

PART 90 WORKSHOP
 PILOT AND EXEMPT MASTER
 TRAINING AND EXAMINATIONS
FINAL NOTES FROM DISCUSSIONS



VENUE **Maritime NZ, 10th Floor Optimisation House,
 WELLINGTON**

TIME **9.30am – 4.30pm**

DATE OF MEETING **26 August 2008**

Attendees

John Mansell (Chair)	Maritime NZ	GM Maritime Operations
Ian Niblock	Northland Regional Council	Regional Harbourmaster/Pilot
Charlie Rycroft	Hawkes Bay Regional Council	Regional Harbourmaster
Nigel Drake	Port of Tauranga Ltd	Manager Operations/Pilot
Carmen Gimpl	Port Marlborough Ltd	Manager Port Operations and Commercial
Nigel Meek	Ports of Auckland Ltd (NZMPA)	Senior Pilot
Charles Smith	CentrePort Wellington	Marine Manager/Chief Pilot (& PFSO)
John Clark	Interisland Line	Pilotage exempt master
Andrew Leachman	NIWA	Pilotage exempt master
John Dickinson	Maritime NZ	Manager Seafarer Licensing
Victor Lenting	Maritime NZ	Maritime Risk Analyst
Rory Addison	Ministry of Transport	
Ray McMillan	Maritime NZ	Solicitor (Rules)

1. ROUND TABLE OF PILOTAGE TRAINING PROGRAMMES

Tauranga (Nigel Drake, Marine Manager)

- Grades: Provisional > D > C > B (2 classes) > A.
- Candidates for pilot training complete blank chart and written exam before training, then obtain a provisional licence.
- D licence up to 135m. Start with observation then supervised pilotages. Typically 30 pilotages minimum covering day/night and various conditions.
- Examination board comprises harbourmaster + 2 pilots. MNZ can then issue D licence.
- Progression through the grades involves solo trips + observation at licence level and supervision on larger ships. Oral examination by panel + peer review prior to achieving next grade licence.
- Noted 2 categories within Grade B (180m, 10.7m draft & 210m, 11.7m draft).
- A grade licence is unlimited, typically will take around 600 pilotages to achieve and 30 months minimum.
- POT has previously started trainee pilots as tug masters and pilot vessel masters, before progressing to pilotage. However have found that all candidates may not prove to have the necessary skills to be pilots, and it is better to find out at the start – hence now going straight into pilot training and doing tug training later.

Wellington (Charles Smith, Marine Manager)

- Grades: 1 > 2 > 3 > 4 > 5 (Unlimited). Grade 1 is probationary and trainees complete a preliminary blank chart at this stage.
- Typically do 250 tasks in 1st 6 months.
- To reach unlimited grade will generally have completed 1000 pilotages and taken around 3½ years.
- Exam involves blank chart and oral examination with structured questions, no written.
- Progression through grades requires completion of tasks to required level of skill and oral examination at each stage, with final assessment trip by Marine Manager. Marine Manager remains separate from the training process.
- Oral examinations by Harbourmaster, Marine Manager + 1 other pilot.
- MOU in place between Regional Council and CentrePort for conduct of pilotage examinations

Dunedin, Lyttelton & Nelson (Charles Smith comment)

- Charles provides “expert pilot” services to these ports for pilot assessments and examinations. Carries out assessment trip prior to exam. Similar system to Wellington.
- Examination process takes 1 day. Blank chart exercise marked by port marine manager.
- Examination panel of 3 – harbourmaster, pilot and “expert pilot”. Oral examination uses structured questioning (60 questions, based on IMO resolution) adjusted according to performance in blank chart exercise.
- Dunedin also has a “complete” training and examination process.

Auckland (Nigel Meek, Senior Pilot)

- Grades: D (provisional) > C > B > A (unrestricted)
- Blank chart and written exam completed at an early stage (by tug masters as well). Training includes requirement to spend time on tugs and pilot vessel.
- Peer assessments are carried out according to a formalised checklist/standard questions so they can be conducted by any pilot.
- Examination panel – harbourmaster + 2 senior pilots. Grade progression based on assessments and oral examination, no written.
- Training involves use of simulators – POAL uses Navy simulator for port development, MIT for pilot training.
- POAL operates 4 marine teams. Employs marine officers with degree or MFG qualification, progress in to a variety of roles, including management. When pilot positions become available, an MFG holder can commence pilot training. POAL is therefore able to fill pilotage positions internally.

Napier (Charlie Rycroft, Harbourmaster)

- Grades: C > B > A > Unlimited. The relative maximum LOAS are 185m, 225m, 250m.
- Candidate for training completes blank chart and written exam (same for PECs except open book for smaller vessel PECs). Napier pilotage area PECs range from 40 – 60 - 125m LOA.
- Oral examination prior to obtaining C licence. Examination is by a panel with set questions.
- Typically takes around 60 pilotages to achieve (though minimum is 24).
- Training includes tug familiarisation but not required to become a tug master.
- May have a pilot from another port on the examination panel if considered necessary.

