

Maritime Rules

Advisory Circular

PART 90

PILOTAGE

Issue 90-1 March 2003

General

Maritime Safety Authority advisory circulars are generally designed to give assistance and explanations about the standards and requirements set out in the rules. However, the notes contained in advisory circulars should not be treated as a substitute for the rules themselves, which are the law.

Training course approvals

The following advice is provided to providers, and prospective providers, of pilotage training courses requiring the Director's approval at rules 90.8 (pilots' general training), 90.9 (pilots' local and advanced training) and 90.12 (pilotage exemption training)–

- while approval may be sought for training courses conducted by training providers approved under Part 35, in-house training arrangements and combinations for in-house and specialist training provider courses are equally eligible to apply for approval
- as at the date of issue of this circular, the Director has specified no other training course topics as envisaged, from time to time, in rule 90.14(4)(d).

A draft recommended IMO syllabus, expected to supersede IMO Assembly resolution A.485(XII) late in 2003, is set out at annex to this circular.

Delegations

Prior to delegating the power of examination for the purpose of rules 90.8(b), 90.9(1)(b), 90.9(2)(b) or 90.12(b), the Director will seek nominations from relevant regional council chief executives. Any nominations would be expected to include that region's harbourmaster or delegate.

Such delegates are entitled, under section 444(12) of the Act, to charge a reasonable fee for the exercise of delegated functions.

It is anticipated that the examination of a candidate may involve more than one examiner.

Annex

INTERNATIONAL MARITIME ORGANISATION

DRAFT ASSEMBLY RESOLUTION

STW 33/17 ANNEX 2

Superseding resolution A.485(XII)

RECOMMENDATIONS ON TRAINING AND CERTIFICATION AND OPERATIONAL
PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

SYLLABUS FOR PILOTAGE CERTIFICATION OR LICENSING

- (1) Each applicant for a pilot certificate or licence should demonstrate that they have necessary knowledge of the following – where “area” means the waters for which the applicant is to be certified or licensed:
 - (2) limits of local pilotage areas;
 - (3) International Regulations for Preventing Collisions at Sea, 1972 as amended, (and as published in New Zealand as Part 22 of the maritime rules) and also such other national and local navigational safety and pollution prevention rules as may apply in the area;
 - (4) system of buoyage in the area;
 - (5) characteristics of the lights and their angles of visibility and the fog signals, racons, and radio beacons and other electronic aids in use in the area;
 - (6) names, positions and characteristics of the light vessels, buoys, beacons, structures and other marks in the area;
 - (7) names and characteristics of the channels, shoals, headlands and points in the area;
 - (8) bridge and similar obstruction limitations including air draughts;
 - (9) depths of water throughout the area, including tidal effects and similar factors;
 - (10) general set, rate, rise and duration of the tides and use of the tide tables and real-time and current data systems, if available, for the area;
 - (11) proper courses and distances in the area;
 - (12) anchorages in the area;

- (13) shiphandling for piloting, anchoring, berthing and unberthing, manoeuvring with and without tugs, and emergency situations;
- (14) communications and availability of navigational information;
- (15) systems of radio navigational warning broadcasts in the area and the type of information likely to be included;
- (16) traffic separation schemes, vessel traffic services and similar vessel management systems in the area;
- (17) bridge equipment and navigational aids;
- (18) use of radar and other electronic devices; their limitations and capabilities as navigation and collision avoidance aids;
- (19) manoeuvring behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems;
- (20) factors affecting ship performance such as wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction including squat;
- (21) use and limitation of various types of tugs;
- (22) the English language to a standard adequate to enable the pilot to express communications clearly;
- (23) IMO Standard Marine Communication Phrases;
- (24) IMO Code for the investigation of marine casualties and incidents;
- (25) Master-Pilot Relationship, Pilot Card, operational procedures;
- (26) pollution prevention;
- (27) emergency and contingency plans for the area;
- (28) safe embarking and disembarking procedures; and
- (29) any other relevant knowledge considered necessary.

