



*Florida's Deepest Harbor*

## PORT EVERGLADES PILOTS' ASSOCIATION

Post Office Box 13017  
PORT EVERGLADES, FLORIDA 33316  
Telephone (954) 522-4491 / 7  
Facsimile (954) 522-4498  
E-mail: pilots@bellsouth.net

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PORT DIRECTOR'S OFFICE

August 9, 2017

Steven M. Cernak  
Chief Executive/Port Director  
Port Everglades Department of Broward County  
1850 Eller Drive  
Fort Lauderdale, FL 33316

Dear Mr. Cernak:

Last year the Port Everglades Pilots were asked by the port if we could accommodate larger container vessels into Southport. These vessels were specified as a 10,000 TEU containership of 1,138 ft. in length with a 150 ft. beam and a 10,500 TEU containership of 1,093 ft. in length with a 158 ft. beam. Both vessels were simulated at 39 ft. and 41 ft. drafts. After conducting nearly 100 man hours of simulation on these vessels, with Mr. Bob Flint in attendance as the port's observer, at the STAR Center 360° bridge simulator in Dania Beach, FL, it was determined that we could in fact safely navigate these vessels into the port with some restrictions and the use of a PPU (Portable Pilot Unit). A Portable Pilot Unit (PPU) can be generally described as a portable, computer-based system that a pilot brings onboard a vessel to use as a decision-support tool for navigating in confined waters. Interfaced to a positioning sensor such as GPS/DGPS and using some form of electronic chart display, it shows the vessel's position/movement in real-time.

Over the last seven months we have been testing several of the PPU's available on the market in order to determine which would best suit our needs. We have completed the testing and have decided on the Navicom Dynamics Channel Pilot MK3 system. These units have the latest technology and will greatly improve safety while enabling the Port Everglades Pilots' Association to service these larger vessels requested by the port. The Channel Pilot has a position accuracy within <1m, a rate of turn accuracy within <0.5°/min, and a heading accuracy of  $\pm 0.5^\circ$ . This unit would be used in conjunction with the SeaIQ software on any tablet or device and would be carried onboard by the attending pilot.

The purchase of these units poses an impossible financial burden on the Pilots Association in which we are asking the port for financial assistance in order to purchase these units so that we may begin accommodating these larger vessels and meeting our customers' needs. Here is a breakdown of costs:

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We initially require five Channel Pilot units with an iPad and SealQ software subscription for each pilot (17).

Navicom Dynamics Channel Pilot MK3 \$4,090/ea. X 5	\$20,450
SealQ software (\$30/mo. per user) \$6,120/yr.	\$12,240/2yrs
iPad Pro device 10.5 inch display \$799/ea. X 17	\$13,583
iPad Protective Case \$129/ea. X 17	\$ 2,193
Sling Bag for transport \$50/ea. X 5	\$ 250
Professional training on the use of PPU's	<u>\$14,000</u>
<b>TOTAL</b>	<b>\$62,716</b>

The use of these devices will allow Port Everglades to remain competitive with other ports as vessels continue to increase in size. These devices, when combined with a pilot's local knowledge, experience, and training, provide a great element of safety unmatched by any other equipment on the market. Financial assistance from the port will enable the implementation of this equipment in a timely manner so that we may accommodate our customers' requests for larger vessels calling at Port Everglades.

Please contact me with any questions. I look forward to hearing from you soon.

Respectfully,



Captain Todd Cooper  
Co-Managing Pilot



Captain Cheryl Phipps  
Co-Managing Pilot

TJC:ljb