The Hue & Cry
Christmas is a time of new beginnings and fresh hopes for the future: the NZMPA conference & AGM in Tauranga gave us a new President, some fresh faces on the Executive, and some exciting new initiatives. Look out for Banks’ Effect (p.9). Though but a small nation on the edge of a mighty ocean, distant tsunamis wash upon our shores: the 14 years of never-ending war in the Middle East since 9/11 has created an unprecedented refugee crisis exacerbating the effects of man-made Climate Change. Those who profit from war are the major cause of Climate Change (N.B. the Pentagon is the world’s biggest consumer of oil). All wars are essentially about theft of others’ resources – whether they be gold, oil, water or food. Western agents created ISIS to provide the perfect bogeymen: fear is the oldest weapon: it disrupts critical thinking and provokes the reptilian brain responses like xenophobic ’siege mentality’. The message of Christmas is the perfect antidote to all this hatred and madness. How ironic that Australia should choose Christmas Island as an offshore detention camp: therein lies a significant tale (p.18).

Another story with resonance is the 1939 voyage of the MS St. Louis: this Hamburg-Amerika liner was chartered by German Jewish refugees with visas for US and Cuba. Hitler had correctly calculated that the US would refuse entry and thus it transpired. A 1976 film based on the book “Voyage of the Damned” relates this shameful episode. The emigration project had included one Anna Frank whose diary is testament to the courage of her protectors, the barbarity of the Nazis, and the moral bankruptcy of others. Donald Trump is that ugly face made visible.

On a happier note, Dunedin was nominated host for Syrian refugees: Syria has a cultural history going back some 7,000 years. Aleppo was the terminus of the Silk Road from China to the Mediterranean. The road unraveled when the Suez Canal opened in 1869: shipping and railways replaced the camels and donkeys of the biblical era. That old book tells of past refugees - like the Holy Family’s escape to Egypt. Once we consider the broader sweep of History, mankind has always been on the move: borders diminish the Human Spirit and make prisoners of us all.

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Advanced Marine Pilotage training

This five day course will update the pilots on a range of topics in navigation and bridge management. It will address issues of concern to pilots such as the application of new technologies, legal aspects of piloting, and the development of RISK management strategies. This course contributes to the pilot's CPD requirements as per Maritime NZ's regulations (M/R190175). The course may be recognised as “upgrade” course to renew an expired STCW78 CoC as Master.

Five days:
16-22 April and 21-25 November 2016
Fee: $3,403 pp including GST

Generic ECDIS training

This Maritime NZ approved training programme is based on IMO model course 217 and STCW Reg 8/1 and table A-V/1. Successful participants of this course will also receive a type-specific familiarisation certificate for the Transas 4000 ECDIS system.

Five days:
Fee: $1,141 pp including GST

Advanced Portable Pilot Unit (PPU) training

Developed by Ports of Auckland and now proudly offered by the NZ Maritime School for all current and trainee pilots. The training is delivered by senior PDAL pilots using the latest NavCom Dynamics PPU in the full mission Transas 5000 bridge simulator.

Two days:
14/15 April and 1/2 December 2016
Fee: $1,375 pp including GST

STCW Refresher training

From 1 January 2017, Seafarers who hold STCW certificates of competence must provide evidence every five years that they have maintained the required standards of mandatory ancillary safety training, to undertake the required tasks, duties and responsibilities. These 3-days STCW refresher courses are offered at least monthly, please contact reception for dates to suit your needs.

This training includes Refresher Fire Prevention and Fire Fighting, Refresher PST, Refresher Advanced Fire Fighting and Refresher PSC.

Podded Propulsion training

Delivered in the NZMS Transas 5000 full mission bridge simulator, this two-day instruction course will instruct the attendee on the unique maneuvering techniques and characteristics of Azipod propulsion systems. The training will include both operational and technical aspects of this propulsion system and discuss resource management issues.

Two days
12/13 April and 29/30 November 2016
Fee: $1,375 pp including GST

Dynamic Positioning (DP) training

Accredited by the Nautical Institute, NZMS’s Dynamic Positioning training is recommended for deck officers working on any type of vessel equipped with a DP system, including cruise ships, and is required for vessels that are classified as DP vessels.

DP Induction—Five Days
Fee: $3,000 pp including GST

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2015 AGM
25-26th November 2015
President’s Report

Once again we are enjoying the fruits of Steve Banks’ labour here in Tauranga, another faultless effort and one that needs to be recognised.

Since the last AGM we have held five new generation BRM courses facilitated by Ravi and once again organised by Steve. The effort that goes into organising these can’t be understated and this is reflected in the reshuffle proposed to the Executive in general business.

Last year the vacant position of MNZ Liaison Officer was filled by Lew Henderson. Lew has been pursuing this role with his tireless enthusiasm and given MNZ cause to take notice of us as an organisation and potential advisory body. The Issues at both Taharoa and Gisborne have allowed for this relationship to develop to the point where regular meetings are happening. We owe their presence here somewhat to his and Steve’s efforts and you are encouraged to take advantage of the opportunity to question them that is offered by them being here. It must be said that having someone on the ground in Wellington is invaluable for this.

We also need to give a standing ovation to Hugh O’Neill for a year of magazines that have covered coffee tables not only throughout NZ, Australia and the UK but many other IMPA countries judging from the feedback I have got. The quality of the publication not just only in journalistic strength but also presentation has developed the association’s presence and credibility in all walks of the Maritime industry.

Troy has maintained the Website with skill and you are all encouraged to use it, it is a great tool for spreading ideas and information not just among us but to anyone that is directed towards it for whatever reason.

And to Mike Birch, counter of the beans and secretary general of the NZMPA, a heartfelt thank you for your efforts to keep on top of this task. It is one of the more critical roles given, that without money, nothing happens.

