The Hue & Cry

Captain Schettino, of Costa Concordia infamy, was sentenced to 16 years in jail. Owners, Costa Crociere, escaped criminal liability by paying a 1 million Euro fine. Schettino thus made a very convenient scapegoat, vilified by the media which foments public opinion into a frenzy of revenge. As pilots, we can stand clear from the herd to think logically and compassionately - rather than foam at the mouth like Pavlov’s dogs. Compare this case with Pike River whose CEO deliberately flouted safety rules and operated recklessly. Schettino made a mistake then lost his nerve. How would we fare in his shoes? Sewol capsized with the loss of 304 lives. Public opinion demanded the death penalty, and was outraged when the 69-year old captain was sentenced to 34 years! Seafarers ought to not face the mob in the event of shipping disaster. The Inquiry into the loss of Titanic in 1912 led to current SOLAS Convention. Captain Smith went down with his ship, but the press painted him as a hero, despite his having ignored ice-warnings and maintained a high speed whilst other ships in the area slowed down (see p.14). All myths need heroes and villains, irrespective of facts. While Schettino takes the blame, ship operators, designers and legislators remain at liberty to continue their mistakes. Titanic’s watertight integrity was superior to Concordia’s, also allowing safer egress via lifeboats: evacuating 6,000 souls from a rapidly heeling ship guarantees casualties. Punishing Human Error is pointless. Furthermore, by not addressing the bigger picture, 32 lives were lost in vain - and many more may be at stake. This might make short-term financial sense to corporate accountants, but ultimately will cost far more. The new Nicaraguan Canal (p.3) is underway despite all indigenous and environmental concerns over access to clean water. El Salvador is being aggressively sued (by TPP court) by OceanaGold whose mine would pollute the only access to clean water. Corporate power knows no bounds, corrupts everything in pursuit of greater profits and less tax. (“The Catch” p.11) The AMPI Conference in October (p.18) extends a warm welcome to all NZ pilots. Note also new Australian sponsors, Hart Marine (see p.20) - testament to our growing perceived authority?

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Please note: opinions expressed in this magazine represent only their authors – which may not be those of the NZMPA.

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Don Juan, one-time Blackbird slayer (See p.12)

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Nicaragua: changing the dynamic in world trade?

I want to take the opportunity to let people know, there probably aren’t too many that don’t, that if you thought globalisation had reached problematic levels then this project ramps it up to a whole new level: CSCL have ordered 5 x 19,000 container ships, the largest in the world to date, the first of which, the CSCL Globe’s maiden voyage was from Shanghai to Europe in December 2014. To facilitate access East/West however to the Eastern seaboard of the USA and Europe for these giants, US$40Bn is to be spent building a 173 NM canal through Lake Nicaragua to the Caribbean. China is expected to have a 100-year tenure on its control in return for its financial assistance and it is expected to be a similar arrangement to that accorded the British in Hong Kong. You don’t have to be overly intelligent to realise the implications on globalisation, politics and the shift of power that this will cause. Engineers for the Hong Kong-based HKND Group said the canal would be between 230m and 520m wide and 27.6m deep.

Nicaragua said it had chosen the route so it would avoid areas of great biodiversity, indigenous territories and environmentally protected lands. But environmentalists are still concerned about the effects it may have on Lake Nicaragua, Central America’s largest lake and an important source of fresh water. The commission in charge of building the canal said environmental and social impact studies would be carried out on the route and changes would still be possible. Construction is expected to begin in December and to be finished within five years but watch this space: we live in interesting times.

(STOP PRESS: MSC Oscar 19,224teu berthed Felixstowe 11/3/15. MOL have ordered 6 ships of 20,000teu)
I would also like to dedicate this column by taking the time to remember Charlie Wingate Jamieson a member who was tragically taken from us the week before Christmas.

Charlie was a larger than life guy, an excellent seaman and someone you trust to come up with the goods when given a job. I personally sailed with him in the Offshore as we tag-teamed on the Pacific Chieftain and Pacific Shogun during the Maui B campaign in the early 1990’s. He didn’t have a backward step in him and was held in high regard professionally by everyone that knew and worked with him. The love, warmth and respect accorded to him at his funeral underpinned the significance of his death to not just his family, but the Gisborne community as a whole. He became the marine manager of port operations and principal harbourmaster at the Gisborne port in 2006. His legacy is not only his children and grandchildren but also the Tug Waimata, which will bear a plaque commemorating his contribution to its construction.

