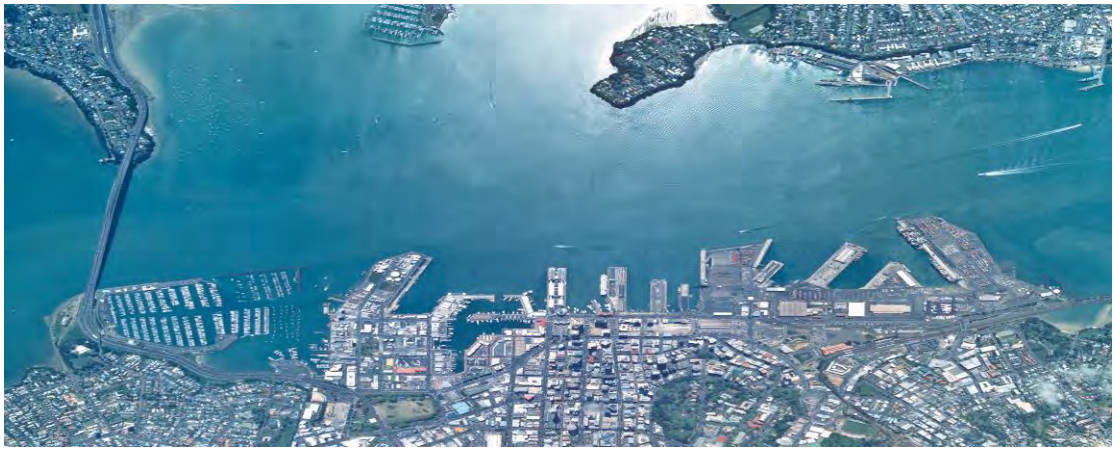

Pilotage Exemption Certificate (PEC)

Structured Training Programme and Proficiency Plan

For

Auckland Harbour (Waitemata) Pilotage Area

Name of Applicant :_____

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MODULE ONE : PURPOSE AND OBJECTIVES

The limit for compulsory pilotage in the Auckland pilotage area is 500 GT and/or 40 metres LOA.

The Auckland Pilotage Area and Limits are the area of tidal waters inside a straight line drawn from the northern extreme of the eastern head of the Tamaki River to the southern extreme of Park Point (Waiheke Island); then by the high water mark of ordinary spring tide to the northern extreme of the western entrance to Owhanake Bay; then by a straight line to the south-western most point of Rakino Island; then by a straight line from the northernmost point of Rakino Island to Shearer Rock, then by a straight line to the southernwest extreme of Tiritiri Matangi Island, then by a straight line to the southeastern extreme of Whangaparoa Peninsula.
This training programme describes the process by which masters and first mates can attain the knowledge and skills to safely navigate a vessel exceeding the limits within the Auckland pilotage area without a pilot.

On successful completion of this training programme and the associated assessments and examination, the candidate can apply to Maritime New Zealand (MNZ) for the issue of a pilotage exemption certificate (PEC) under maritime rule 90.62 endorsed for the pilotage area and a specific vessel or vessels, or for the endorsement of an existing PEC as applicable.

This structured training programme meets the requirements of maritime rule 90.109.

MODULE TWO :PECS AND ENDORSEMENTS

Under Part 90, a single PEC will be issued with one or more endorsements for different vessels and pilotage areas. The holder of a PEC endorsed for a vessel or vessels in one pilotage area can obtain endorsements for that vessel in another pilotage area by completing the local PEC training programme for that area. A PEC holder may also seek to have an additional vessel endorsed on that PEC for the same area as described in Module 8.

2.1 Endorsements For Auckland Pilotage area:

The exemption certificate may be endorsed with the following exercise of privilege conditions:

- Areas:
  - Auckland: (no restriction on area)
  - Auckland: Waitemata and Rangitoto Channel Only
  - Auckland: Tamaki River Only
  - Auckland: All Waters Excluding Tamaki River

- Wharves:
  - Jellicoe
  - Captain Cook
  - Queens
  - Wynyard
  - B1Cement Berth
  - B2
  - Freyberg

- Other:
  - 1 Tug Endorsement
  - 2 Tug Endorsement
  - >150m Vessel LOA Endorsement
  - Such other endorsement deemed appropriate following examination.