I personally am hanging up my hat as President at this AGM. Even though the role is not onerous, my new role at Port Taranaki doesn’t allow me to give it the time that it deserves. So it is time to pass the helm to someone who feels a passion for the profession and who can guide it through the channels of diplomacy required to maintain our focus on coastal safety whilst maintaining our professional integrity. I would like to thank you all for your support during the last four years as we strove to invigorate and energise the Association. I feel we have now got a great foundation on which to build and a strong executive with which to do it. I have thoroughly enjoyed my time, have met some very interesting people and made some great friends along the way. I wish the new President all the best with his Presidency and offer him my support, when able, into the future.

But lastly I have to give the biggest thank you to our sponsor - Ports of Tauranga - who have displayed their support of our profession and its development by allowing us the use of their Boardroom for the last couple of days. Pilotage is the most complex and critical part of a Vessel’s navigation therefore continuous professional development (CPD) is not just a nice-to-have, it is absolutely essential - and I applaud Ports of Tauranga for that recognition. Finally, our steadfast sponsor Navicom, for continuing to lubricate the social intercourse that is so important and central to what we all do.

Neil Armitage (President)
New Zealand Maritime Pilots Association

Annual General Meeting
26th November 2015, 1600hrs
Port of Tauranga Office, Board Room

Attendees:-


MINUTES

1. Apologies for absence
Hugh O’Neil, John Barker

2. Minutes of previous AGM
Displayed, discussed and agreed
Moved :- Neil Armitage
Seconded :- Nigel Meek
Passed

3. President’s report
Presented by Neil Armitage
Moved: Lew Henderson
Seconded: Mike Birch
Report Accepted

4. Secretary’s/ Treasurer’s report
Presented by Mike Birch
Report and reconciliation displayed and explained. Lew Henderson and Nigel Meek requested in future the accounts to include a breakdown of the outgoings and inclusion of operational budget for the next financial year.
Lew Henderson moved the accounts be accepted, seconded by Neil Armitage. Passed.
5. General Business

- Change of name proposed by Steve Banks to the New Zealand Maritime Pilots Institute. Short discussion and agreed to investigate implications for presentation at the next AGM.
- Cherag Daruwalla asked whether tug masters and coastal masters could join. After general discussion it was decided that no changes would be made at this point as the constitution does allow for pilotage exemption certificate holders to join as associate members.
- Discussion on proposal for a new executive structure proposed by Steve Banks to be introduced and accepted at this AGM. The proposal was generally received well. That the structure be accepted was moved by Steve, seconded by the floor and passed.
- Election of executive committee (based on new structure):

  President: Steve Banks  
  VP Liaison and legislation: Lew Henderson  
  VP Technology and Health and Safety: Kirit Barot  
  Treasurer: Mike Birch  
  Secretary: Steve Gilkison  
  Web Master: Troy Evens  
  Pilot Editor: Hugh O’Neil  

  Cherag Daruwalla volunteered to stand on one working group and will take up a role yet to be confirmed.
  
  It was generally agreed by those present that the executive would develop the structure and work groups.

- IMPA conference to be held in Seoul, Korea, 26 – 30 September 2016. Those present proposed to send two pilots to the conference (seconded Cherag) dependant on costs. The Association to fund part or all of the costs. This to be investigated and decided by the executive based on cost and level of interest nearer the time.

6. Constitution: No formal suggestions were received. It was agree to assess as required. (see point 6, 2014 AGM minutes)


No Other Business
Meeting closed at 1845hrs

NZMPA 2015 - Conference Report

Nigel Meek

Yesterday’s NZMPA AGM farewelled our president, Neil Armitage, whose new role as HM and marine manager at Westgate is taking all his available time. Steve Banks, Wellington pilot, has been an exceptionally diligent and successful right-hand-man to Neil and has been the driving force of an indisputable improvement of high quality professional development outputs and close engagement with MNZ by NZMPA over the past couple of years. Steve was elected as new President.
26th November – Cockpit Resource Management (CRM) and a “Just culture”. All-day workshop Air New Zealand (see pdf “Identifying Employee Behaviours”).

27th November – several industry presenters followed by NZMPA AGM.

“Marine pilotage, is there a need for reappraisal?”

Ravi Nijjer

- Pdf File “Identifying Employee Behaviours” - Well worth scanning through.
- What is acceptable risk?
- Have you applied all available knowledge?
- Where an incident results in an environmental or public welfare outcome the immunity of the pilot and his employer and their protective legal barriers will be bypassed by the application of strict liability in criminal law.
- Where environmental and people impacts are not evident the outcome will usually be a judgment suitable to all parties and focused on preserving the status quo. This is not about improving safety. It is about maintaining stability within the international shipping industry.
- Change is a very powerful error producer – John Cota hit Golden Gate bridge in fog when using ECDIS for the first time. Costa Concordia sank when the captain took over from and usurped the functioning bridge team environment.
- Human error is inevitable
- A risk-management program must account for low-probability & high-consequence events.
  - Quote from Immanuel Kant on the subject of human imperfection, “Out of the crooked timber of humanity no straight thing was ever made”.

“Pilot training in the future”

Rory Main and Rob Buck (President AMPI).

- Only 13 Australian registered ships
- Gross tonnage dropped 64% in past two years
- Aging workforce
- Insufficient recruitment and training
- 48% of students propping up AMC are from overseas
- Only 7 or 8 Australians currently on the program
- AMPI published “Competencies for trainee marine pilots” in Sept 2010
- Moved away from the ab initio approach first proposed ten years ago
- AMC now offering Diploma – deck watch-keeper, Advanced Diploma – Master 1, BSc Marine Management – final 12 months of the program. Pathway to pilot or shore management.
- Recognition of prior learning for Master 4 and master 3 and Navy.

