The Hue & Cry

BRM - like History - involves challenge: thinking beyond one’s prejudices can be transformative. The conservative mindset rejects new ideas whilst apathy is intellectual sloth, whether professional or political. Journalism likewise should both “comfort the afflicted, and afflict the comfortable” hence the following salvos of challenging opinions.

Europe’s century of peace post-Waterloo ended with the 1914 assassination in Sarajevo of Archduke Ferdinand, lighting the fuse for a century of war. Corrupt leaders are puppets of unseen financial interests whilst the people are mere pawns in the Great Game. Jingoism, political expediency and propaganda corrupt History into myth. The 7th May also marked 100 years since the controversial sinking of Lusitania drew America into the war – just as Churchill intended. Among the 1,200 lost were 128 Americans, allowing the media to provoke universal public outrage. Yet we witness the equivalent of one Lusitania every month - whilst all but Italy and Greece look away. Sovereign Constitutions based on England’s 800-year old Magna Carta are now under siege by (TPP) Robber Barons and Laissez-Faire Capitalism. Today the “Sons of Anzacs” now in Iraq face an enemy created by the West’s illegal invasion in 2003. ISIS Jihadists were trained and armed by the CIA in Jordan using Saudi money. The Military Industrial Complex creates chaos and war to justify its existence. The last 12 years of war in the Middle East have destroyed ancient cultures and civilisations, killed and maimed millions of innocents and created 26 million refugees. Who benefits from Man’s inhumanity to Man? Refugees on hostile shores are trafficked onto unseaworthy vessels at the mercy of heartless men; thousands drown or die of exposure and thirst. Survivors are treated like vermin – guilty of fleeing violence, injustice and famine. Asylum is a legal Human Right and in New Zealand, we are all immigrants. Finally, the UK’s ageing Trident submarines risk accidental nuclear disaster. If Trident subs were visiting bulk carriers, even our own MNZ would take notice. Trident subs are bulk carriers of death, each armed with 192 nuclear warheads! Taxpayers’ money could be so much better spent.
Advanced Portable Pilot Unit training programme
Developed by Ports of Auckland, and now proudly offered by the NZ Maritime School for all current and trainee pilots. Training is co-delivered by a senior POAL pilot and NZMS instructors, using a full mission bridge simulator (NavCom 2.5 model).

Two Days
15-16 October 2015
Fee: $1,375 per person including GST

Podded propulsion training
Specific ship-handling training in the use of podded propulsion. Delivered in the School's full mission ship simulator equipped with both a Liljas and AquaMaster pod controls, and using three large ship cruise ship models (MSC Lyrica – LOA:245m; MS ABB – LOA:294m; MS Quantum of the Seas – LOA:247m/beam 41m).

Two Days
21-22 October 2015
Fee: $1,615 per person including GST

Advanced pilot training
This five day course will be delivered twice in 2015.

Five Days
23-27 Nov 2015
Fee: $3,403 per person including GST

Security Awareness
STCW requires that all personnel working on board seagoing vessels will have completed Security Awareness training. New Zealand Maritime School will be delivering this MaritimeNZ approved 1-day training programme bi-monthly.

One Day
7 July 2015, 1 September 2015, 3 November 2015
Fee: $416 per person including GST

Generic ECDIS training
This MaritimeNZ approved training programme is based on the IMO model course 1.28.

Five Days
22-26 June 2015, 10-14 August 2015, 12-16 October 2015, 16-20 November 2015
Fee: $1,190 per person including GST

For further information contact Kees.Buckens@manukau.ac.nz or 09 379 4997 ext 6706
New Zealand Maritime School, Level 3, 2 Commerce Street, Auckland.
nzmaritime.com • 0800 744 722
Taking Sights

By

Neil Armitage

President NZMPA

The Taharoa concern remains, especially now that there has been a suggestion that the operational weather parameters have returned to their original state: it seems now that berthing is being considered with wind up to 25 kts and seas up to 2.5m significant. Apparently the vessel can also remain on the buoy until the wind speed rises above 30 kts. These were the parameters in place when the experienced Pilot was in place.

It must not be forgotten that there have only been three transits in fine weather and some practice runs at a mock-up buoy. If a restricted license has been issued then it’s hard to understand where any restriction is being applied. Effectively therefore this means that the restricted Pilot has in fact become unrestricted. Also the requirement for a support tug to be present seems to have been quickly forgotten (I suspect this amnesia was induced by the receipt of the first invoice). One must question the logic and experience of those who selected a Supply Boat to act as an escort tug in the first place. Anyone who has driven multi-purpose offshore support anchor handlers knows that they are totally unsuited to the task of the type of escort work required at Taharoa. Escort/terminal tugs designed for this purpose are around but aren’t readily available in New Zealand. It strikes me that New Zealand Steel has an opportunity to work with experts in this area to provide a vessel that will satisfy the safety case and its long term need to mitigate known hazards around this operation. The Courts - and more so the public - will find it hard to stomach if, for the lack of a proper vessel, an environmental disaster occurred.

Finally from an Industry ‘best practice’ perspective (an ideal that drives the NZMPA) we can’t give this operation and/or Maritime New Zealand, a vote of confidence until we have seen the expert advice that was used to establish the operational parameters and also that advice that has been given since that enables them to be slackened. We have made submissions to release these but nothing has been forthcoming.

As background please read the following in context as it has been taken directly from New Zealand Steel’s own website. It must be remembered throughout while reading it, that the buoy is still the original; anchors legs were tensioned below recommended tensions when the buoy was redeployed; it is on a lee shore, and the new ships here and coming with much greater regularity will also be 30,000t more deadweight.

“The Taharoa mine site covers an area of 1,300 hectares, segmented into three regions. The site is leased from the local Maori landowners. Mining commenced in 1972. Since then, New Zealand Steel Mining has provided continuous supply to its North Asian customer base, with peak exports of two million tonnes in the late 1970s.

