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|--------------|-----------------------------|----------------|------------|
| <b>Title</b> | <b>Act as harbour pilot</b> |                |            |
| <b>Level</b> | <b>6</b>                    | <b>Credits</b> | <b>120</b> |

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| <b>Purpose</b> | People credited with this unit standard are able to: pilot vessels within designated harbour limits; coordinate resources to assist pilotage; and participate in port traffic management and administration. |
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| <b>Classification</b> | Stevedoring and Ports Industry > Vessels' Port Operations |
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| <b>Available grade</b> | Achieved |
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| <b>Entry information</b>                        |                                                                                                                           |
| <b>Critical health and safety prerequisites</b> | Prerequisite: Master Foreign Going (Class 1) or equivalent as specified in Maritime Safety Authority Manning Regulations. |

### Explanatory notes

- 1 This unit standard is intended for personnel engaged in the role of a harbour pilot. Pilotage requirements are substantially dependent upon the local conditions prevailing in the harbour limits which vary between one place and another due to different climate, nautical, and shipping conditions, as well as the nature of the pilotage operation itself.
- 2 The pilotage intended covers the safe conduct of the vessel within harbour limits by day and night, in all weathers and in all conditions of visibility, handling vessels of all types and sizes, with or without tug or tugs, and in any configuration of draft and trim.
- 3 Compliance requirements include but are not limited to: Health and Safety in Employment Act 1992; Maritime Transport Act 1994; Maritime Safety Authority Maritime Rules; International Convention on Standards of Training, Certification and Watchkeeping; and Local harbour By-laws.
- 4 Any new, amended or replacement Acts, regulations, standards, codes of practice, guidelines, or authority requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard
- 5 Personal protective equipment must be used throughout operations in accordance with company policies and procedures.
- 6 Though not included in this unit standard, candidates are expected to have knowledge and experience of the following: local physical features (lights, navigational beacons, buoys, tides and currents, and hydrographic data) to a level of

detail sufficient to safely manoeuvre a vessel; local port's communications, infrastructure, and emergency facilities; and the manoeuvring behaviour of ships in general. Confirmation a candidate has this knowledge and experience may be provided by the port authority or the candidate's employer.

## 7 Definition

*Company policies and procedures* refer to relevant workplace documents which are current and accessible to candidates, trainers, and assessors, and which comply with legal requirements.

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## Outcomes and evidence requirements

### Outcome 1

Pilot vessels within designated harbour limits.

#### Evidence requirements

- 1.1 Pilotage of the vessel conforms to regulations and local operating procedures.
- 1.2 Vessel type, size and handling characteristics are balanced against the current conditions of the tide, sea state, visibility, traffic and weather conditions in order to maintain the safety of the vessel, all personnel aboard, any cargo, and other traffic.  
  
Range vessels include – all types of vessel that use the port, and up to the maximum dimensions and draft that use the port.
- 1.3 Pilotage manoeuvres retain the integrity of the vessel's and port's structures and the environment.
- 1.4 Control of the piloted vessel is conducted in a manner which maintains the relationship between the pilot, the vessel's master and the crew, whilst preserving the safety of all traffic and the environment.
- 1.5 Technical aids to navigation are utilised to the extent of their limitations to complement or supplement visual information.
- 1.6 Pilot transfers safely to and from the vessel whether at sea or alongside.
- 1.7 Passage planning and contingency techniques are used to cover normal and extraordinary events sufficient to conduct the safe passage of the vessel.
- 1.8 Judgement is exercised on limitations precluding safe pilotage.  
  
Range limitations include – adverse weather, mechanical deficiencies, human factors, communication breakdowns, temporary port constraints, any limitations on tug power.

### Outcome 2

Coordinate resources to assist pilotage.

**Evidence requirements**

- 2.1 Resources required to assist in safe and efficient pilotage are utilised and coordinated to effect manoeuvres and securing of the vessel.
- 2.2 Tug manoeuvres and assistance are controlled to maintain tug safety and provide safe and effective assistance to the vessel.
- 2.3 Communication between pilot and vessel's crew, supporting vessels, and land based support is completed in a manner and at a level which maintains a clear appreciation by all parties of the correct and intended movement of the vessel.
- 2.4 An effective master-pilot relationship is established and maintained in a manner and at a level which maintains a clear appreciation by both parties of the intended movement of the vessel.

**Outcome 3**

Participate in port traffic management and administration.

**Evidence requirements**

- 3.1 Traffic management conforms to the port traffic management system, procedures, and guidelines.
- 3.2 Documentation relating to the pilotage and management of vessel movement is completed in accordance with company policies and procedures, and is available for reference, or is passed to the designated personnel for action within stated time frame.
- 3.3 Nautical documents, publications, and charts relating to pilotage operations are up to date and immediately available for reference.
- 3.4 Equipment utilised in pilotage and traffic management is operable and maintained in accordance with manufacturers' instructions.

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| <b>Planned review date</b> | 31 December 2020 |
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**Status information and last date for assessment for superseded versions**

| Process               | Version | Date              | Last Date for Assessment |
|-----------------------|---------|-------------------|--------------------------|
| Registration          | 1       | 26 November 1997  | N/A                      |
| Revision              | 2       | 23 April 1999     | N/A                      |
| Revision              | 3       | 10 April 2000     | N/A                      |
| Revision              | 4       | 20 June 2005      | N/A                      |
| Rollover and Revision | 5       | 17 September 2015 | N/A                      |

**Consent and Moderation Requirements (CMR) reference**

0145

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Please note**

Providers must be granted consent to assess against standards (accredited) by NZQA, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be granted consent to assess against standards by NZQA before they can register credits from assessment against unit standards.

Providers and Industry Training Organisations, which have been granted consent and which are assessing against unit standards must engage with the moderation system that applies to those standards.

Requirements for consent to assess and an outline of the moderation system that applies to this standard are outlined in the Consent and Moderation Requirements (CMR). The CMR also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

**Comments on this unit standard**

Please contact the SSB [ssb@email.address](mailto:ssb@email.address) if you wish to suggest changes to the content of this unit standard.