Peer support for pilots (Aviation)

Alan Baker

- Airline PAN (peer assistance network) developed by union – ALPA.
- PAN working group for marine pilots will be set up by incoming NZMPA committee
- PAN scope:
§ Aero medical – loss of license?
§ Critical incident response – to ward of PTSD (post traumatic stress disorder)
§ Substance abuse and dependence
§ Pilot training assistance – mentoring
§ Professional standards
§ Pilot well-being
  o S27 of the relevant Act requires self-examination before each flight and an expectation the pilot will withdraw if not OK. That’s when the PAN can be called upon
  o A medical benefit fund is available and 20% of pilots lose their license for mental health reasons.

**MNZ - various subjects**

*Stephanie Winson GM legal and policy & Kenny Crawford, manager navigation, environment and international operations.*

  o The importance placed on this meeting was evident by the high rank of the two MNZ representatives.
  o Accident/incident data reporting – promises and explanations about future improvements
  o Sea Cert – admission that many legacy certificates do not fit into the new framework as MNZ had hoped they would. Primarily ILM/CLM being used on ferries and tugs well in excess of 24m LOA, which was supposed to be the new equivalent. Request that holders register such certificates on MNZ web site. Admission that such people will probably be “grandfathered” and may not even have to pay any cost for the transition process.
  o Review of Port & Harbour Safety Code and of Coastal Navigation Risk. Amended P&HSC draft to be published shortly. Coleville Channel and Cook Strait identified as two most intensely navigated areas. Further investigation to target those areas.
  o NZMPA has engaged Peter Dawson of Dawson & Associates Maritime Lawyers to engage with MNZ about the Director’s unilateral approval of a training process at Taharoa SPM without reference to industry standards or expert opinion. The primary argument is around the entry level of FPSO masters without pilot experience and minimal pilotage acts for training. Three largest ships in New Zealand now regularly trading Taharoa to China with no tugs in attendance and very close on a lee shore in an exposed environment.

**Navicom Dynamics**

*Paul Stanley*

  o Sells only the hardware but recommends Qastor software
  o If using an iPad he recommended software called SEAiq
  o Updated next advancements:
    § Next version will be capable of receiving not only GPS but also GLONASS
    § Enhanced predictor filter, to filter large accelerations of ROT such as when pulled by tug
    § Beta version includes reduced shading of the outline ship shape predictors such that the next predictor is dark and the fifth one at the furthest end is much lighter, indicating lessening accuracy.
**Metoceanview.com - Sebastien Boulay**

- Explained how his company offers models with an ability to zoom-in to an accurate wave climate within any point in a port.
- Explained how the models are built up
- The model is updated every six hours from data that is never more than six hours old.
- Offers an alerting system with green/amber/red signals to alert users about upcoming hazards within pre-set parameters of wind and swell.

**Introduction & training on Taranaki pilot boat Mikotahi – Luke??**

- Built at QWest with jet units – same as Wakatere although monohull and not catamaran.
- Westgate had a soft pneumatic fender that was very forgiving in a swell conditions alongside a pilot ladder
- Mikotahi has a hard “Popsure” fender recessed to take a UPVC pipe held in place by a steel hawser. This is in three meter sections and is sacrificial.
- A number of ladder treads were damaged and ropes cut through when the pilot boat attempted to land on the shoulder.
- Some pilots coming down and landing on the windlass
- Feedback from Carmac, the designer, to angle off 25 degrees, land one boat length ahead and drop back – now works well with pilot embarkation/disembarkation closer to mid-length.
- Developed a TOPAS (transfer of personnel at sea) course for all first time users such as MPI or agents etc. Mock-up of ladder and accommodation platform on a 20’ container. Person must attend the short training program and be signed off before any transfer allowed.
- Infra-red camera forward and aft continuously recording, includes the capability to home in on AIS target of personal locator beacons.

**Pilot ladder compliance with standards**

*Adam Roberts, Port Kembla pilot*

- Without report, complaints are hearsay.
- Any acceptance of a low standard sets a new low standard
- Showed many pictures from his port with a variety of non-conforming ladder structures or attachments or rigging methods.
- Particular problems with Cape size bulkers and high freeboard with very long man ropes blowing in the wind or moving accommodation ladders or sub-standard magnetic fixtures slipping under load
- Manropes often attached to handrail instead of secured on deck
- Step often used as a securing point instead of lashing to side rope
- Chocks often distorted or popped out of position by leading over sharp fishplate.
- Manropes made of synthetic fibre
- Not a problem in NZ where Rule Part 53 specifically requires manila.
- Potential for AMC to develop a training unit for junior officers to learn new IMO pilot ladder poster and common faults.

NZMPA AGM and election of officers..............................then adjourned for a small libation
Shared Mental Model

-Steve Banks-

It's been 7 months since our first request for the Taharoa Risk Assessment under the Official Information Act. After 4 extensions of time being imposed by Maritime NZ, the report was finally released to us on Monday. The Legal and Policy Manager at MNZ explained to us that interested parties had a right of reply before the report is released, and after reading it, we can see why NZ Steel (Bluescope) weren't in a rush to have it released. All the aspects of the operation that we were concerned about were raised by the auditors - with the exception of the pilot-training-program. They made 42 recommendations, of which 35 were directed at NZ Steel. I am led to believe that NZ Steel have plans to have the 38-year old deficient buoy replaced by this time next year. Whilst that will reduce the chance of a grounding due to a buoy breakaway, it doesn't remove the risk of a grounding due to a hawser parting or an engine/steering failure whilst manoeuvring.

As most of you are aware, I was elected president to replace Neil at this year's AGM. Neil's appointment to HM and Marine Manager at Port Taranaki has increased his workload and he has therefore stepped down after 4 years in the role (Best of luck Neil, you now have to answer to CEO's instead of pilots!). Lew Henderson was elected to take my VP position but retaining his liaison role also, with Kirit Barot and Steve Gilkison joining our executive ranks. Hugh, Mike and Troy have retained their positions for another year.