THE MINING PROCESS: Sand is extracted from a pond by a floating dredge, then conveyed to an adjacent floating concentration plant for processing. The concentration plant produces between 200 and 300 tonnes of magnetic concentrate an hour. The concentrate is extracted from the raw sand in a series of separation processes, then pumped in slurry form to a stockpiling area two kilometres away.

LOADING FOR EXPORT: The slurry is pumped via pipeline to an off-shore single buoy mooring (SBM) where it is transferred to a bulk carrier fitted with special de-watering equipment. The delivery system to the SBM is capable of pumping 2,500 dry long tonnes per hour through two pipelines. The current vessel, Taharoa Destiny (a 175,000 DWT specially modified cape-sized iron ore carrier), will be joined by a similar capacity 2nd vessel, Taharoa EOS, in the first half of 2015 and by a 3rd vessel in the last quarter of 2015”.

Best practice? I think not.
**PICTON**
The New Zealand port of refuge does it once again. When cyclone Pam closed to NZ in mid-March, requests were received to berth both the Queen Victoria and the Queen Mary II at Picton on the 16th and 17th due to swell problems and risks to enter other ports. Risk assessments were carried out in particular for Queen Mary II to berth at Shakespeare Bay. Being the largest vessel proposed to berth there it was ensured all would be safe for such a berthing. All the boxes were ticked and both vessels had a successful day at the port stretching the infrastructure of the port, town and tourist operators to the limit. Good weather impressed those on board the two Queens in the beautiful Marlborough Sounds. The Masters were most appreciative of the service offered with little notice. The "Mary" considered staying at Picton for a second day due to the swell off Wellington but in the end missed Wellington and sailed on to Auckland. In May both pilots and two tug masters attended the second generation Bridge Resource Management courses split between Wellington and Auckland. The writer showing his age attended a similar course in Sydney 20 years ago and if any criticism of the course is valid it is some of the video/DVD material needs updating. On the lighter side I decided to read a recommended book The Naked Pilot. I have been doing this on my flights from Invercargill to Blenheim - probably not the most sensible thing to do when considering the human factor.
The port is busy preparing the Strait Shipping berth for the new larger vessel which ironically has arrived in Wellington as I write this. Also the engineers have promised an upgrade of the Picton berth at Waitohi for the cruise vessels up to about 240m and a major revamp of bollard strength and dredging to berth the next generation of cruise ships due to berth at Shakespeare Bay in 2016.

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**An overdue risk-assessment of the port is being undertaken which sits alongside a similar but separate assessment by the Harbour’s Department. (John Henderson)**

**BLUFF**
The Sailing Directions will have to be updated soon for Bluff, with the 8 new Wind Energy NZ wind turbines quickly taking shape on Flat Hill North of the port. They can be seen from Invercargill, Bluff and a long way up the Strait, still without their rotors: they look impressive and I personally am looking forward to seeing them in action. The project has been talked about for years and it good to see it underway at last. Total output will be 6.8 MW, whether or not there will be a dedicated supply to Bluff I don't know. Sensible things like that seem to slip by. We have had an interesting time with energy projects, two heavy-lift vessels into Deep Cove to discharge transformers for Manapouri - both interesting little jobs for Bob and Doran. MV Muntgracht 9,523grt, 142m vessel onto a 50m cantilevered wharf without tugs. She handled superbly with cooperation from the weather. Had the Westerly increased much more it would have prevented sailing; as it was, her bow-thruster was good enough to spring her off.

Much like the rest of the country we have had our coldest period of weather for the year with temps dropping well below zero in what our house are known as a "Two Cat" nights. It seems no one can resist a good electric blanket. Thankfully we have not had the wind as badly this year and the Bluff Oyster Festival went off without a hitch (as far as I know) in its new location: a collection of sheds almost guaranteed not to be blown away. Anecdotally word from the oyster grounds is they are hard to find this year and the boats are certainly spending longer out getting them. From those that know, they...
taste just as good, even if there are fewer of them
Having tempted fate in the last issue, staffing changes and reviews are underway in the Marine Department. Pilots are exempted, but it will be interesting to see the results of the changes as there are certainly some gains to be made. From rough and tough Bluff, have a good winter - roll on spring. (Steve Gilkison)

NAPIER
We had an unusually late last cruise vessel call on 23rd of May, accompanied the late, though very resolute, arrival of winter here in Napier. Our ranks are quite thin these days with both of our senior pilots away on annual leave in Europe till the end of June. The remaining four are coping with the workload, aided by the finish of cruise season, which was another successful one with the novelty of *Oosterdam* tendering passengers for the first time from an inner anchorage to the Inner Harbour. This worked out quite well on the day.

Our recent year-long (and more) dredging programme of the inner basin is finally complete and the result is the new charted harbour depth of 12m. We are now expecting the arrival of the suction dredge *Pelican* to carry out the maintenance dredging of the main channel.

The long awaited vacancy for a new pilot here is now available, with the view of future retirement of one pilot. In the meanwhile Robbie’s unrestricted license has arrived and we are back to full 6-man team of unlimited pilots. This is all from us for now. Safe piloting and quiet winter. (Ruslan Mitlash)

LYTTELTON
Bulk shipping movements in the port have had their usual autumn slowdown. Fertilizer imports have reduced with and the extra log trade that was generated by windblown timber having run its course, we are no longer having vessels lining up for a berth. This fits in well with the fishing vessel lay-up season. This year we have had four Super Atlantic class trawlers laid up for crew change, maintenance and to swap nets for those of a different size to suit the species they are targeting. A couple of these vessels have used the dry-dock along with some of the smaller local trawlers. We don’t have any Korean vessels this year, probably a first for the port for a long time.

The order for our new Pilot boat has been placed with Hart Marine in Melbourne. This will be an ORC design with a composite hull as shown in the advertisement in this publication. Having settled on the boat we now move on to choosing a name. After Marketing decided on *Blackadder* when we last purchased floating plant we are hoping for a more traditional approach with the result being a name without a comical/farcical double meaning.

