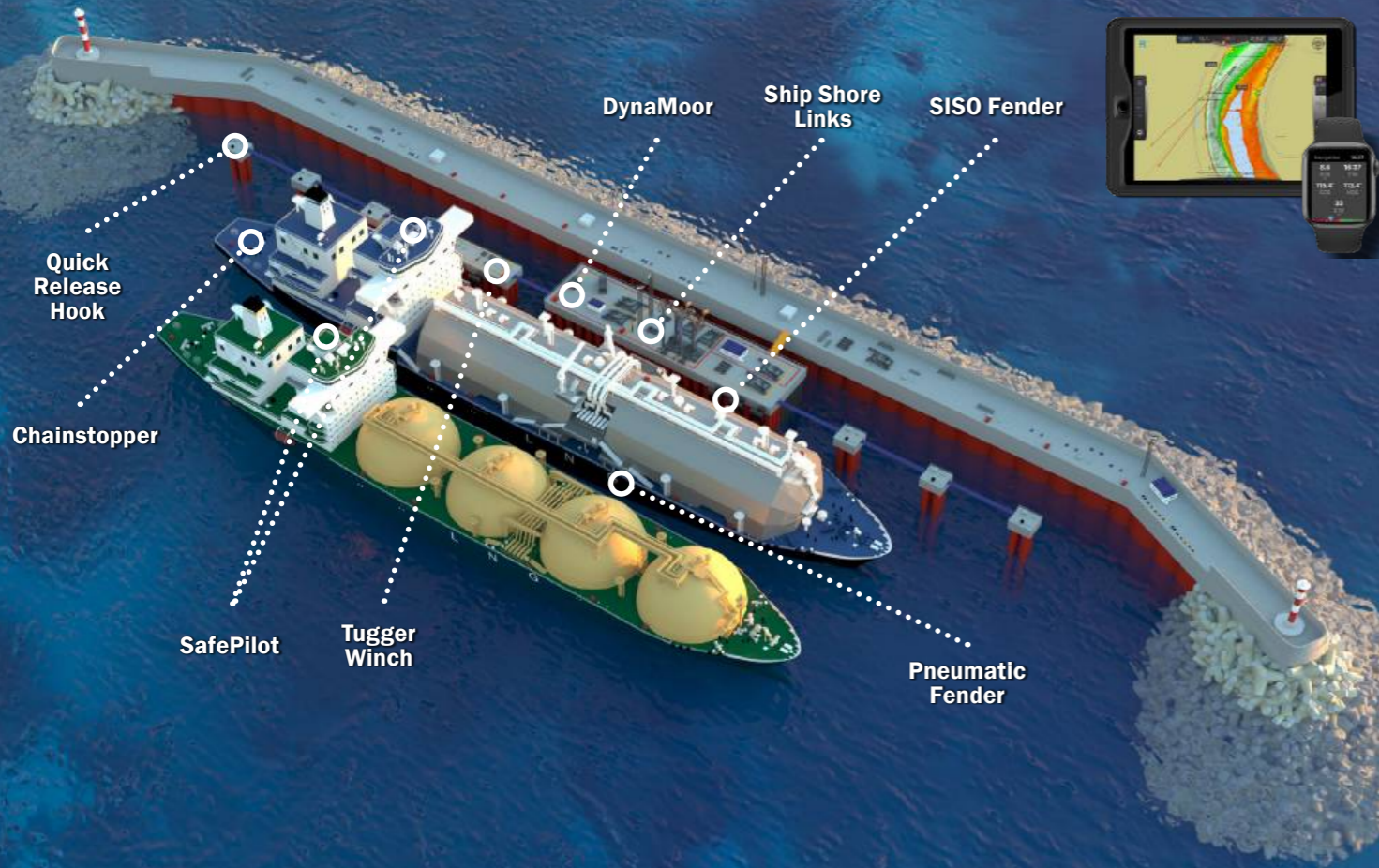
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