As Lew and I are conveniently located in Wellington, that allows us to liaise with MNZ and TAIC. We have already had meetings with Stephanie Winson (Manager of Legal and Policy) and Kenny Crawford (Manager of Technical, Navigation and Environment) to discuss areas of concern, from Taharoa to SeaCert to Incident Reporting Systems to a training reappraisal and more. Now that we have had a chance to read the Taharoa report we will take up the Directors invitation to discuss this issue further. In addition to this we will also discuss the others matters also. If you have any views you wish us to consider before our meeting on Friday, 18 December, then drop me or Lew a line.

Once we have the Silly Season behind us, we will be following up with matters raised at the AGM. I will be looking at establishing some committees and working groups, with the latter being formed as needed and disbanded when an area of interest is resolved. After a presentation by Adam Roberts, a Port Kembla pilot, who is concerned about the state of pilot ladders, I have suggested the possibility of a joint campaign to address this area of concern. The establishment of a Peer Support Network, similar to that used by Air NZ pilots, is another project we are looking at. Training Standards is also an area we are reappraising with Ravi's help, and Cherag in Auckland has already put his hand to join that committee. If any members would like to participate in a group, please let me know. Both Kirit and Steve G are likely to be involved in establishing these.

Another initiative we are working on with, is establishment of a database of advisors, who may assist both TAIC and MNZ when expert advice is required. Both admit that their staff frequently don't possess the skills or knowledge required in an investigation or research project. The intention is that NZMPA will only act as an intermediary, to connect suitable
experts to meet their needs. Once we have discussed this further at upcoming meetings with both TAIC and MNZ, we will seek CVs from interested parties. Most of you have skills acquired before you even became pilots, so you may have much to offer in specific areas. Taharoa was an example of where we had members with relevant knowledge, but the regulator failed to seek their input.

With increasing numbers of PEC masters joining our organisation, I have suggested that a PEC Masters Committee be established, which will allow them to interact, and where appropriate engage in mutually beneficial activities such as training and conferences. Peter Robinson has already put his hand up to be involved in this. Although coastal tanker masters cannot obtain a PEC, we will continue to engage with them in light of their heavy involvement in pilotage operations. A PEC Committee may be happy to engage with them, and all can benefit from courses designed to meet their specific needs. Many of you are like me, and have been PEC masters before becoming a pilot, so if that is the case think of how you may assist them in optimising their operations.

Please do not hesitate to contact either myself, or any of the executive members, if you require advice, have a concern or wish to offer your assistance to promote our objectives and new initiatives. Safe sailing - and always keep the "Hazardous Thoughts" in mind, both at work and at home.

Steve Banks

**Ports of Call**

**PICTON**

During this period a multi-national military exercise was held in the Marlborough Sounds which included visits from NZ navy vessels *Hawe*, *Canterbury* and *Wellington*. At one stage the *Canterbury* dropped off 100 (volunteer) evacuees at Waitohi wharf.

Talking of Waitohi wharf, the new fendering has been completed. For all you engineers who read this, it is UHMWPE or ultra-high molecular-weight polyethylene-facing steel-piles with super-cone rubber fenders. So anyone "kissing the wharf" with their vessel will get a gentle response rather than a rusty old bolt! The top of the wharf has also been re-sealed.

Staff recently visited the Auckland Maritime School and had some time with the master of *Ovation of the Seas* on the simulator as part of a risk assessment for that size of vessel to visit the port. With some extra bollards put in position and a bit of dredging off the south end of the wharf at Shakespeare Bay, all looks good for a visit next season.

As some of you will know the *Arahura* (rail ferry) headed of into the sunset under new owners and named *Ahura*! The sunset turned out to be an Indian summer and she is now on the beach being stripped of her dignity as I write this.

The log ship *Olive Bay* sailed from Picton with a load draft of 12.8m. I suspect it may be the largest load of export logs.

Like most ports we are getting our fair share of cruise vessels with extras when bad weather means a missed visit to Fiordland.

*(John Henderson)*
OTAGO

So the big-dig continues apace in Otago harbour and what has always been colloquially referred to as “the ditch” may hereinafter need to be re-named “the abyss”: thirteen-and-a-bit metres and still digging! The dredge New Era has returned from her travels and is now working back-to-back shifts to maintain the big dig schedule. In order to assist we have a new addition to the floating plant at Port Otago by way of the split-hopper dumb barge “Hapuka” Purchased from across the Tasman, it was renamed “Hapuka” after someone called Hapuka and towed into Otago Harbour last week by the Auckland-based Capricorn Alpha. Hapuka will assist the dredging operations by cutting down on the amount of runs in-and-out of the harbour that the New Era has to do, thereby allowing her to spend more time over the dredge ground.

The sheet-piling of the container terminal was completed just in time for the cruise ship season and the berth has been heavily utilized in the past few weeks. A particularly quiet spell for trade ended with the arrival of the first cruise ships and the port has been particularly busy since then with log ships calling and shifting between Leith Wharf in Dunedin and Beach Street wharf in Port Chalmers. Ravensbourne fertilizer jetty has also been busy with amongst other ships the Yangze Legend calling to discharge fertilizer products before heading to Leith Jetty to part-load logs and then a move to Beach Street to complete loading. Rumours abound that Port Otago are to set up and run a harbour cruise business on the fly if these ships continue to come in and tiki-tour the harbour of their own accord.

The cruise ship season hasn’t got off to a flawless start with a few cancellations of the Fiordland leg of the journey around the Land of the Long White One. Indeed the Golden Princess even cancelled her call to Port Chalmers and headed back north from Akaroa to return to Australia via some mysterious and circuitous route. Meanwhile the several calls made this year to Port Chalmers by the “Ovation of the Seas” failed to generate much income for the port mainly because all the arrivals and departures were completed in a simulator.