Years ago PD stood for Periodic Detention. This was not considered a helpful course to further your career but now that it stands for Professional Development everyone is doing it. We have recently had Pilots attending Poded Propulsion Training, ECDIS Training, Advanced Marine Pilots Training and attending the NZ Maritime school for Simulator Training. Pd is the chemical symbol for Palladium, a ductile, malleable silvery-white element. This could well describe a South Island Pilot on a frosty morning. Palladium is also used to describe something believed to ensure protection or to safeguard, and is the name of a statue upon which the safety of Troy depended. Should the company think we get up before sunrise midwinter for the love of the job, pd is an abbreviation for paid. (Finlay Laird)

AUCKLAND
I’ve got nothing much to report this time as everything seems to be ticking along nicely: Sam and Peter are progressing steadily with their training, and all seems pretty good on this side of the ‘Red Fence’. However on the other side of the “Red Fence” there seems to be a very vocal campaign by a group of Aucklanders (a recent poll shows them to be in the minority) who have taken it upon themselves to thwart the future growth of the Port. It amazes me how misinformed many of these people are, with many of them contributing absolute balderdash to the media. What some of these self-proclaimed experts write about is just laughable...One chap wrote in to the Herald claiming that the new generation Passenger vessels have drafts of 18.5 metres so we’d be wasting our time trying to get them up the Channel. Another wrote from a mantle of some expertise (apparently he’d written a book about something, and had won some
sort of award for landscape gardening) who suggested the only option for the Port was to relocate to the Kaipara! It’s quite remarkable how people like this can be taken seriously by the public, yet they persist in trying to gain some sort of traction amongst their fellow misinformed who no doubt roll up to their meetings in their brand new “Audi q7’s” which I imagine, they must think, fell from the sky (Heavens forbid that they could have driven off a view-impeding Car Carrier!)

Unfortunately I really can’t think of anything of further interest that I can add to this rather meagre piece. I thought I might have had a bit of a scoop when Nigel went off to do a Manukau job and somehow ended up in Westport. When I contacted him by email, he remained somewhat uncharacteristically coy, claiming he had already made a previous arrangement with New Zealand Skipper magazine. Whether or not this deal also included splendid photos from his recent exotic overseas wedding I’m not sure, but I wasn’t going to blow the NZMPA budget on a bidding-war to find out! (Craig Colven)

**NELSON**

We’ve experienced some pretty changeable weather this quarter as you might expect in Autumn. Northerly gales, southerly gales, 300mm of rain in 24 hours, snow down to 400m, and some wonderful anti-cyclonic calm, have all made for varied levels of enjoyment for our marine team this quarter. Overall, shipping has been busy (above forecast). This is mainly due to four container vessel calls each week from Maersk, MSC, ANL and Pacifica. MOL and TFS car carriers continue with their fortnightly calls. Log vessels have come in fits and starts; some weeks we will load two or three, other weeks we have none. Only a handful of reefer vessels have called this fruit season. Amaltal and Sealord fishing fleets continue as usual.

In general, the figures for apple exports appear lower than last year due to localised hailstorm damage in the spring. All apple exports have been in containers this year at Port Nelson. Kiwi fruit exports have been palletised and exported on the reefer vessels, although they will probably all be exported via containers next season.

With four container vessels calling each week, and with the amount of refrigerated containerised exports at this time of year, our logistics team and stevedores have done a fantastic job in turning the ships around within the tidal windows that we operate. With many of these vessels running behind schedule at the moment due to adverse weather here and across the ditch, these logistical challenges have been exacerbated. Work continues on the new tug design. Colin Sellars and Dave Duncan have been working hard on a more detailed specification with Damen and Robert Allen designs. We are hoping to finalise the specification and price in the near future.

Congratulations again to Colin on passing his B class exam: at this rate he should gain his unlimited license in July. (Matt Conyers)

**BAY OF ISLANDS**

As I missed the last deadline, an update from the summer: Bay of Islands enjoyed another good weather season for the cruise ships, with no days lost and lots of happy customers. TC Pam came close but ended up as a puff despite media efforts to ramp it up into something exciting. We cancelled a cruise ship on the day, and Marsden Point emptied out just in case.

NorthTugz have been a great help over a very busy February despite being short-handed themselves: Kirit Barot has been training for his license here which will be a much-needed extra hand, considering the increase in cruise ships next season. Some improved shore facilities planned next year, and Paihia have done a great job polishing the town for all the visitors, winning “small town of the year” or something similar. My problem now is Ovation of the Seas is suddenly looking for bookings to squeeze in alongside other vessels in the rapidly shrinking harbour. We are reaching our limits on these big ones where only one can fit safely in the Bay at a time, and it’s not proving popular in certain quarters. I wonder if some other ports are having the same issues? (Jim Lyle)

**TARANAKI**

There is currently one of the more active low pressure systems rolling thunder, lightning and heavy rain onto the province. Long period waves are rolling through and it is generally, in a word, gnarly.

However there is some light in the Port as our new Shore Tension units have arrived and been successfully trialed on the first ship.
There will be some tweaking as the bugs are ironed out but the system itself lived up to the pre-arrival expectation, much to the relief of all.

Our new Pilot Boat, the Mikotahi, is coming into its own in this winter weather and we can’t speak highly enough of it.

Shipping has been steady as she goes through the Tanker terminal with Methanol, condensate and LPG exports but the Offshore service industry is signaling quiet times to come on the back of the oil price. We are however hoping to play host to the jack-up rig Ensco 107 for several months as it undergoes refurbishment and maintenance in readiness for the next season. It is hoping to pick up more work from November and could grace us with its presence offshore NZ for a significant part of 2016. Logs still remain a constant but the farmers are also feeling the Fonterra pinch and this has meant a slowdown in the dry bulk trade also.