The NZMPA was represented by myself, Stephen Gilkison, Peter Jackson, Rahul Doshi, Wayne Turner and Ray Barlow. Peter Jackson and Wayne Turner will be assisting Rahul with the piloting while his replacement is found and bedded-in.

I would just like to reiterate our condolences and to let Kathy know that our thoughts are with her and their family as they come to terms with this sad loss.

Neil Armitage, President NZMPA
PICTON
Every time a large cruise ship calls at Picton the sleepy hollow has a day with an extra 2 to 3 thousand people taking over the place. It is a quite dramatic sight with the foreshore bars and cafes ringing out with usually Australian accents as the locals attempt to squeeze an extra few tourist dollars from them during their stay. Excellent for the local economy. During the last week of February, Admiralty Bay was the stop-off place for the heavy lift vessel Mighty Servant I to load the oil rig KT IV and head off to China. Retired Marlborough pilot Dick King but still the only pilot with a Pelorus license was in demand for pilotage requirements.
An interesting and unique evening took place on 11th February when four vessels exited Tory Channel and one entered all within about half an hour of each other. First out was cruise vessel Seabourn Odyssey which at 198m was just 2m short of the limit of 200m allowed. She was closely followed by Aratere, L'Austral and Straitsman. After all were clear the Arahura made her entrance. It appears the Port Company is going to do some work on Waitohi wharf. One side of this wharf berths the Strait Shipping Bluebridge ferries, whilst the other side is used by cruise ships up to about 240m, the fishing fleet for discharge and a permanent berth for the tug. Not before time, as it has been a little embarrassing to say the least looking at broken piles and fendering as one closes the berth with a cruise ship! They intend to extend the life to 2040 by putting in rake piled, extending the fendering for the new Blue Bridge ferry and renewing all the fendering for the cruise ship/fishing boat berth.
Like most NZ ports the continuous export of logs at a great rate of knots sees the Shakespeare Bay berth a hive of industry with trucks and loaders weaving their way amongst the storage area. (John Henderson)

BLUFF
It seems our feet have barely hit the ground after the Christmas break and we are run off them; high shipping numbers, with the port reporting a healthy profit forecast. Fine weather and the cruise season means that we have been busy and trying to get everyone together for a meeting proved to be a frustratingly Herculean task.
There have been no major changes here; the top floor offices - which were almost entirely empty when I arrived - have all been filled, so management is growing. Down the east end of the building, with the couches and the sunshine, the Marine Team have been left to carry on: I sense a change in the wind.
Oysters start this weekend and the town is as usual in a frenzy to catch the slimy little buggers - which with mutton birds - I leave to those that have committed to developing a taste for them. I am of the view that any taste that has to be "worked on" is not worth the effort. You're all welcome to my share!
Josh has started his observation runs in Fjordland and like the rest of us is hooked from the start. Competition for berths will be fierce in the years to come, or Southport's allocation of vessels could improve - miracles do happen!
From oyster and mutton-bird-obsessed rough and tough Bluff, enjoy the fine weather while it lasts. (Steve Gillkson)

NAPIER
Life at Napier has been both interesting and busy over the last quarter with cruise and container vessels predominating. As I write this, we move into our busy season. It will be an interesting time as management have put a number of new processes in place and have
recruited to ensure we cope more efficiently than last season.

On the piloting front, Ruslan has achieved unrestricted status and Robbie just requires to go to the simulator and do a few more runs before obtaining his unrestricted license. This will bring all Napier pilots to unrestricted level, a situation we have not had for the last 8 years. Well done to Richard, Robbie and Ruslan for all the effort you have put in!

We are nearing the end of our dredging programme and after a protracted process are now using DUKC version 5, being a web based system has major improvements on version 3. The new software allows us to see the trend of the windows and as the runs continually update we get more timely alerts if there could be a DUKC issue.

We had a fatigue seminar conducted by Fiona Johnston, a recognised expert on fatigue and its effects. Check out her website at www.shiftwork.co.nz it was an interesting seminar which was timely as it came at the end of a particularly busy week. It was well attended by the marine team and by management so provided a good forum for education and lively debate.

The port is currently going through a risk review process covering most aspects of the business including pilotage. The pilots, senior management team, board and owning company have all been involved in the process. It is to help determine whether the risk taken on by the port is reasonable.

As is the case in a few ports round the country we are working through a process to ensure we have some redundancy in our floating plant. We have identified this as a risk to the company and hopefully we will be taking appropriate steps in the not too distant future.