Auckland Maritime School probably did well out of it though, as several ports sent representatives to meet the Captain of the Ovation of the Seas as he assessed the feasibility of berthing his ship in the several New Zealand ports at which she is due to call. It is said that Timaru pilots were disappointed at not being able to attend the simulator for the same purpose, since having shoe-horned an ‘L-class’ Maersk ship into their port, the Ovation of the Seas was not seen as a particularly big step-up.

If you are off fishing during any of the weekends leading up to Christmas then avoid dangling your worm in the Ross Sea. HMNZS Otago left Dunedin in the last week of November in order to patrol the aforementioned bit of maritime desolation in an attempt to apprehend those pesky fishing boats illegally taking Patagonian toothfish. Specially equipped with a camera, notebook, pen, steel tape rule, and presumably a gun they are also taking an experienced ice master. Once in the chilly latitudes, they will presumably rescue the fish hostages and return them safely to Patagonia. For a more informed version of their activities and a sneak peek at an Otago pilot’s nanosecond of fame, see http://www.3news.co.nz/nznews/navy-deployed-to-combat-illegal-fishing-2015112617#axzz3swGTAOl2

BLUFF

Southport had been enjoying the golden weather as a business: we had success at the Westpac Business Awards, taking-out the supreme award. Ship numbers were up for the year and cargo volumes increasing. Unfortunately the good mood evaporated yesterday with a tragic accident, which sadly cost a contractor his life. Southport and Bluff being like all small places the individual involved was known to most of us and his death is a sad event indeed. It was a pleasure to see so many of you at Tauranga and I felt a great deal of information and knowledge was exchanged: a thoroughly worthwhile exercise. Fascinating to hear from the Air NZ representatives: the value of owning the entire system simply cannot be overstated, yet nor can it be ignored in our quest for ever increasing professional
development of our association. Whilst resting on a couch during the second day (a consequence of an over-abundance of Vitamin D and an over-indulge in Vitamin C, I was still in sufficient eyeline of the executive to be elected Secretary for the Association - a position I look forward to - however only Hugh knows the editing depths he must plumb to correct my musings. (Think Marinas Trench, Ed).

Bloody global-warming has ruined what was shaping up to be typical Southland summer: I've been forced to BBQ two days in a row! From rough n’ tough Bluff, Merry Christmas. (Steve Gilkison)

**TAURANGA**

Greetings from the Bay of Plenty. The cruise ship season now in full swing together with the spring Westerlies: all going swimmingly so far - except for one hiccup when Golden Princess cancelled its 1800 sailing because of the wind and sailed 0600 the next morning - no doubt disappointing Gisborne whose visit was then cancelled, but delighting the crew and the local drinking establishments.

April saw the departure of Resolve Fire & Salvage who were looking after the Rena clean-up after taking up residence at No. 5 berth with their tugs and pile-breaking barges. All of the pilots have really missed the tug and barge operation...Yeah, right!

In June, No. 5 berth attracted another long-term resident: the bulk carrier Lancelot V. The vessel arrived to discharge grain but had major crane problems (knackered being the technical term!) so shore cranes had to complete the job. Ninety minutes before departure, the vessel was arrested by the aggrieved parties, and has been here for the last 6 months. She has recently been sold and renamed “Fancy” (very economical on the sign-writing costs). At the time of writing, she is preparing to depart - but not before a list of defects as long as your arm is fixed.

The capital dredging programme started in October with the arrival of Rhode Neilson’s dredge Brage R. The inner channel depth increasing from 11.9 metres to 14.5 metres and outside channel depth increasing to 15.8 metres. Another dredge 3 times her capacity is due here late December. The project is due for completion in August 2016. The inner channel is being widened and this has necessitated temporary buoys into the channel for the foreseeable future making some turns somewhat tighter.

Our 2 new 70-ton tugs Tai Pari and Tai Timu delivered in April are a great success and we pilots very much appreciate their manoeuvrability: with their reduced skeg area, they are just as handy as the smaller 50-ton Sir Robert. With the arrival of 2 new tugs we had 2 surplus tugs: the 40 ton Voith, Te Mattai has been sold to Bluff and the 28-ton Kaimai is still with us waiting a very lucky buyer …Any takers? Those are there highs and the lows at the port of Tauranga. Have a great Christmas and New Year. (Tony Hepburn)

**WELLINGTON.**

As with the rest of the country, the cruise ship season gathers momentum here in Wellington. The early spring callers were treated to that rarest of Wellington combinations: warm sunshine on your back and the ability to walk upright. However, the more common sight of late has been punters waddling back, well-ahead of sailing time, heads-bowed, brollies-bent, cowering under our “covered” walkway. This structure has been oddly orientated such that rain driven on the predominant howler is guaranteed to drench you up to your shoulders.

As each year passes, the size of cruise ships increases in proportion to their ugliness. Owners of course retort that they make their money on the inside of their ships. Architects of the likes of Normandie, Canberra, Michelangelo and Galileo Galilei below must surely be turning in their graves.