Good luck out there but remember, better planning makes better luck. (Neil Armitage)

WELLINGTON
Queen’s Birthday in Wellington this year was treated to a bit of additional fanfare, with the arrival of the new Strait Shipping vessel, Strait Feronia. She looked very sleek and new with her fresh Blue Bridge livery emblazoned on the side. With twice the vehicle capacity of her predecessor, Santa Regina, she will be able to take a much bigger bite of the freight market.

While job numbers have dropped with the end of the cruise season, we have found ourselves short-handed on a few occasions due to pilots being over-carried or sent ahead to join ships due to bad swell forecasts. This practice has become more common as we endeavour to minimise risk not only for the pilots and launch, but also for the ships who in the past were led into the harbour. With increasing emphasis on Passage Planning, avoidance of conflict with other vessels (mainly ferries) and the ever-increasing language difficulties, being on the bridge from the pilot station definitely puts you ahead of the Eight Ball.

It has been commented on by some of our pilots who have been to other ports lately, that for a small country where we do similar training, it is interesting how our practices can vary considerably. While we may all work to a similar high international standard, a visiting ship’s master may notice quite a variety of practices between ports. This stood out to me also after a recent trip away, on the back of my recently completed 2nd Generation BRM course with Ravi. This has spurred Lew and myself into looking into producing a Guide to Performance and Competency for NZ Pilotage. This is something that has been in place in the aviation industry for some time, and more recently adopted by the Australasian College of Surgeons after investigations showed a lot of deaths could have been avoided by better procedures and checklists. Our Aussie cousins at AMPI have also mirrored the surgeon’s version recently. I would be very interested to hear from anyone with thoughts about this. The guide can be viewed at – https://www.surgeons.org/media/1895288/surgical_competence_and_performance_guide_2011_.pdf

We were also able to take advantage of the BRM courses held last month. These were facilitated by Ravi, and hosted by NZMPA, with one being held in Wellington and the other in Auckland. We had two pilots, a tug-master and a tug engineer attend, thus a sixth of our team
got to look at many new developments since the 1st Generation version. I did mine in 1999! We had a good mix of participants amongst the 15, with 5 pilots, 2 TAIC investigators, 3 tug-masters, a tug engineer, General Manager, C/O, C/E and a 3/E. Currently plans are afoot for another two courses in the first part of September.

Finally safe sailing, and remember a thought from our BRM course. **Change is Error Inducing.** (Steve Banks)

**OTAGO**

So, the cruise ship season has finished down in the South and it ended as it started: wet, wild and unpredictable - which is great if you’re having sex, but not so flash aboard a ship. *Oosterdam* and *Dawn Princess* both called-off their last trips to the Sounds due to meteorological inclemency.

Otago Harbour seems quiet post-cruise season but the work has been ticking along in the other trades. Logs have been moving from shore to ship but not all of them getting there. Pilot boat *Paerata* clobbered one of many fugitive logs trying to make their way independently to Incheon, as she followed the *SFL Kent* out of the harbour. Not to be outdone in the clobbering stakes the *SFL Kent* threw her hand in just before beacon 16A and converted a pile to a log in short order. Quick action by both pilot and tug-masters saved the day yet again as she anchored in the channel and awaited developments from the mechanical garden. After two hours the donkey was resuscitated and she was on her way with only the merest smear of red paint to show for her misdeeds. Some time later the AIS showed her drifting off Timaru for 24 hours, presumably but not necessarily of course, with similar issues.

Port Otago officially launched the New Generation project in May and we can look forward to deeper and wider channels making pilotage a whole lot easier. Monkeys could do it, and some would say that is already the case … but wait, you mean we’re getting more water in order to cram in bigger ships? Umpteen thousand TEU box-boats and ‘Ovation’ class cruise ships? Ok, fine. But you want to bring ‘Ovation’ class cruise ships into the existing channel? Ha! No chance…or so we thought until we tried it out on the simulator at the College of Knowledge in Auckland. Seems we can crack open a tidal window and squeeze ‘em in after all. Once they’re all in the basin, we are going to stack them vertically: beamiest at the bottom.

The press-gang was out last week looking for a couple of scurvy dogs to bring Pilot boat *Potiki* back from Milford. Rene Van Baalen and Kim Cormack mis-timed their runs home from the tavern and were accordingly drafted. However, a fair weather trip was accomplished with no dramas and we now await a similar smoothing of the waters for the trip back with the *Paerata* nearer to the start of the cruise ship season. Rene and Kim are sprint-training and refusing to go out after dark, we hear.

Regrettably this light-hearted missive has to end on a somewhat sad note. Our long-standing Senior Coxswain, Jimmy Hawkins, despite being more experienced at crossing the bar than anyone we know, crossed it for the final time last week having lost a year-long battle with cancer. His presence lives on however, in the knowledge and experience that he has passed to the current cutter coxswains whom he taught and mentored over the years. Below is Jimmy’s “Aramoana” – the pathway to the Seas. (Craig Holmes)
ACCIDENT INVESTIGATION & PROMULGATION

Introduction:
Through unofficial channels, I was recently made aware of an incident where a pilot had fallen from a ladder and suffered significant injuries. The same pilot had been involved some years before in a potentially more serious incident when he fell between the pilot launch and ship with concomitant risks of crushing, dismemberment, drowning and hypothermia. Lightning rarely strikes twice in the same spot, thus raising several questions:

1. Was the first incident thoroughly investigated and the proper lessons learnt?
2. Was such investigation promulgated to the NZ pilot community? If not, why not?
3. How thorough was the investigation into the 2nd incident? Was there any common link between the two?
4. Why this culture of secrecy - when safety ought to be the primary concern of all ports before any commercial implications?
5. What was the involvement (if any) of MNZ and/or TAIC?