We have three pilots going to the Smartship simulator in March for pilot training and we are currently going through a process for turning cargo vessels outside the basin, which will be further developed at the simulator. There is also wave modelling taking place in Australia, which may lead to some more port development work taking place. Hopefully we can embellish more in the next issue - or not as the case may be.

Finally a group of the marine team visited Gisborne to have a look at their new ATD tug 'Waimata'. The team were suitably impressed with both the build quality and the handling.

That's about it from Napier. Take care and stay safe on the water. (Trevor Morrison)

MARSDEN POINT

I missed the last couple of ports of call so could not afford to miss this one. Shipping-wise, general cargo/log berth is keeping us busy. We haven't seen any decrease in log traffic as some other ports may have, even though log ships are getting bigger!! Refinery traffic is slowly but surely increasing. There is serious talk and study going on about deepening the channel and bringing in bigger crude tankers with drafts up to 16m from the present 15m. I'd be surprised if we are not bringing those tankers in 2 yrs. time!!

One of our tugs had been on a routine dry dock recently and we had to use the old lady "Daldy" from POA!....with max 20 Tons Bollard Pull!! It is a struggle when berthing a 150,000T displacement crude tanker, but the show must go on, with the help one off our bigger 12 tons workboat. However the good news is our new 25T tugboat/workboat on order is about to be shipped from Malaysia.

Shipping numbers must be looming near an all-time high; I haven't had a detailed look at it, but my wife tells me!!!

Some of you must be aware that Tom, our relief pilot, had a pilot ladder fall before Christmas last year: he fell on the pilot boat breaking his ankle and damaging tendons in his other leg. He is recovering well however will be off from piloting for some more time. Luckily our marine officer has just achieved his first grade and is able to fill in as best as his license will allow him. This has made us realize how thinly we operated and things can change dramatically if one of us gets injured.

Efforts are on to address this issue in the long term i.e. we are in the process of hiring one more marine officer and also an Operation Manager with HR background. More about that later.

Our editor, Hugh, is doing great job with our magazine, I like his poetic and historical angles in "Hue & Cry" and in other stories which he takes on, even though some of it goes as bouncer for me!!! Nothing more from my side. Safe Piloting to all. (Kirir Barot)

TARANAKI

The first quarter has almost gone and we have been enjoying the summer weather over this side of the island. We have been 'steady as
she goes” on all fronts however there are some clouds on the horizon. The appetite for offshore exploration has been satisfied in the short term as the offshore exploration that has been keeping us busy for the last 18 months is coming to an end. The price of Oil sliding away hasn’t helped and, with apparently significant “behind pipe” capacity in several countries and upheaval in major producing areas, the price is expected to climb only slowly to around $70 per barrel in the next two years. The Kantan 4 was floated onto the Mighty Servant 1 in Admiralty Bay and left at the end of February, with it went the support vessels Skandi Emerald and Skandi Pacific. which showed us it’s potential first hand. (Neil Armitage)

OTAGO
So, what’s been happening in and around Otago Harbour this past couple of months? I’ve certainly no idea since I’ve hardly been here due to super-yacht commitments which involved seeking out the worst weather on the coast and anchoring in it for days on end. It rains for over two hundred and fifty days a year in Milford Sound, so although six on the trot wasn’t to be too unexpected, it was nevertheless a bit of a drag.

(Serene complete with stainless anchor and helicopter out of the box...not in Milford Sound!)

Anchoring a 134m yacht in Milford Sound is only feasible using a virtual anchor, since the marine reserve and the depth elsewhere in the fiord preclude the use of one of those steel ones...stainless steel in the case of motor yacht Serene of course. A day on the stainless in Poison Bay was followed by five on the Dynamic-Positioning in Milford Sound. The continuous heavy rain dumped so much tannin-stained fresh water in the fiord that, for the guests, the thrill of scuba-diving would have been much the same as sitting in a cold bath suffering an asthma attack while wearing a dive mask full of builders’ English Breakfast tea - so that was a non-starter. Other options for the assembled Forbes List competitors included fishing, hunting and tramping but again Milford’s persistent precipitation precluded playtime. Albacore tuna had been spotted off the entrance to the fiord the previous day but whereas they were quite happy to frolic in thirty-knot winds and a 6m swell, our guests in their 5m rigid inflatable were less so. Hunting and tramping

The tug Tsukana assisting with the Float on of the Kantan 4 in Admiralty Bay
The Ensco 107 remains with us until June and then it too will possibly be taken away. This will reduce our offshore support fleet to two, as production from the FPSO’s and platforms only needs to be supported. Logs and dry bulk still remain steady, as does Methanol even though it has seen its price also significantly reduced.