Two interesting topics have come under closer scrutiny in Wellington recently. Fatigue Management has hitherto flown...
under the radar, a “just-get-on-with-it” approach prevailing. Limited task numbers preclude multiple crews and shifts while our non-tidal status facilitates a berth on arrival, sail on completion approach, with all the frequent changes and delays that go with it. FM is being driven through the Terminal too, so it has not been an easy nut to crack given the many conflicting ideals. The Duty Pilot desk role is now required to manage movements, crews and relievers to comply with the prescribed stand-down periods in the FM plan. Consolidation of movements, more forward-planning and closer co-operation with the Terminal and agents are all integral to the success of the project. Currently we have pilots, tug crews and launch crews all on different rosters with different start-times such that someone is always going off or on. In January, after the holiday period, things will become much simpler when everyone will be on the same roster and start-time. The current pilots’ rotation of fours-and-fives will be utilised. Such an extended rotation may appear at odds with FM, but the experience of pilots has been that busy periods seldom exceed two days and the fours-and-fives enable a better recovery from such periods than a two-day break. Somewhat more controversial is the debate on remote pilotage: in the Wellington context leading in-and-out. The Marine Manager has produced a paper supporting the procedure under strict parameters detailed in SOPs. A pilots’ discussion forum is now up-and-running under the guidance of recently appointed Assistant Marine Manager Josh Rodgers. The forum aired their opinions on the legal implications and practical considerations of this procedure. On a lighter note, over 20 Marine staff and partners recently battled it out at the Daytona Raceway go-kart track followed by a dinner in Petone. Lewis Hamilton need not yet worry but our myriad aches, pains and bruises bear testimony to the “spirit” of the competition! (Roy Skucek)

LYTTELTON

Spring has given us a good helping of strong gusty Nor-Westers to keep the Pilots stimulated and burn up a bit of extra fuel on the tugs. We recently had a car vessel testing the wind limits on one of our older wharfs. Unfortunately the wharf wasn’t up to the task and it gave way. The tugs were used to keep the vessel alongside until a lull in the wind allowed it to go to anchor and wait for the wind to drop. We now have a new set of bollards at the back of the berth; this seems to be the most efficient method of getting old infrastructure upgraded. I understand the management term for this type of replacement policy is called “sweating the asset.”

We have changed from Blue Skies to Met Service for our weather forecasting so we are now Met Connected. There are several new locations around the port where the wind is being measured. Although the primary reason in choosing some of the new locations is to help with minimizing bulk cargos being blown into the village the information is helpful for us Pilots. We now have a greater range of wind data and much more information around forecasting. The forecast which concerns me the most is the expected time of a strong wind change: in this respect, the times given are pretty accurate.

It seems the Spirit Of Endurance will be leaving the coast after Christmas so we will be down to one Pacifica vessel a week. Coal trade has slowed down as the search for a new owner of Solid Energy continues. Time to put up the tree; Merry Christmas & Happy New Year. (Finlay Laird)

NAPIER

We have a Goose with his gander up down South so I thought I had better sharpen the quill and impart some Christmas greetings from Napier. We approach Christmas with some pretty good results under our belts for the year: record container volumes and an increase in revenue means we should all be reasonably happy with the year’s efforts. The new Port building is working well with everyone rubbing shoulders with folk who just last year were people we bumped into now and again at meetings and the Christmas party. Names are being put to faces and there is a good buzz about the place. The fatted calf (according to reports I think it is going to be lamb!) will be
shared amongst us at this year’s Christmas beano. Common sense has finally prevailed and we are having two sessions at The Mission to cater for both sides for us ‘shift’ workers. The first one was last Thursday and our team is up this Thursday (apparently the 2013 Mission Cab Sav is a good one!).

The review of our moorings systems is still underway which includes the purchase of the mooring software ‘Optimoor’ and a number of load cells. Coupled with real time IG surge readouts from new surge gauges means we should get a real handle on the amount of strain we are experiencing on our shore lines and ship lines. This should make us safer and more efficient mooring and scheduling vessels in surge and expected surge conditions.

Along with a number of other ports we have been involved in the ‘Ovation of the Seas’ project. It came at quite a fortuitous time regarding the recent and ongoing debate on Simulators. At the last moment we had a basic model installed in Auckland, this resulted in a lot of correspondence with Kees Buckens regarding leading lights, buoys and local transit marks to name a few. Trevor Morrison and I flew up to Auckland to validate our Napier model the Friday before Captain Henrick Loy from RCCL was due to arrive. It was a busy day and in reality for what we were hoping to achieve the following week we could have done with another half day to validate properly.

As an aside, have you ever tried to book two rooms in Auckland for a Friday at the last moment? I was just about to look at the YMCA when something swanky turned up; it wasn’t bad for two country boys - just a shame we did not have more time to enjoy it!

The following week our turn with Henrick Loy was on Tuesday, which necessitated a trip back up to the smoke on Monday night for an early start on Tuesday morning. Although it was a good day and a lot was achieved, it almost raised as many questions as answers. Prior to the arrival of The Voyager of the Seas we had had two and a half days at Smartship with the then current Master of the Voyager. Running on a proven port model, major eventualities and scenarios had been thoroughly investigated and both sides had departed from Brisbane knowing we had answered all of our and RCCL’s questions. The Ovation as you know is some 36m longer and beamier and we only had one day on a new Simulator (for us) and a new Port model. We have asked for more simulations whether in Auckland, Brisbane or back to Launceston if required.

Ruslan Mitlash has been busy on the buoy maintenance program and just the other day also installed two new small special mark buoys for the outer turning basin (used primarily by the larger Cruise vessels). A new Virtual Buoy system is also being installed on Pania Reef and the final approach channel which will include Virtual and Virtual/physical buoys for the first time in Napier.

The AGM has been and gone and Gus Matson and Richard Mackie have given us some very positive and thorough feedback. It would appear at the moment we go from strength to strength. Point taken for the apologies guys, we will hope to do better next time.

Ed will be spitting (goose) feathers if I do not flick the ink off the end of my quill and press the send button. Napier wishes all you guys and gals out there a safe piloting Christmas and a Happy and prosperous New Year.  