Investigate & Promulgate:
It is surely both a legal and a moral duty for all ports to conduct rigorous investigation and analysis of all accidents. Furthermore, it is surely in the best interests of all that lessons learned be widely shared in the hope of future avoidance. BRM is particularly applicable to Accident Investigation, which in turn depends upon a No-Blame Culture. Whilst self-examination might be construed as naval-gazing, it seldom leads to an honest or useful opinion. Internal investigation within the port will likewise be inadequate since it is a Human failing to see only what we want to see: none of us can best judge our own shortcomings. Imagine a History of Gallipoli written only by British Generals, or even worse, by the architect of the whole fiasco: sadly that is exactly what happened when Churchill turned ‘historian’ and absolved himself of all his many shortcomings and was thus permitted to be the root cause of several more military and naval fiascos in WWII.

External Perspective:
Sometimes an external body brings a completely fresh perspective devoid of all emotional and political baggage. One recent suggestion (welcomed by TAIC) is that NZMPA assist with that external service. All pilots in New Zealand have formidable experience based upon a lifetime’s seafaring and such knowledge would be an invaluable asset. It has to be recognized by everyone that thorough investigation, analysis and promulgation is in everyone’s best interests. It does none of us any good if a pilot has an accident because the commercial implications for the port business could be potentially enormous once all costs are properly considered. If a pilot is killed, then the cost and time of training his replacement will dwarf the costs of having implemented Best Practice. Of course, accidents may still occur despite Best Practice, which is why proper investigation by experienced pilots can amend this constantly evolving concept.

Hugh O’Neill
7th June 2015
“LOSE THE BAGGAGE”

Introduction:
Some years ago, a pilot on leave from Brisbane asked to observe our operations. He was somewhat alarmed that some of our pilots wore back-packs whilst on the pilot ladder, he pointed out several reasons why such habits were not Best Practice.

Arguments against carrying baggage:

1. The pilot is unbalanced and over-burdened. Any extra reaching/holding may be impaired. (Straws can break camels’ backs)
2. If said pilot should fall into the water, then the inflation of his PFD may be impaired. Is it likely that PFD makers would approve of such impairment? (Common Sense and delicate logic suggest tiptoeing around this particular can of worms).
3. If the PFD is not used as intended by its makers, then accident insurance might become an issue. (Another can of worms!)
4. Additional buoyancy from a back-pack has had the effect of turning an immersed pilot onto his face - with near-fatal consequences.

What is the alternative?
Heaving lines have become standard operating procedure here in Otago: bag-transfer precedes pilot, both up & down - no matter the weather. Climbing free of baggage is much easier since one is more nimble, agile and strong. Other than habit, there is no real argument for non-use of heaving lines. Any extra boat-alongside time is insignificant.

It will never happen to me:
Pilots – though never curmudgeons – can be creatures of habit and since no ill has come to us doing what we’ve always done, why change? I well recall the novelty of manropes in NZ, having no use for them in London for 8 years. It took me a little while to get used to the idea. If I were to go back to London now, I’d be horrified that they didn’t use them. The point is that no-one has a monopoly of good ideas and we ought to be open to testing our prejudices.

Who else uses Heaving Lines?
In an effort to answer this question, I asked the captain of CMA CGM Puget. He said that most pilots use heaving lines, and that very few wear their luggage on the ladder. Hardly a scientific survey, but what if it were true? Having read of several cases of pilots falling from ladders whilst thus encumbered, does it not behoove us to at least trial heaving lines? It’s time to lose the baggage.

Hugh O’Neill
7th June 2015
Tauranga's New Tugs
Troy Evans

In early 2012 I got involved in the new tug project. We were looking at the tug capabilities of the port, the potential requirements relating to larger ships and the running costs of the existing fleet of three tugs. The existing fleet consists of the Sir Robert (ASD), Te Matua (Voith), Kaimai (ATT). Two frontline tugs and a third tug with more limited capabilities. An average age now of 25 years.

The port looked at several designs before narrowing it to 2 designs and 4 yards. One design is very well known in NZ is the Damen 2411. The her is the RAmparts 2500w – there are several variants, one of which had input from an ex Tauranga Pilot who had experienced the Sir Robert ASD Tug first hand.

BTW – The Lyttleton tug Blackadder was known as a RAmparts 2400.

The decision was made to investigate more thoroughly the capabilities of the two designs and look closer at what was needed in the port.

Some aspects considered:
- Did the port need to have an indirect capability to assist vessels rounding Tania. A question was asked. Is it acceptable to rely on a method that had a single point failure – the towline – to get a vessel around Tanea? An alternative method was found then tested.
- Harbour conditions – sea lettuce and sea grass that fouls cooling systems – The keel coolers on the Sir Robert are not affected. Could the port afford the risk of a system with no guarantees?
- Matching the capabilities of the tug that will be retained.

After much discussion that resulted in a number of potential changes to the original specifications that were presented to the port by Damen and Cheoy Lee the decision to go with Cheoy Lee and the Robert Allen designed Ramparts 2500w was made in late 2013.

As the decision was made to go with the RA2500w design the spec was modified to reflect the ports requirements the final contract price was negotiated and the contract signed.

The contract called for:
- 2 Ramparts 2500w tugs fitted with
- 1 tug to be fitted with ½ FiFi
- Bollard pull – 70 tonne over the stern / 68 tonne over the bow
- Free running speed – 12knots ahead / 10.5 Astern
- Side stepping – 4knots

During construction one of the tug engineers (Rhys) had been traveling to and from the yard to oversee progress. In April I headed to the shipyard for commissioning and sea trials of the Tai Pari. Within an hour of arriving at the yard I was requested to attend tank inspections, do an inspection of both tugs and run through the additional items we required to be tested during seatrials after which Simon (CheoyLee manager) gave me a tour of the 4th Rotor tug for Port Hedland. The RT Enterprise was due for seatrials in a few days, interesting seeing a hybrid ready tug. On sea trials she got 84tonne from 3x1765kW mains. The rotor tugs are an impressive bit of kit.

Over the next week the transformation of the Tai Pari was quick. A walk through at 0900 one day showed the cabins being fitted out – after lunch I was asked where to put the keysafe.