MODULE THREE :LIMITATIONS AND RESTRICTIONS ON PRIVILEGES

For holders of an Auckland PEC, exercise of privilege conditions shall **NOT** permit any person to operate:

a) A nuclear powered vessel.
b) A vessel designed for the bulk carriage of oil, gas, chemicals, or other hazardous cargoes (unless exemption has been granted by the Minister of Transport).
c) A vessel with a draft exceeding 9.5 metres.
d) A vessel being manoeuvred without main engine power.
e) A vessel transit under the Auckland Harbour Bridge.
f) A vessel to or from Fergusson container terminal
g) A vessel to or from Bledisloe container terminal.
h) A vessel to or from Princes wharf.
i) A vessel berthing when wind speed exceeds 25kts.
j) Any vessel manoeuvring in restricted visibility of less than 0.5 nautical miles.
k) A vessel manoeuvring with the aid of tug(s) unless the master is in possession of the appropriate one or two tug endorsement on the pilotage exemption certificate.

NOTES:

1. Restrictions e) to j) inclusive do not apply to a master of a bunker vessel that has been granted an exemption from the requirement to carry a pilot under section 47 of the Maritime Transport Act 1994.

2. Sections d), i), and j) shall not apply to the holder of a pilotage exemption certificate on vessels less than UMS gross 1000.

A PEC will be issued only for a named vessel or vessels.

MODULE FOUR :PRE-REQUISITES

Candidates for a PEC for any pilotage area must:

- Hold a current New Zealand certificate of competency, or a current certificate of competency issued by another Administration that is recognised or accepted by the Director of MNZ under the Maritime Transport Act, that permits them to be the master of the vessel or vessels for which the PEC is sought; and
- Hold a current certificate of medical fitness of Category A or B issued in accordance with maritime rules Part 34; and
- Be able to demonstrate use of the English language to the satisfaction of the harbourmaster
- Where required, have completed a recognised Bridge Resource Management (BRM) course within the last 5 years.

MODULE FIVE :ELEMENTS OF STRUCTURED TRAINING PROGRAMME

To progress to Pilotage Exemption examination and solo pilotage the applicant must satisfactorily complete:

- Required Reading
- Induction
- Courses – as required
- Observer Trips
- Pre-examination audits:

NOTE: A candidate:

a) who does not currently hold a PEC; or

b) who holds a PEC endorsed for another pilotage area but for the same vessel must complete all of the above requirements.

A candidate who already has a PEC endorsed for the Auckland pilotage area who wishes to have an additional vessel added to that endorsement must complete the requirements in Section 8.

5.1 Initial training

5.1.1 Required Reading

The candidate will generally study on his/her own to complete the initial stages of this element. The candidate must become familiar with:

Topic Required reading	Applicants Signature	Date
P.O.A.L will provide a folio of documents including • Tidal flow charts • Berth soundings • Procedures and guidelines for pilot exempt operations. • Port Information handbook		
Relevant extracts from; • Maritime Transport Act Maritime Rules - Including: • Maritime Rules Part 90 – Pilotage • Maritime Rules Part 53 – Pilot Transfer Arrangements and Ship-Helicopter Pilot Transfers		
IAPH Guidelines on port safety and environmental protection - Pilots & pilotage.		
Relevant extracts from; • By-Laws of the Auckland Council • Harbour Masters Directions		
The Shiphandlers Guide, Capt. R.W. Rowe Nautical Institute Publication		

Tug Use In Port, Capt. R.W. Rowe Nautical Institute Publication		
Bridge Team Management, Capt. A.J. Smith Nautical Institute Publication		
P.O.A.L Emergency Procedures Handbook (where applicable)		
Port and Harbour Risk Assessment		

Additional reading should include:

1. Relevant TAIC and MNZ accident reports relevant to navigation in the pilotage area
2. Relevant publications on tug use (as applicable), ship handling, bridge team management, such as those produced by the Nautical Institute and the International Chamber of Shipping

5.1.2 Induction

To gain an overview of port operations and safety. To gain a working understanding of the ports Marine Services operation.

