



Sandy Hook Pilots

NOAA'S SERVICES AND PILOTS

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Pilots and Nautical Charts

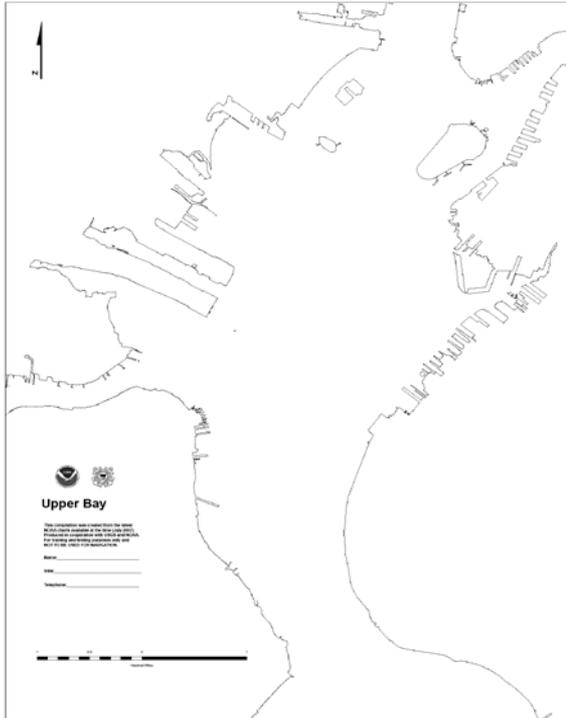
Pilots don't need charts, every pilot has the chart in their head!! *Actually....*

- Our apprentices are engrossed in studying charts and must reproduce every nautical chart within our AOR from memory.
- Over 16 years ago NOS was able to meet our need for testing chartlets. Off-scale chart sketch blanks with shoreline.



Pilots and Nautical Charts

Pilotage Testing Chartlets





Pilots and Nautical Charts

How Do Pilots Use Charts?

- To “show” ships masters their intended route.
- Many foreign vessels are using BA or other hydrographic agency charts.
- With introduction of portable pilot units (PPUs) in 2000 our pilots are now extremely dependent upon ENCs.



Pilots and Nautical Charts

Portable Pilot Units and Charts

- Original PPU's utilized proprietary vector charts; channels, ATON and routes with back-up raster charts.
- 2nd generation systems shifted to S-57 enhanced ENC's also with raster backup
- 3rd and 4th solely use vector ENC's.
- ENC updated process works very well and it's free



Pilots and Nautical Charts

Charts for Education

- Water mapping- providing traffic interaction and cautionary zones – example: Penobscot Bay, ME.
- NY PAWSA identified commercial/recreational interaction as single greatest risk in our port.
- We are working within our Harbor Operations community to develop a tool but we believe NOAA could be helpful in this regards



Pilots and P.O.R.T.S.

- New York was an early PORTS location – early 90s – Dr. Wayne Wilmont. Potomac Trader incident.
 - Water levels
 - Some meteorological data.
 - No current meters or air draft.
- PORTS has grown in scope and importance.
 - Air gap probably most used- Bayonne Bridge.
- PORTS provides pilots what can't be predicted-

anomalies!



Pilots and P.O.R.T.S.

- PORTS makes our port's waterways safer; it eliminates uncertainty.
- Pilots know what was previously unknown.
- PORTS has national value and we continue to believe it should be maintained/funded as such.
- Finally: We continue to believe that PORTS should be a model-based system rather than a sensor based system.



Pilots and NYOFS

- Least used by pilots.
- Most valuable for planning, loading and scheduling. Pilots don't participate in this.
- Potential value for Agents, shippers and lines.
- It needs to project further into the future to be of greater value.
- Also needs to be accompanied by improved planning, coordination and communication between all parties.



Pilots and Surveys

- Ships mostly operate in Federal Channels so we rely greatly on ACOE surveys.
- NOAA has been extremely responsive in surveys areas outside federal channels, sometimes on short notice before or after significant events. OpSail, Fleet Week etc.
- NOAA and ACOE coordination and cooperation has been excellent and continues.
Nav Services Manager- ACOE Operations



Product Feedback

What's Right- What Could Be Better

- Despite training, pilots are still adjusting to the display and symbology of ENC's. They are mostly based on European symbols and simply don't look like our paper charts.
- Variations in chart update rate and timing. Updates should occur quickly and simultaneously on all chart types. Time from LNM to chart has been too long.



Product Feedback

What's Right- What Could Be Better

- Ping to chart time for both NOAA and ACOE could be better.
- Free updates and new online reader options are excellent.
- Easier integration of multi-source data using GIS systems is great but most mariners aren't expert in GIS. Ex: Overlay of ACOE surveys onto electronic charts.



Product Feedback

What's Right- What Could Be Better

- The Navigation Services Manager Program is superb! I have worked with every manager since the program began.
- NRTs are also extremely valuable to our local port community.



Sandy Response

- The Sandy Hook Pilots played an integral role in post-Sandy Recovery. Several pilots participated in the MTSRU. We know first hand the valuable assistance provided by NOAA.
- The Nav Services Manager and the Scientific Support Coordinator were both key. They immediately integrated - they were already members of the port community through Harbor Ops.



Thank You

QUESTIONS?