On the 23rd of April the yard was to conduct the yard trials and if everything was found suitable we would complete some of the additional tests that were required by the contract. So Rhys and I were onboard for the day where the tug was put through her paces to prove systems – It was first time the tug had left the berth under her own power – several minor issues were found and fixed. One issue the yard had no control over was the Chinese marine department’s paranoia that came about due to 22 deaths onboard a tug that
capsized on seatrials on the Yangtze River. We had left the berth early and were promptly ordered to standby off the shipyard until cleared by the authorities – this took close to 3 hours – so in the meantime the compass adjuster came onboard and swung the compass. Once we had clearance to proceed with yard trials the yard ran through engine and thruster checks as well as speed runs up and down the Pearl River.

The next day we were out on the river again on sea trials. Free running speed test showed a top speed of near 13knots was achieved over several runs. Stern up at ~1450 RPM gave a speed just over 11knots. One of the additional requirements we had was a side stepping speed of 4knots this was to prove a challenge to the yards trails Master - he got ~3.5knots using what we call the slow walk method. I was offered the chance to get on the sticks, in short order the Tai Pari was going sideways at 5knots, but... the Stbd engine was down on RPM, so the other way I was told, similar speed same rpm on the Stbd engine, the trials master took over while the yard and cat guys sorted the issue. Back on the sticks and over several runs the Tai Pari got a speed a touch over 5.5knots according to the records.

One of the spec items called for the yard to document intermediate points of bollard pull range rather than just the max bollard pull ahead and astern. At idle clutched in the bollard pull was found to be 10tonnes. Of course everyone wants to know the max bollard pull – Tai Pari achieved a touch over 70tonnes over the bow and a touch over 72 over the stern. So all good for the contract requirements.

We had one of the guys from Robert Allen onboard during the seatrials. After sea trails were completed for the day we got talking about the bollard pull figures and took a look at a recognised method for allowing for shallow water and line length, suffice to say the resulting figures were interesting.

As part of the project there is a budget for training. There is now a model of the Ramparts 2500W at the NZ Maritime School. All our tug masters have been through a familiarisation program that was put together with input from a number of experienced ASD tug masters with experience relevant to the capabilities of the new tugs and / or the operational environment they will work in. Training for the Engineers / deckhands will happen shortly. Further documented familiarisation training will be undertaken once the Tai Pari arrives.

As I type this the Tai Pari has taken bunkers in Madang and is proceeding towards New Zealand, ETA 4th June, and Tai Timu just completed Sea Trials, BP 73 over the stern and 72 over the bow.

![PARTICULARS](image)

<table>
<thead>
<tr>
<th>PARTICULARS</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH OVERALL</td>
<td>24.40 m</td>
</tr>
<tr>
<td>BEAM</td>
<td>11.25 m</td>
</tr>
<tr>
<td>LEAST MOULDED DEPTH</td>
<td>4.22 m</td>
</tr>
<tr>
<td>FULL LOAD MOULDED DRAFT</td>
<td>3.08 m</td>
</tr>
<tr>
<td>FULL LOAD DRAFT EXTREME</td>
<td>5.30 m</td>
</tr>
<tr>
<td>POWER</td>
<td>2 x 2250 kw</td>
</tr>
<tr>
<td>BOLLARD PULL (AHEAD)</td>
<td>70 TONNES (MINIMUM)</td>
</tr>
</tbody>
</table>

![OUTBOARD PROFILE](image)
Secretarial Treasure Despatches

If you are interested in where your subs go, read on. I have recently emailed out invoices for the payment of subscriptions for the coming year. A rough outline of the known financial accounts is as follows:-

A large part of the subs goes to cover the membership of IMPA. That has been set at GBP 59.00 per member pilot p.a. this year by their Executive. This converts to around NZ$118.00 each.

The cost last year for operating the website and producing the “PILOT” was $2,500; at 65 full members that is $38.50 per full member.

Some additional income is derived from advertising in the PILOT and from an interest earning bank account. The conferences and workshops, while being partly funded by delegates is underwritten by our funds.

The association has made huge leaps in establishing a notable presence internationally which benefits the organisation and the NZ Pilotage profession. The two main events coming up are the AMPI and IMPA conferences. In future our Association aims to contribute to the costs of 2 members attending each event and reporting back. The level of contribution will depend on the reserves available so the actual contribution is unknown too far in advance. It depends on where the conferences are, who wants to go, if the conference is the only reason the person is attending and what is reasonable. We have some reserves and these will help with those conferences that are in places that aren’t so easy to get to.

The NZMPA, with the enthusiasm and dedication of the executive members is growing to become an organisation helping to enhance pilots’ safety and promote professional development in New Zealand pilots. Our knowledge and experience in safe ship-handling and the protection of our marine environment is second-to-none and is now being listened-to in matters such as Taharoa, Coastal Traffic Movement and Port & Harbour Safety Management.

In conclusion, I have already received most of the subs, with just a few outstanding. If you have not yet paid or your company has not paid could you please put on your list of things to do next week?

Many Thanks

Mike Birch
Secretary/Treasurer NZMPA

COMMENTS FROM BRM2 (Course 171) WELLINGTON 11th-14th May 2015

Tony Lawrence: “It become clear that the Aviation Industry is the Gold Standard that all other high-risk industries should be aspiring to match. They have a no-blame culture and an excellent incident/accident reporting system which is circulated worldwide to help prevent recurrence. Also all aviation pilots have to undertake and pass examinations on Human Performance & Limitations prior to issue of their licence. This has yet to be taken ‘on-board’ by the Marine Industry. Aviation Pilots also have to demonstrate proven competence on simulated emergency situations. It is apparent that the Marine Industry still needs to get out of its blame culture way of viewing incidents. Historically, Marine Courts of Inquiry were set up to apportion blame so that it could be used to decide who pays what proportion of the costs; unfortunately we are still rooted with this historical baggage”

Mate/Master Golden Bay: “It was a great course and I would thoroughly recommend Ravi’s guest speaker Alan Bradbury, Operational Integrity & Investigations Manager for Air New Zealand. He gave a short introduction into their accident investigation using their “Just Culture System” Titled - Human Error Under a Just Culture System and I came away realising we (Maritime Community) are only still at the early evolutionary process still dragging our knuckles and learning to do cave painting”.