Topic	Applicants Signature	Harcon Operator Signature	Date
Briefing on operation of Harbour Control with special note of the communications within the harbour			
Understanding berth scheduling			
Understanding standard operating procedures			
Understanding restrictions of the port and port emergency procedures			

5.1.3 Courses

Topic	Senior Pilot Signature	Date
Bridge Resource Management course or equivalent if exemption is for vessel >1000GRT (certificate to be sighted)		
Emergency Simulator Training Course at least every four years		

5.2 Training under supervision

The candidate is to complete a number of transits of the pilotage area on the vessel for which the PEC will be sought, in order to familiarise him/herself with and become competent in navigating the vessel in the pilotage area. These transits should be completed in the following capacity:

a) As an observer on the bridge; and
b) Observer Trips conducting the navigation of the vessel under the direction of a licensed pilot or a current PEC holder.

5.2.1 Observer Trips

Topic	Licensed Pilot or PEC Holder Signature	Date
Observe at least 10 inward and 8 outward pilotage acts on vessels piloted by a licensed pilot/exempt master within 18 months		
Confirm at least 4 inward and 4 outward pilotage acts have been observed during the hours of darkness.		
Observer trips / training movements recorded in section 10.1		
For vessels less than 1000GT		
Observe at least 5 inward and 5 outward pilotage acts on vessels piloted by a licensed pilot/exempt master within 18 months		
Confirm at least 2 inward and 2 outward pilotage acts have been observed during the hours of darkness.		
Observer trips / training movements recorded in section 10.1		

5.2.2 Pre Examination Audits for vessels greater than 1,000GT

To ensure the applicant demonstrates competence to gain a master's pilotage exemption certificate.

Topic – Formal Licence Audits (Peer Reviews) – to be completed by Grade A Pilots	Licensed Pilot Signature	Date
Arrival peer review Day/Night		
Arrival peer review Day/Night		
Arrival peer review Day/Night		
Departure peer review Day/Night		
Peer reviews filed and summary updated		

5.2.3 Pre Examination Audits for vessels less than 1,000GT

a) Section 5.2.2 may be reduced to a minimum of one arrival and one departure audit.
b) Such audits may be conducted by the harbour master or deputy harbour master except:
c) All audits shall be conducted by an A grade licensed pilot, where the application includes a tug endorsement.

MODULE SIX :EXAMINATION

Objective: To issue exemption privileges.

Topic – Sign Off Manual	Signature	Date
Sign Off – A Grade (Waitemata) Licenced Pilot		
Sign Off – PEC Holder		
Sign Off – Harbour Master		

Topic – Formal Examination by Examination Panel –	PEC Name, Sign, Date	HM Name, Sign, Date	Pilot Name, Sign, Date
Blank chart exercise and written examination satisfactorily completed			
Topic – Formal Examination – Blank Chart Exercise	**PEC Name, Sign, Date**	**HM Name, Sign, Date**	**Pilot Name, Sign, Date**
Oral Examination - Applicant has satisfactorily demonstrated an in depth knowledge of ship handling, the harbour, its environs, workings, and hazards.			

Topic –Maritime New Zealand Notification	Harbourmasters Signature
MNZ advised of examination result: Including Endorsements applied for	

Licence Number: (MNZ issued)	Date	Vessel LOA

Notes For Examination Panel

Panel to consist of at least the Harbourmaster (delegated authority by MNZ), 1 unrestricted licenced pilot for the Port of Auckland, and at least one other person familiar with the harbour (Licenced Pilot / Exempt Master).