Whangarei / Bay of Islands (Ian Niblock, Harbourmaster & BOI pilot)

- Harbourmaster chairs examination panel of 4 including manager of pilotage services, an unlimited pilot, a master and a PEC.
- Noted that with changing shipping patterns in Whangarei, there is little opportunity for trainee pilots to develop ship handling skills on smaller ships as there aren't any.

2. GENERAL COMMENTS ON PILOT TRAINING COURSES

- a) Discussed general vs. local training – wording of the rule implies separate courses are available but in practice there would be little domestic demand for a general training course. The syllabus described in the IMO resolution covers both general and local training and the pilot training which ports currently provide is usually not separated into these distinct components.
- b) MNZ suggested that the use of the term “structured training programme” (from Part 35) be adopted instead of the current term “training course”.
- c) The rule currently uses the term “advanced training” in relation to endorsing licences for a different size and type of ship, or for a different pilotage area and also as a condition of revalidation of a licence, hence this is confusing.
- d) Training for progression through the grades is part of all currently approved training courses.
- e) Advanced training is considered to include simulator analysis of pilotage tasks and testing of pilots in emergency scenarios. Simulator training is not intended to be used as a substitute for actual pilotage tasks or for meeting currency.
- f) Regular scheduled advanced courses not available in NZ. The NZ Maritime School offers one advanced pilots course in Nov each year, but this is difficult logistically for pilotage providers. CentrePort uses advanced pilots courses in Australia (5 days, \$3.3k).
- g) It was suggested that “advanced training” be changed to “continuing professional development” or similar to reflect the true purpose and nature of such training.
- h) Provision within the rule for approval of general training courses could still be useful to cater for future training schemes such as being developed in Australia so that such training can be recognised in NZ in the longer term.

3. DISCUSSION ON TRAINING FOR MASTER’S PILOTAGE EXEMPTION CERTIFICATES

- a) MNZ noted that only one operator (Golden Bay Cement) has a training course for its pilotage exempt masters approved by the Director under the current rule, covering Whangarei and Tauranga harbours. As no other training courses have been approved, all other PECs have been issued as Section 47 exemptions, in effect an exemption under the MTA from compliance with the rule, rather than a master’s pilotage exemption certificate (PEC) issued under rule 90.10.
- b) It is intended that with the new rule, all of these s47 exemptions will be replaced with PECs issued under Part 90. MNZ will be requiring all operators with exempt masters to submit new training plans for approval. Preparation of such a training plan should not be onerous. For many operators in particular, training requirements should already be well documented within their ISM or SSM systems as applicable.
- c) Charles Smith noted that when candidates present to examinations for PEC, generally there is not information on their training and relevant experience, hence the need for training programmes to be in place now.
- d) In Wellington, the harbourmaster sends out an annual letter to the operators seeking an update of all PECs held. CentrePort’s Port Information Manual provides the basic training material for PEC candidates, but there is no equivalent for Port Marlborough.
- e) CentrePort and GWRC have an MOU in place covering the examination of PECs. An assessment is conducted by an unlimited pilot. There is an oral examination with structured questions – generally just one person. The results of the examination are discussed with the deputy harbourmaster. The candidate also visits Beacon Hill and spends time on tugs.
- f) In Auckland candidates are examined by a panel comprising the harbourmaster, a senior pilot and a PEC holder.

- g) Strait Shipping identifies 2nd mates as candidates for master training. They undergo a structured training programme, with a documented training manual, in parallel with seeking an exemption. There is an anomaly however in that they will generally obtain their PEC before they have gained the experience to exercise it. Once the trainee has gained their PEC, they will be assigned as 2nd mate under a training master, who will assess them, then assessed by an assessment master, and finally be promoted to master.
- h) Clearly a different regime exists for the ferries than for the smaller operators. Port companies generally provide examiners for PECs as a service to harbourmasters.

4. DISCUSSION ON EXERCISE OF PECS BY MATE/MASTERS

- a) Under the current rule only a master can exercise a PEC. Strait Shipping has changed its Safety Management System to comply with the rule by promoting mate/masters to master. However, many do not have the same experience of the existing masters.
- b) It was noted that in the offshore industry a similar situation was covered by standing orders when the master was not on watch.
- c) It was questioned whether there could be specific provisions for short sea services, or port specific to cover the ferry operations. A master/mate on a Cook Strait ferry is not at the same level as the mate on a fishing vessel. They are competent to conduct the vessel in pilotage waters and safety would not be compromised. The general principal should be that the level of safety must be maintained.

Notes prepared by Maritime New Zealand
12 Sept 2008