13
CONTINUING PROFESSIONAL DEVELOPMENT (CPD)

(Much more than once in five years!)  
Nigel Meek

Still surfing the crest of the wave that was NZMPA's November conference; “promoting professional development to achieve and maintain the highest industry standards”, it is perhaps timely to attempt an answer to the question, “what is professional development?”

A standard is a fixed requirement or rule or specification or process that must be achieved. Development is about growth and progress and advancement towards that standard.

Continuous professional development (CPD) implies much more than the achievement of a standard. It implies the constant resetting of a standard at a “higher” level than before. The Nautical Institute states that professional development is a central remit of their organisation. This from their web site:

**CPD Online** is a formal programme of Continuing Professional Development (CPD) provided by The Nautical Institute to members. It enables them to systemise their learning and development up to and beyond initial qualification. Members' CPD portfolios may be submitted to and validated by The Nautical Institute each year and be used to assure others of one's professionalism and professional commitment.

Total Professions.com adds this to the debate:

A profession is a job or an occupation that requires a certain level of specialist training. Professions rely on expertise and specialized knowledge, as well as ethical behavior. Professions are almost always regulated, either by law or through membership of a professional body. Regulation ensures that professionals provide a quality service to the public.

Maritime New Zealand (MNZ) have followed the Total Professions.com concept by requiring Continuing Professional Education (CPE); a program designed to help students achieve the required standard. The necessary elements of CPE (in the New Zealand maritime pilot context) are defined in Maritime Rule Part 90 – Pilotage.

MNZ have taken their cue from IMO Resolution A.960 (Annex 1 (Section 6));

6.1 In order to ensure the continuing proficiency of pilots and updating of their knowledge, the competent pilotage authority should satisfy itself, at regular intervals not exceeding five years, that all pilots under its jurisdiction: .... continue to possess recent navigational knowledge .... possess knowledge of current international, national and local laws and regulations ....

Rule 90.49 Renewal of pilot licence; (section C) requires that "the applicant has, within the last five years, completed a programme of Continuing Professional Education (CPE) for pilots that meets the requirements of rule 90.115”.

Rule 90.115 CPE programmes for pilots
(1) CPE programmes for pilots must include—
(a) training to update pilots on developments in bridge and navigational technology;
(b) training in risk assessment and mitigation;
(c) training in any changes or developments to any laws or regulations in the maritime industry;
(d) refresher training in pilotage practices and procedures38, including the exercise of emergency scenarios;
(e) communications (including any cultural considerations); and
(f) briefings on any changes to relevant port or harbour safety management systems and risk assessments.

38 This refresher training should include training on ship simulators or manned models.

CPD is also an educational activity. It must be designed to increase professional knowledge, broaden existing competence, enhance career opportunities, and improve personal performance and skills. Records of contributing activities should be maintained and should be reviewed periodically. A CPD program should be piloted by the individual and supported both by the pilot’s employer and by the pilot’s professional
association. It cannot be a one-size-fits-all program but should be flexible enough to include both newly licensed pilots and those with many years of experience at a senior level. Most importantly a CPD program should be monitored by ones employer and professional organisation and regularly reviewed to ensure that it continues to deliver relevant and challenging training and development outcomes.

The objectives of the New Zealand Maritime Pilots’ Association are:
1 – To promote the professional and technical interests of New Zealand pilots and pilotage through investigation, information and representation.
2 – To enhance and protect the status of pilots.
3 – To enhance and protect the status of shipmasters wherever they may be associated with pilotage.
4 – To promote and maintain proper standards of performance of pilotage and associated matters of navigation and management.
5 – To review, investigate and report from time to time upon existing pilotage services and upon alternative systems of pilotage service, administration and operation.

Although none are specific on the subject of CPD or CPE, both the second and fourth objectives certainly suggest that NZMPA can and will fly the flag of CPD in support of its members. It is in our individual best interests that we provide our national committee of management with any and all ideas on this subject so that they may consolidate that information as guidance for our continuing professional development.

Although CPD and CPE have been used interchangeably in many conversations there are subtle but important differences. Maritime Rule Part 90 describes CPE but because our industry is moving at an exponential speed and trajectory in terms of ship size, berth construction and technological equipment such as tugs and navigational electronics, any pilot worth his or her salt should consider CPE as a platform and launch pad for a career-spanning CPD portfolio that should be reviewed and updated annually. CPE is a legal requirement for which employers must provide opportunities that support CPE achievement by their pilot employees. CPD is a step beyond the legal requirement and opportunities must be sought by individual pilots. What does this all mean in practical terms?

• Once every five years our employers tick the box for Maritime Rule part 90.49 and IMO Resolution A960, Annex 1, Section 6.1 by sending each of us to an "Advanced Maritime Pilot Course.
• Open a journal and record everything
• Actively engage with organisations such as MNZ, IMPA, AMPI, NZMPA and The Nautical Institute.
• Attend meetings and seminars that any of those organisations might be hosting.
• Identify and attend relevant courses.
• Keep your finger on the pulse by reading new publications, journals, magazines, web sites. For example IMPA published a very accessible book last year; IMPA on Pilotage. Chapter 4.3 is entitled, "Continuous Professional Development”.
• Almost all pilots now carry PPU's. They're not just for support of the conduct of the navigation. A PPU is a powerful tool for reviewing all previous pilotage movements, either individually or as a team activity.
• Increase the value of a PPU by attending both generic and type specific ECDIS courses.
• Attend ship simulators whenever possible. Conduct blind pilotage scenarios, emergency response scenarios, unusual ships, unusual movements, new berth developments, alternative manoeuvre experiments. Learn how to operate a simulator and thereby add value to your team scenarios.
• Attend a manned model simulator. I have and I recommend you do too. Prospective trainees, new pilots, intermediate pilots and pilots with many years of experience can all learn something there. Perhaps even model your own port or one of your own berths.
• Visit other ports. Develop networks of other professional pilots both nationally and internationally.
• Remember pilots and tug masters are members of the same team. Make time to understand the operating characteristics of the tugs and the tug masters in your port. Arrange in-house meetings to swap ideas and discuss past experiences.