For less than 1000 GT, examination panel shall be Harbour Master and Licensed Pilot. This may also include others as determined, from time to time, by Harbour Master

MODULE SEVEN :ENDORSEMENTS TO PEC FOR AUCKLAND AREA

Objective: To endorse the Masters Pilotage Exemption certificate with one of the following privileges:

Topic – 1 Tug Endorsement	Applicants Signature & Date	Tug Master Signature & Date
Observe at least 10 harbour towage acts onboard an ASD tug within last 18 months. Refer table 10.2. (or tug type intended for primary use)		
Operation, limitations and hazards of ASD, Voith and conventional type tugs, including working understanding of tug orders and SSM requirements		
30 minutes operating ASD (or intended primary tug type) in non-vessel working situation		
Topic – 1 Tug Audit & Endorsement Signoff	**Applicants Signature & Date**	**Senior Pilot Signature & Date**
Audit to confirm that the applicant is satisfactorily able to perform pilotage acts using one tug (arrival pilotage).		

Topic – 2 Tug Audit (x3) Endorsement Signoff	Applicants Signature & Date	Senior Pilot Signature & Date
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts using two tugs (arrival pilotage)		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts using two tugs (arrival pilotage)		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts using two tugs (arrival pilotage)		

In addition, where a two tug endorsement is required, the following must be completed (see next page).

Topic – >150m Vessel LOA Endorsement Requirements additional to standard programme for vessels with LOA >150m up to 185m	**Applicants Signature & Date**	**Senior Pilot Signature & Date**
At least 5 additional arrival and 2 departure observer trips shall be completed		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts on vessels >150m (arrival pilotage).		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts on vessels >150m (arrival pilotage).		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts on vessels >150m (arrival pilotage).		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts on vessels >150m (arrival pilotage).		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts on vessels >150m (departure pilotage).		
Peer review to confirm that the applicant is satisfactorily able to perform pilotage acts on vessels >150m (departure pilotage).		
Topic - >150m Endorsement Sign Off	**Harbourmaster Signature & Date**	**Facility Owner Signature & Date**
Confirm applicant is satisfactorily able to perform pilotage acts on vessels >150m (up to 185m)		
Topic – >150m Additional Currency Requirement	**Harbourmaster Signature**	**Date**
In order for Applicant to maintain >150m endorsement at least 12 PEC Movements per annum must be conducted at the port. At least 6 shall be arrivals. Refer table 10.3.		

7.1 ENDORSEMENT NOTIFICATION TO MNZ

This table is to be sent to MNZ for issuing of Endorsements on PEC.

Topic –Maritime New Zealand Notification	Harbourmaster Signature	Date
Areas(deleted those not applicable): o Auckland: (no restriction on area) o Auckland: Waitemata and Rangitoto Channel Only o Auckland: All Waters Excluding Tamaki River		
1 tug endorsement		
2 tug endorsement		
Vessel >150m LOA endorsement		
Other:		

MODULE EIGHT :ENDORSEMENT FOR AN ADDITIONAL VESSEL

An applicant who already holds a PEC endorsed for the pilotage area and who is seeking an endorsement for an additional vessel must:

- Complete familiarisation training on that vessel to the satisfaction of the harbourmaster.
- Serve on that vessel for three months prior to the first audit by licensed pilot.
- Minimum of one inward movement one outward movement, audited by licensed Pilot.
- Demonstrate that they have met the recent experience requirements for the vessel currently endorsed on their PEC

A completed application should be forwarded to MNZ.

MODULE NINE :PROFICIENCY PLAN

Purpose and objectives

This proficiency plan outlines the process for maintaining and demonstrating the proficiency and competence of PEC holders in the Auckland pilotage area.