John Pagler

BAY OF ISLANDS

Busiest cruise ship season for the Bay of Islands yet, with it seems a new first time visitor turning up at regular intervals, all be it often with a recognisable crew. Some money spent at Waitangi for the reception facilities has made a big improvement to the approach for the tenders, with the removal of a confusing line of old mooring piles, new beacons installed, and onshore upgrades of the yacht club used as a holding facility! The pontoons will be expanded and moved out for next season to allow more tenders to land at once. The introduction of an X ray machine on the jetty has caused a slight delay, but apparently they are having results.

Had a quick look around the Voyager of the Seas, these used to be called floating hotels, but the Master described her as a floating city and he wasn’t exaggerating:
the shopping centre complete with pub was an eye-opener, and I never even saw the skating rink!
Was disappointingly unable to make the conference due to conferences elsewhere meaning most of my team was already out of the region. Hope it went well.
Still waiting on the release of our electronic chart; was promised for this season, following extensive surveys, but hopefully appear in the next while. Kirit starting his first season here, and with 3 North Tugz pilots with licenses for the Bay, planning is a lot easier. Large oil spills, a constant flow of wrecks, and a certain section of the boating community who are proving mentally unstable are otherwise keeping me busy. Hope you all have a good season, and get a break over Christmas. Best wishes to all. (Jim Lyle)

AUCKLAND
We were all very pleased, and equally relieved to receive our new Pilot boat “Wakatere” a couple of weeks ago. She arrived in the nick of time. As the “Akarana”
In a fit of pique over her imminent replacement, decided to reposition one of her con rods to the outside of the crankcase, which left us nursing along the good old “Waitemata” (which didn’t let us down - by the way).
The new boat is very impressive in both performance and fuel economy, delivering an economical cruising speed of 30kts with an over 40% fuel saving. She is very quick off the mark, and at 40kts can stop within 2 boat lengths (although her fitted seatbelts should be worn during this particular manoeuvre!)
The boat crews are getting to grip with her very quickly. Being a Hamilton Jet she is a radical departure from previous vessels, but the guys had a lot of input into her construction and layout, and are quite rightly, very proud of her.
Geoff Roberts (who will modestly deny this) was the main instigator of the whole project and will be writing a more detailed article about his baby in the next issue.
We have made use of the traditionally quiet last quarter with a lot of professional development going on: Nigel and Mat attended Ravi’s Auckland BRM course, Perry attended Smartship; Matt and I attended the Podded Propulsion course at MIT; John attended the AMPI conference in Sydney; and we all spent time doing various exercises on the MIT simulator.
On behalf of my colleagues I would like to wish everyone the best for the festive season, and another year (Hell! let’s make it 20 years!) safe Piloting. (Craig Colven)

NELSON
A contract has now been entered into with B.V. Scheepswerf Damen Gorinchem to build and deliver a 50t Damen 2310 ASD tug. The vessel is currently under construction at the Damen shipyard in Changde, China. Expected delivery is August 2016.
In total it’s taken 12 months to go from the first broad brush specification brainstormed by the marine team at Port Nelson, to signing the contract with Damen. Colin Sellars should take much of the credit, along with Dave Duncan, for the hours he has put into reviewing the details of the specification from Damen and his enthusiasm for pursuing each detail to try to get the best results for Port Nelson. For now, the project rests with the Damen project manager and Changde shipyard. Next quarter we should be able to give a detailed update on the progress of the build.
The Kawatiri has only been able to put in a couple of brief visits for this year’s maintenance dredging of the port and approach channel so far. Unfortunately she’s spent most of the month trying to keep the Wesport bar at bay. All being well, she’ll be back in Nelson before Christmas as we have a couple of spots that need her attention.
Traffic and weather have been pretty average for the time of year, but with the current unpredictability in log ship calls, it’s been slightly quieter than last year.
Chris Geen attended the AGM from Port Nelson and came back with a really positive report on the proceedings. Congratulations to Steve Banks, Lew Henderson and Steve Gilkison on their election to the executive. There’s been a healthy flurry of emails since the event with some interesting discussion points.

(Matt Conyers)
Trimble, a USA-based company with a large development centre in Christchurch (260 staff), has announced the release of a new PPU. Unlike other PPU units on the market, the SPS585 is a mainstream product already sold into the land and marine construction industry. It’s specifications meet world-class PPU requirements (according to Gary Chisholm of Christchurch).

- Delivers precise position, accurate rate of turn and heading as there is no restriction in baseline length for a pair of SPS585 receivers
- Light weight – a pair weighs just 1.45 kg
- Works in tough vessel environment in presence of obstructions and jamming signals as multi-satellite constellations come standard (GPS, GLONASS, BeiDou, Galileo, QZSS, SBAS)
- Easy flexible mounting: In-built magnets and railing mount is available
- Usable with current Pilot Software and off-the-shelf cables. Receiver has Wi-Fi (concurrent Access Point and Client), Bluetooth, and a USB port
  - NMEA messages over Wi-Fi means the PPUs are backwardly compatible with all Pilot systems in use today
- Since the SPS585 is a mainstream product its affordable and easy to buy, get support and training worldwide. You might find the hydrographic surveyor is using a SPS585.
- Scalable position accuracies – use free to air SBAS corrections when available, or Trimble’s CenterPoint RTX base station free service delivered via satellite subscription or local corrections via the Internet (cell)

Contact your local Trimble Marine dealer for more information. [www.trimble.com](http://www.trimble.com)
**Pilot Pro Docking, Monitoring**

- [Image of Pilot Pro Docking, Monitoring]

**SafePilot App**

- Used in Sydney Ports
- From Europe
- (AIS) feeds – by Internet or Wi-Fi

- [Image of SafePilot App]

**SPS585 for Ships Piloting and Docking**

- Concepts
  - Precise heading, precise velocity
  - Rate of turn – shows where vessel will be in a few minutes
  - Weight – lighter the better
  - Easy to get precise position
  - Affordable
- Use cases
  - Channel entry and exit
  - Waterways
  - Harbours, prediction
  - Precision Docking