I have scratched the surface and hopefully offered food for thought. Open that journal and start recording. You’ll be amazed at how much you didn’t realise you were already learning every day.
This book covers all the principles of bridge resource management vital to the safe navigation of modern day vessels and is a ‘must-read’ for all involved in the safe navigation of ships. Very well researched including interviews with world-renowned experts in the maritime industry, the focus of the book is the history, philosophy and implementation of BRM and modern day navigational practices.

The first part concentrates on the Costa Concordia disaster covering all aspects of the accident with particular focus on the human factors involved. The root causes of the accident are highlighted from the operational (ship), organisational (company) and regulatory (government) levels. The analysis covers how life at sea and the demands on seafarers have changed with improved communications, development of new navigational procedures and advancement in technology. The development of the cruise industry is explained and the challenges this particular part of the marine industry has faced with the tremendous growth over a relatively short space of time. This pressure has brought about a situation where, whilst there was obviously a large growth in production and revenue, this growth was not countered with the necessary expenditure on risk protection, namely an awareness of cultural factors, education and practical training.

The second part concentrates on the principles and understanding of BRM. The book is not an instructional guide on how BRM should be used but its aim is to explain the philosophy and principle behind BRM encompassing the potential and limitations of human nature, the on-board navigational, safety and environmental systems. Thus an excellent summary of the equipment in use today: information given is factual and concise providing a good reference for all modern navigators.

The origins of BRM are explained to the reader with an interview with Captain Kari Larjo who was the first to develop and implement the concept of BRM. He saw the need for integrated navigation techniques, equipment and more effective teamwork on the bridge of a ship.

The next section of this part describes the practical elements of BRM and the importance of proper voyage planning, execution and monitoring. The roles and responsibilities of the bridge team are defined and also the principal of ‘thinking aloud’ and ‘closed loop communication’ are explained. This section covers the varying degree of control that may be held by the pilot namely whether he has ‘direct’ or ‘indirect’ control.

We are introduced to the BRM model based on the 4Ps namely - Operational Principles, Company Policies, Operating Procedures and Specific Practices. The principle of this model is to ensure that policies and procedures are produced to ensure they are relevant, workable and reduce ambiguity by defining the following elements for each task: When is it required? Who has responsibility for it? How will it be done? It endeavours to ensure there is a positive attitude towards teamwork and procedures. The next section then uses the 4P principle for voyage planning and execution.

The third part of the book describes the processes required from the regulatory level, organisational level and operational level to ensure effective implementation of BRM. There is a brief history of the evolution of BRM on cruise ships and how, in particular Carnival Corporation continue to develop and implement the BRM culture. We are given a summary with regard to safety management systems and how they evolved. The Costa Concordia highlighted that an SMS whilst being compliant from an international regulatory perspective was ineffective in preventing such a tragedy. We are introduced to a concept of a self-regulating safety management system which can identify and mitigate specific operational risks, where effective due diligence is carried out and there is a good balance between production and protection. It is reasoned that such a system requires a dedicated safety culture and a ‘just’ culture within the company. The book then
continues to describe the organisational processes to put in place with regard to risk management, defining and monitoring procedures/practices, recruitment, training, assessment and professional development.

The next section of the book details the concept of E navigation. The aim of E navigation is to develop a regulatory framework to harmonise new technology both on a ship’s bridge and shore based control centres. The book highlights the need for such a new operational concept to improve the integration between new technologies and operators following a robust operational concept. There is then a discussion about the future of navigation with the possible use of traffic management centres along the lines of air traffic control. A very relevant chapter is dedicated to the duties and rights of seafarers emphasising the fact that whilst the Marine Labour Convention 2006 is a step in the right direction, it is a minimum standard that should be improved upon given that the living and working conditions at sea are often more oppressive than working ashore.

The conclusion of the book states that “we can assert that a reform of navigation safety requires a change in operational, organisational and regulatory philosophy” and “if we really want to manage the risks emerging from the growing complexity of the digital age we need more sophisticated competencies on board ships. Acquiring them is going to be very difficult under the present employment and living conditions of seafarers.”

Written by a mariner for mariners (and management) I am sure that this book – along with other common sense initiatives - will go a long way to changing the culture and well-being of seafarers and improving safety within the shipping industry.
The full conference program encompasses a diverse range of contemporary topics affecting the maritime industry. Participants will come away fully aware of new technologies, techniques and design efficiencies as well as potential difficulties and concerns faced by other stakeholders.

Exhibitions from leading industry and equipment suppliers will further enhance your knowledge of the latest trends.

Held at the centrally located Australian National Maritime Museum participants can also take the opportunity to enjoy the many tourist attractions on offer in Sydney before and after the conference.

**SOCIAL EVENTS**

- Welcome Reception & Registration
  Monday 5 October 2015*
  Aboard SV James Craig, Darling Harbour

- Cocktail Party
  Wednesday 7 October 2015*
  New South Wales Parliament House,
  Strangers Dining Room, Sydney

- Gala Dinner
  Thursday 8 October 2015*
  South Steyne Floating Restaurant,
  Darling Harbour

* Partners most welcome at Social Events, additional costs will apply.
** Social events subject to change.

**PRICING**

The organising committee is endeavouring to keep the conference fee under $1000.

Conference ticket will include four days of speaker events and tickets to all social functions.

**NEED MORE INFORMATION?**

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Conference Manager
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E: carole@jaevents.com.au

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