9.1 Recent Experience Requirements

In accordance with rule 90.66(1)(b) the PEC holder must complete at least 8 exempt pilotage acts per annum (at least 4 shall be arrivals and at least 2 in darkness).
Vessel >150m endorsement holders require additional 4 pilotage acts to be conducted per annum (at least 2 shall be arrivals), and
In addition to maintain tug endorsement, the following must be completed:

- at least 2 arrivals per annum using tug/s to assist berthing in the port, and
- annual exemption peer review to review tug endorsements if held, and

9.2 Reporting Requirements

At 12 monthly intervals PEC Holders are required to provide a report to Auckland Harbourmaster, detailing training and pilotage acts conducted at the port in the previous period. Significant movements and other information considered relevant to keeping the above well informed should be noted. All exemptions shall lapse without annual evidence of pilotage acts undertaken to maintain currency.
Prior to entering into or navigating within the pilotage area, the PEC holder must report to the harbourmaster in accordance with rule 90.65(2). This includes a declaration that the holder is current (meets the requirements of rule 90.66). – This report can be made to POAL via Auckland Harbour Control on VHF 12.

In accordance with rule 90.25, the master is also required to report to the harbourmaster, any defects to the vessel's propulsion, manoeuvring or communications equipment or any other condition which may adversely affect its operation capability.

9.3 Annual Assessment

Rule 90.111

Every Auckland PEC holder must successfully complete an annual assessment to maintain currency of that exemption.

In order to successfully complete an annual assessment, the following must be completed:

- Minimum number of PEC Movements – as per Section 9.1
- at least 1 peer review per annum by:
    - o An Auckland (Waitemata) pilot; for any vessel including those involving a tug endorsement, or
    - o For vessels under 1000 GT, the peer review will be conducted by the Harbourmaster or their Deputy,

In addition, to maintain tug endorsement, the following must be completed:

- at least 2 arrivals per annum using tug/s to assist berthing in the port, and
- annual exemption peer review to review tug endorsements if held, and

In addition to maintain an exemption for vessels >1000GT:

- attend Emergency Simulator Training Course at least every five years.

9.4 Peer Review and Refresher Training

The vessel operator should ensure that their PEC holders are subject to regular peer review to ensure that standards and knowledge are maintained. The holder should keep up to date with any changes relevant to navigation in the harbour e.g. changes to Aids to Navigation, applicable Notices to Mariners, changes to charted depths etc. These matters should be covered as part of the operators safety management system under ISM or SSM as applicable.

9.5 Regaining Currency

If a PEC holder is unable to comply with the annual currency requirements for the pilotage area, an assessment of past history will be used to develop a case by case response.

- Undergo / hold a valid MNZ medical and pass with a Cat A or B Rule 90.46

Where there is some evidence of use of the PEC within the last 12 months:

- successful completion of one inward and one outward movement by a licensed pilot.

Where there is no evidence of use of the PEC within the last 12 months:

- 8 acts (which may be supervised by a PEC holder or pilot) of which at least ;
    - o 4 are arrivals
    - o 2 must be carried out in the hours of darkness
- successful completion of one inward and one outward movement supervised by a licensed pilot.

Where a PEC holder has not exercised the PEC for more than 24 months they must apply to the Harbour Master for an assessment to determine the minimum training / re-training needed to regain the PEC.

MODULE TEN :APPENDICES

10.1 RECORD OF OBSERVER TRIPS AND TRAINING MOVEMENTS FOR AUCKLAND (WAITEMATA) PILOTAGE AREA

No	Date	Movt (A/D/R)	Vessel Name	LOA	GRT	Berth	Bow N/S/E/W	Tide (E/F)	Draft	Wind	Day/ Night	Thrus ter (Y/N)	Tugs	Pilot/ Exempt Master	Remarks
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															

10.2 RECORD OF HARBOUR TOWAGE ACT OBSERVATIONS ON TUG FOR AUCKLAND (WAITEMATA) PILOTAGE AREA

No	Date	Movt (A/D/R)	Vessel Name	LOA	GRT	Berth	Bow N/S/E /W	Tide (E/F)	Draft	Wind	Day/ Night	Thrus ter (Y/N)	Tugs	Pilot/ Exempt Master	Remarks
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

10.3 RECORD OF GREATER THAN 150M PEC MOVEMENTS FOR AUCKLAND (WAITEMATA) PILOTAGE AREA

No	Date	Movt (A/D/R)	Vessel Name	LOA	GRT	Berth	Bow N/S/E /W	Tide (E/F)	Draft	Wind	Day/ Night	Thrus ter (Y/N)	Tugs	Pilot/ Exempt Master	Remarks
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															

10.4 PEC CHECK SHEET FOR AUCKLAND PILOTAGE AREA

May be completed by a licensed pilot or the harbour master [refer to section 5.2.2 or 5.2.3 as applicable]. The auditor will complete the form below while observing the preparation, planning and subsequent manoeuvring of the nominated vessel.