- [Image of SPS585 for Ships Piloting and Docking]

**Trimble SPS585 for Marine**

- Tracks all constellations including Beidou
- 10Hz outputs, Precise Heading, Wi-Fi
- Standard 10 cm horiz/10 cm vert accuracy. Can be upgraded to 10/2 cm or even 1/2cm
- Use cases
  - Short term work - carry on, carry off
  - Pair them up for Heading and attitude. Use 3 for Heading and pitch and roll
  - Short video SPS585 on hydrographic boat

- [Image of Trimble SPS585 for Marine]

**Trimble SPS585 - Mounting**

- Triple magnets on base - strong
- Plate with 5/8” mount. Railings clamp
- SPS585 not designed for permanent marine installation

- [Image of Trimble SPS585 - Mounting]

**No excuse for poor pilotage**

- [Image of No excuse for poor pilotage]
“CHRISTMAS STORY”

Ben Stubbs – Griffith Review Issue 48, 2015 (Abridged)

Just after midnight, six officers were shot in their beds on Christmas Island. Their bodies were wrapped in bed sheets and mosquito nets, and tossed off the cliffs into the Indian Ocean where the silhouette of five ships could be seen, lingering on the horizon. It was 10 March 1942, and Singapore had just fallen to the Japanese. The Indian army stationed on Christmas Island had been tuning into Axis propaganda and did not want their British superiors to resist the coming invasion (three workers had already been killed from an exploratory Japanese bombing raid); to fight would mean certain death. Rumours were circulating that the Indians would gain their independence and side with the Japanese soon anyway, so Sergeant Mir Ali decided to act. He convinced twelve of his countrymen to lock the ammunition store and to attack their commanders after they returned from an evening party. The Sikh soldiers threw their superiors from the cliffs to ensure that as the Japanese naval forces approached, there would be no resistance.

Christmas Island is an Australian territory in the Indian Ocean, named by English captain William Mynors, who sailed past it in on Christmas Day in 1643. It has a legacy of colonisation, segregation, exploration and commerce. Christmas Island is difficult to consider in a contemporary setting outside of it being the Australian epicentre of the asylum seeker and immigration situation.

While this island of barely two thousand full-time residents is never far from the news, there is one part of its past that has remained buried in the jungle surrounding the township. Jon Stanhope is the outgoing administrator of the Australian Indian Ocean Territories, include Cocos (Keeling) Islands.

‘Have you heard of the World War II remnants on Christmas Island?’ he asks. ‘Christmas Island was bombed. The USS Wolf sunk a Japanese sub just here,’ he says pointing out to the pier outside his window. The legacy of war has been buried behind the concerns for government infrastructure, the resources devoted to the detention centre and the tourism focus on the natural attractions of the island, which lies 2,600 kilometres from Perth and only 360 kilometres from Jakarta.

When the Japanese arrived on 31 March 1942, with the support of nine bombers, two cruisers, two battleships and a destroyer, the white flag was hoisted and the Japanese began their occupation of what was a strategic point between Australia and Asia. The British, Indian, Chinese and Malay prisoners were told to ‘work hard and be loyal to the Emperor’, and so began their three years of imprisonment on the island. The Japanese forced the prisoners to continue with the lucrative phosphate mining that had been sustaining the island.

According to our map, this was also where the Japanese had their brothel of ten women imported from Java, and the British and Indian prison huts. Up to 60 per cent of the Christmas Island residents were removed to Surabayan prison camps, though many workers remained.

We scramble back down the hill and pause at the memorials for the SIEV (Suspected Irregular Entry Vessel) X, which sunk in 2001 and drowned 353 asylum seekers, and the SIEV 221, where fifty people drowned in 2010. Our final stop is behind the post office and in the grounds of the church. The grand, sweeping stairs are those of the former Shinto temple, destroyed promptly after the Japanese departed. This is a rare example of some limited recognition, mentioned in correspondence from Major Van der Gaast after the British returned. He noted: ‘The temple, which was quite attractive, made a good bonfire…’ The Japanese retreated to Java on 24 August 1945, displaying none of the bravado with which they arrived.
They divided out the provisions, gifted the opium stores back and defused the sabotage mines before leaving Christmas Island for good.

(Ed: I recently piloted a ship with a cargo of phosphate from Christmas Island though her Ukrainian captain knew nothing of the infamous detention centre. I loaded there in the late 1970s - abiding memories of marching columns of land crabs, searing heat, and lunar landscapes amid the jungle. Uninhabited until a geologist discovered the near-pure phosphate-of-lime rock in 1888, the British government promptly annexed the island and introduced a strictly colonial hierarchy of Chinese labour, Sikh managers and British overseers. When the British Empire cracked with the fall of Singapore, the whole veneer of white supremacy collapsed. It is this self-same racist arrogance and xenophobia, which has made the Australian government an international pariah in its contempt for Human Rights fuelling elements of the public’s irrational fear of refugees, asylum seekers and lifelong-resident Kiwis. Australia (and USA) both suffer from monumental right-wing stupidity: the blatant hypocrisy of denying their own history as displaced Europeans who then scorned, murdered and abused indigenous peoples is common to both. There is another Christmas Island in the Pacific (written as Kiritimati) named as such by Captain Cook on Christmas Eve 1777. This was the site for “Operation Grapple”, Britain’s testing of nuclear weapons from 1956-58. Hundreds of drafted soldiers were deliberately exposed to the blasts and their health severely damaged. HMG has denied any malpractice and still refuses financial compensation. Some 39% of their children have genetic defects with mutations that can harm 20 future generations. Not to be outdone by the Brits, the Americans tested 31 nuclear devices here in 1962-63 under Operation Dominic. What’s in a name? St. Dominic is the patron saint of astronomers; this bizarre nomenclature deserves future analysis…)