We are also in the midst of a dredging campaign as the Pelican completes probably its last visit to the Port.
We have also instigated the purchase of 4 Shore Tension units that will be with us Mid May. These will hopefully go a long way to reducing our Long Period Wave issues which have always been a problem for us. The wharves will be modified with special bollards and training for their use will be getting underway very shortly. Shore Tension was developed in Rotterdam and has been successfully introduced in many Ports around the world, notably Esperance in Australia
could only be accomplished in the dry if you had a helicopter handy to fly you to the rain shadow on other side of The Divide. As it happened, there was one handy in a box below deck complete with pilot and ignition key. So, presumably armed with Berghaus boots and Gucci gaiters, guns and ammunition, the guests headed out, up and away into the gloom leaving us lesser mortals to contemplate the wet walls of Milford Sound for another day or two.

Meanwhile, back at the ranch as it were, the ships were still coming ...and almost all of them going. The Melitta 201 made a brave attempt to exit the harbour on 28th January, bound for Alang Beach as her final resting place. By way of practice for this beaching malarkey, she decided to blackout and head for the shallows whilst transiting the Lower Harbour. [http://www.odt.co.nz/news/dunedin/33131/touble-plagued-ship-fails-attempt-leave-harbour](http://www.odt.co.nz/news/dunedin/33131/touble-plagued-ship-fails-attempt-leave-harbour). Some quick action, including rapid deployment of anchors (non-stainless) by the pilot prevented a visit to the world-renowned-in-Otago cockle beds of Otakou. She was returned to Port Chalmers by a couple of chunky tugs and left the next day, accompanied by the same chunky tugs as far as the harbour entrance, to complete her journey to the correct beach.

Alas as I type this, another Fiordland extravaganza in the Dawn Princess has been cancelled as the Aussie off-spinners flick another couple of vicious depressions across the Tasman. The bonus for Port Chalmers is that she will stay overnight to sail South- about next morning, as the depressions swing NE’ly to ravage Cook Strait (Craig Holmes)

**TAURANGA**

Not much to report for this quarter. The two new tugs are progressing well and are on track for the delivery: the first in May and the second about 6 weeks later. Their design has been altered slightly with the skeg cut-down to a minimum to achieve the required directional stability with the added bonus that they will be able to crab sideways more efficiently - so here’s hoping we will get the desired result.

A very successful season for the passenger ships so far with no dramas and very cooperative masters and crews, although we did have an experience of a master looking goggle eyed at his Ecdis and the predictor whilst forgetting the not-so-technical operation of “looking out the window”, with the wind causing a wee bit of leeway undetected by him and the side of the channel looming but picked up by the pilot WHO WAS LOOKING OUT THE WINDOW! Crisis averted!

The latest on the Rena: we were informed in January that the company recovering the debris (Restove Salvage and Fire) would be finishing-up in late February and heading off to Chile for their next job. Well last week, some oil-seepage was discovered coming from 60m down - so they are still here! No idea of their ET&D, so watch this space.

The port will be calling for tenders very soon for dredging to accommodate the larger vessels we anticipate with completion date August next year. (Tony Hepburn)

**GISBORNE**

Saturday 20 December 2014 was a very sad day in Eastland Port’s history. Our Harbourmaster Captain Charlie Jamieson was killed while riding his motorcycle on the East Cape highway at Waihau Bay near Cape Runaway.

At the time of his death, Charlie had been our marine manager, pilot and harbormaster for eight years and his contribution over that time had been incredibly valuable. He was also the senior maritime adviser for the area north of Mahia to Hicks Bay.

To honour Captain Charlie Jamieson, Eastland Group is dedicating the Waimata to him. Charlie was instrumental in the Port’s decision to purchase this new tug and spent many hours working to ensure the vessel was built to specification. The dedication ceremony will take place at 3.30pm on Friday, 27th March.

February has been a record month for us making it the highest earning month for the financial year so far: 8 loggers and 2 squash reefers. With log cart-in averaging around 10k Jas a day it is looking good for March and also for the F/Y.