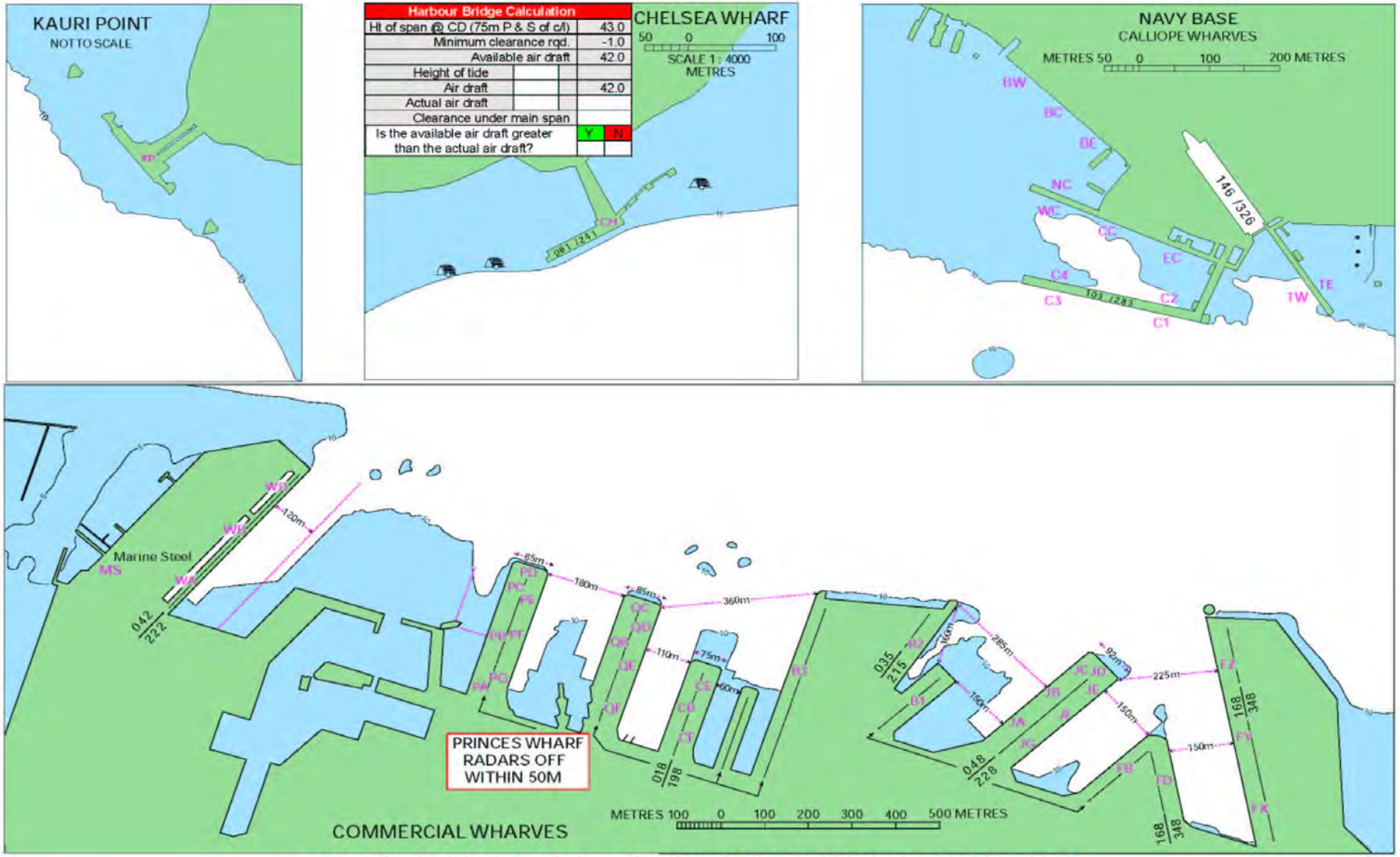
Vessel Name:	**Reviewed Master:**			**Arr/Dep/Rem**	**Date:**
Weather Conditions:	**Reviewer:**			**Wind:**	**Berth:**
Tugs/Thrusters:	**Tide**	**Time:**	**Ht:**	**Night/Day**	**Drafts:**