On my training front, I have passed my assessment for Grade B and going through the process to get licence underway. A big thank you to a very senior person in our industry to take my training to its destination after Charlie’s passing away. (Rrahul Dossi)
LYTTELTON
When the Robert C. Seaman arrived in port I was reminded of how things were for Pilots in the past. She is a 41m steel sailing brigantine operated by the Sea Education Association which runs undergraduate study programmes. The programme consists of research and studies along with the opportunity for students to experience a hands-on lifestyle aboard a traditional sailing ship. The rigging was fully manned when I boarded, and as we approached the harbour entrance, the sails were put away and we motored slowly up the harbour. It was a novel experience to be standing on a wooden deck with not a single piece of electronic equipment in sight, the wind in your face and an American muffin in your hand. On the way out to the pilot station I thought it would be an interesting sight to have a vessel sail into the Inner Harbour but as the wind increased I was glad the sails were tucked away when we approached the berth.

We had a three-day visit from the Chinese Polar Research Vessel Xue Long, which translates as Snow Dragon. She returned from a voyage to the Southern Ocean and Ross Sea for bunkers and supplies. As well as supporting research on climate change, surveys were carried out for a proposed Antarctic Base. With the South Korean Government-owned Araon servicing their station and plans in place to establish a second it seems these vessels will be regular callers for years to come. These ships bring spending power to the port, being much like a cruise vessel but with laboratories instead of bars and restaurants. (Finlay Laird)

NELSON
The long, dry summer we have experienced since Christmas came to an abrupt end this weekend with gales and torrential rain, resulting in our first weather cancellation for 3 months. Both tugs were also mobilised as a precaution during the height of the wind and the top of the spring tide for the tanker on Main Wharf. For us in Port Nelson, sustained wind speeds of 45kt gusting 50-55kt are rare. Shipping-wise, January and February have produced relatively good figures for what are normally quiet months. Since mid-February ANL have begun their Trans-Tasman service which includes Port Nelson, and with MSC, Maersk and Pacifica also being weekly customers, Main Wharf and Brunt Quay have been busy. This has introduced a few new ships to the port. As the fruit season gathers pace and 24-hour calls become necessary for the bigger vessels, this could produce some logistical challenges. Log vessels have also been coming thick and fast on the back of an increase in export log prices, including a couple of handy-max vessels which we don’t normally handle here. Car carrier visits are ticking over as normal with MOL and TFS vessels calling bi-weekly. Fibreboard and LVL production for export on TFS vessels is back to full capacity again.

Around the port, the demolition of the old amenities building and seaman’s mission is complete and shed 7 is firmly in the wrecking ball’s sights. This will greatly increase the log storage capacity. The next priority will be container storage. The old lighthouse on the Boulder Bank has had a fresh coat of paint (a light visible from seaward would also be nice!).

The progress towards a replacement tug for the Huria Matenga has been good. We have arrived at a new-build design and rough costing. The board has been receptive so far, so the next stage is to finalise a more detailed design and costing before placing an order. Ideally we would like to retain the Huria Matenga as a 3rd tug.

Congratulations to Colin Sellars, who has just received his C class license from MNZ. He is now at Port Nelson full-time and working towards his unlimited license. (Matt Conyers)

AUCKLAND
It’s been another really busy summer for us, but the weather behaved, and we have survived another successful passenger ship season with no bruised egos and everyone happy in their work.

We have gained a new and welcome addition to our team: Peter Willyams, whose enthusiasm to return to his old hometown and our magnificent harbour could be matched only by his cavalier indifference to our rampaging property prices. Peter has spent most of the last 30 years living overseas - the last five as a Humber Pilot based in Hull.

Unfortunately we had a less than welcome arrival from foreign shores a few weeks previously. We were due to bring in a 5,000 TEU vessel (no need to mention names here!) which was suddenly diverted to a Gulf
anchorage, leaving us a bit mystified, until a crack team from MPI (well it was actually just the one woman...but she was the spearhead of a crack team) arrived to be taken out by our boat.

It turned out that soon after departing Tanjong, someone had spotted, what they thought was a squirrel, running across the hatch lids. Turns out it was a Siberian Chipmunk...I don’t know much about Chipmunks...or Siberia, for that matter, but I would assume that “Alvinski” (as he was later affectionately named by his assassination squad) had gone to a fair bit of bother to get himself on that voyage, and his efforts would have initially paid off, as the crew, with little firsthand knowledge of how to trap Chipmunks, fashioned a crude box trap device which they baited with sugar frosted cookies...daily! The trap was obviously no match for Alvinski, who after all had travelled from Siberia at some stage, so it proved to be little more than a brief Pilates workout before he could consume his daily meal. The crew meanwhile continued with this unrelenting diet of cookies, perhaps in the hope that if the trap didn’t work, they could at least kill him with diabetes. Unfortunately for them, his pancreas held up, for what was for him, the voyage of a lifetime... albeit a shortened one, after his deadly encounter with our contract killer from MPI, who had him despatched in less than 18 hours.