Arrival - ensure contact established with vessel and embarkation requirements explained? Departure – did the reviewer board the vessel 15 mins prior to departure?	yes/no yes/no	
Prior to master/reviewer exchange did the master:		**Comments**
Arrival - check for immediate dangers, hazards and ensure vessel was in a safe position? Complete the required number of transits to maintain certificate currency	yes/no yes/no	
Discussion of passage plan with reviewer		**Comments**
Explain intended track – is the plan workable? Explain berthing/unberthing manoeuvre – is the manoeuvre workable?	yes/no yes/no	
During master/reviewer exchange did the master:		**Comments**
Request the bridge team to be present and participate in the briefing?	yes/no	
Brief the bridge team on current local conditions e.g. traffic, weather, visibility, currents, ETA of tugs and tug movements, etc?	yes/no	
Establish an environment inviting questions/challenges?	yes/no	
Present a passage plan?	yes/no	
Explain navigational intentions, i.e. courses, speeds, wheel over positions, UKC, squat, maximum draft, depth in channel and alongside berth?	yes/no	
Discuss emergency/contingency plans/limits?	yes/no	
Advise vessel mooring/unmooring arrangements, including first/last lines?	yes/no	Time first line/last line:
Define responsibilities?	yes/no	
Instruct the bridge team to constantly monitor the progress of the vessel?	yes/no	
Allow sufficient time for the briefing?	yes/no	
During channel transit did the master:		**Comments**
Follow the passage plan? If not, were deviations communicated satisfactorily to the bridge team?	yes/no	

Respond satisfactorily when challenged or questioned?	yes/no	
Use “closed loop" orders & appropriate communications?	yes/no	
Communicate with other vessels in the harbour clearly and concisely?	yes/no	
Watch the indicators closely?	yes/no	
Use appropriate speed in the channel?	yes/no	
Maintain a satisfactory positioning through the channel?	yes/no	
Make tug fast at maximum 6(Man)/8(Wait) kts/let go at optimum 4(Man)/6 (Wait) kts?	yes/no	GPS speed:
During berthing or unberthing did the master:		**Comments**
Communicate with tug and linesmen clearly and concisely?	yes/no	
Ensure the berth was clear?	yes/no	
Position the tug appropriately?	yes/no	
Use the tug in an efficient and effective manner?	yes/no	
Frequently monitor the helm and engine indicators?	yes/no	
Display full situational awareness?	yes/no	
Respond satisfactorily when challenged or questioned?	yes/no	
Display a calm and confident manner?	yes/no	
During debriefing with bridge team did the master:		**Comments**
Point out and discuss any issues or improvements to the bridge team?	yes/no	
Outline any relevant factors relating to the next movement of the vessel?	yes/no	
During the overall operation did the master:		**Comments**
Display a good sense of positioning throughout the manoeuvre?	yes/no	
Conduct a satisfactory and successful manoeuvre?	yes/no	

Feedback from Master	**Feedback from Procedural/Peer Reviewer**
Feedback from Tug Master (if applicable)	**Feedback from Snr Pilot or MMS (if applicable)**
Documentation	**Records Filed & Summary Updated**
Ensure documentation above is completed and review file updated	

Check Pilot Name & Signature	Check Harbourmaster Name & Signature



Harbour Bridge Calculation		
Ht of span @ CD (75m P & S of c/l)		43.0
Minimum clearance rqd.		-1.0
Available air draft		42.0
Height of tide		
Air draft		42.0
Actual air draft		
Clearance under main span		
Is the available air draft greater than the actual air draft?	Y	N

(THE PLANS ARE FOR THE PURPOSE OF MASTER/PILOT EXCHANGE DURING PASSAGE PLANNING)
REFER NZ5322 FOR NAVIGATION

10.5 PEC HOLDER'S RECORD OF SHIPPING MOVEMENTS FOR AUCKLAND PILOTAGE AREA

	Date	Time	Ship	LOA/GT	Pilot/PEC holder	Berth	Movement/ in/out	Tugs	Wind/weather	Day/night	Current (as applicable)
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12											

10.6 PEC HOLDER'S ANNUAL ASSESSMENT CHECK SHEET FOR AUCKLAND PILOTAGE AREA

All Pilot Exempt Masters are to be accompanied by a licensed pilot during an arrival [or other movement as specified] at least once a year. The check pilot(s) will complete the form below while observing the preparation, planning and subsequent manoeuvring of the nominated vessel. This form should be returned to the Harbourmaster.

Refer to section 10.4
Please use the same document for pre examination audits and annual assessments.

Harbourmaster Name & Date	Signature

MODULE ELEVEN :EXEMPTIONS

11.1 RULE 90.23(3) EXEMPTIONS - BUNKER VESSEL OPERATIONS

In the case of a tanker that complies with Rule 90.23(3):

Topic bunker vessel Operations	Applicants Signature & Date	Senior Pilot Signature & Date
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at FX & FZ		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at FB & FD		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at JA,JB,JE,JG		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at B2,B3		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at MB		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at CB,CE		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at QB,QE		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at PB,PE		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at WD		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at Chelsea		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre and one departing manoeuvre at C1		
Peer reviews filed		

Topic Bunker vessel Operations Sign Off	Harbourmaster Signature & Date	Facility Owner Signature & Date
Confirm applicant is satisfactorily able to perform pilotage acts on bunker vessel		
Topic - Bunker vessel Additional Currency Requirement	**Harbourmasters Signature**	**Date**
The person responsible for the conduct of navigation of a bunker vessel must prove at least 12 pilotage acts have been conducted at the port per annum.		

NOTE:
The person responsible for the conduct of navigation of a bunker vessel that has been granted an exemption from the requirement to carry a pilot under section 47 of the MTA 1994 that requires the use of 1 or more tugs must comply with the tug endorsements as per Module 7 of this manual

11.2 RULE 90.23(4) EXEMPTIONS – TUG OPERATIONS IN CONTROL OF A CHEMICAL BARGE

In the case of a chemical barge/tug combination that complies with Rule 90.23

Topic: Tug/chemical barge operations	**Applicants Signature & Date**	**Senior Pilot Signature & Date**
Tug Master in charge of tug/chemical barge operation completed HASNO course directly relating to Chemical barge operations.		Sighted
Tug master in charge of tug/chemical barge operation is holder of valid PEC for standard tug and barge pilotage movement.		Sighted
Peer review to confirm applicant is satisfactorily able to perform one transit of the Tamaki river to Gabador Place terminal.		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre alongside a vessel at anchor in the Waitemata harbour. (This requirement may be carried out subsequent to the PEC being issued, but must be done prior to any Ship to Ship transfer at anchor)		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre alongside a vessel berthed at Wynyard wharf		
Peer review to confirm applicant is satisfactorily able to perform one berthing manoeuvre alongside Wynyard wharf.		
Topic tug/chemical barge operations Sign Off	**Harbourmaster Signature & Date**	**Facility Owner Signature & Date**
Confirm applicant is satisfactorily able to perform pilotage/tug/barge manoeuvres.		
Topic - Additional Currency Requirement	**Harbourmaster Signature**	**Date**
The PEC holder who has conduct of navigation of the tug/chemical barge must complete at least 4 exempt PEC movements per annum in control of a tug/chemical barge combination and achieve at least 1 peer review per annum		