The last we heard he was bagged and tagged and lying in their freezer...a somewhat poignant end for a Siberian! (Craig Colven)

(Stop Press: Alvinski’s brother Vlad leads a suicide squad of Siberian Lemmings&)

Wellington

The end of last year saw the end of an era, with the departure of our two Voiths, off to an unknown future in the Persian Gulf. It must have been an interesting voyage, with 8,600 miles being covered in about 40 days, with one stop in Singapore for bunkers. They arrived on the day predicted when they left Wellington, so that was also a great achievement.

We have been fortunate to get through the last few months with only two tugs (like most other ports), with only a couple of incidents that put one of our new girls out of service. The latest only last week, when a tyre was sucked into one of the props and jammed there. With so many ports in the Southern part of the country now reliant on operating without a spare tug readily available, it will be interesting to see who the first is who suffers a major disruption to services. It will also be interesting to see how things are managed when SOP’s are pushed to their limits, and commercial pressure impinges on decisions.

The 10th March saw the much-anticipated announcement of who the new Assistant Marine Manager would be. With the ultimate retirement of Charles looming over the horizon, after over 40 decades in the port, a replacement was likely to need very big boots to fill the void. Speculation has been rife over the last 3 months while candidates were analysed and interviewed, and from about 50 applicants, a short-list was sorted. We were pleased to see the job go to a Kiwi from within our own ranks, which was a pleasant surprise to many. Currently serving as tug master, but soon to go into pilot training, Josh Rodgers joined us a few years ago after doing his time with Maersk and then service in the offshore. We wish Josh all the best with his upcoming training and coming to grips with the complexities of management. In 5 years from now, we hope he will also remember how challenging his past job could be, when knocking back claims over the negotiating table. Good luck, Josh.

(Steve Banks)
“The Catch – How fishing companies reinvented slavery and plunder the oceans”
by Michael Field

As the title suggests, The Catch focuses on the mutually disheartening aspects—slavery and plunder—within the foreign charter vessel fleet in New Zealand waters and beyond. A hardened cynic would cringe to learn about the repellent practices such as fish-dumping (jettisoning lower value catch in favour of more lucrative species), over-fishing/falsification of records, pollution, links to organized crime and government kick-backs that the author details. As Field explains, “Foreign ownership of shares in New Zealand quota-owning companies is limited to 25%, but quota holders have been able to lease foreign vessels to catch their allowance on their behalf” Why would they do this? Fishing is a labour intensive activity, accordingly “a New Zealand factory trawler has an average wage bill of $5.6 million, whereas cheap Asian boats run an annual wage bill of around $676,000, and most of that goes to the officers”. Pragmatic, but it defies the spirit in which the quota system was conceived, particularly with regards to creating meaningful employment for iwi.

Among the culprits identified are the shady South Korean companies Sajo Oyang and Dong Won Fisheries, owners of multiple shell companies; the New Zealand companies Sanford and Seaward that charter their boats (and make generous contributions to National and Labour politicians); and the Korean officers who abuse the mainly Indonesian crews. The bottom feeders are the local crewing agents who charge the prospective crewmen exorbitant fees for “processing”, then withhold a large percentage of the roughly $200 U.S. per month in wages pending satisfactory service (based on an 18 hour day, roughly $.36 U.S. cents per hour, a trifling amount which is often further reduced or simply not paid). There is no recourse: to leave the vessel means forfeiture of all wages and repatriation at one’s own expense.

Common treatment includes being forced to eat rotten meat and vegetables (or bait/damaged catch), washing only in cold saltwater, being forced to work when sick or injured, and regular beatings. Deaths occurring from abuse or lack of safe working conditions outside of New Zealand’s territorial waters (but within New Zealand’s Exclusive Economic Zone) are ruled a “death at sea” and not investigated. Operators and iwi claim that without the joint venture arrangement, the fisheries would be unviable, which raises the point: if they can’t operate profitably within the framework of national law (minimum wages, safe working conditions, etc.), can the stocks even be considered a “resource”? And yet somehow the Talley’s company has eleven ships, pays its crews New Zealand rates, competes with the FCV’s, and is profitable. Deckhands and factory workers reportedly make between $40,000 and $80,000 per year.

Fortunately, during its last act before the most recent elections, Parliament passed The Fisheries Amendment Bill (Foreign Charter Vessels and Other Matters) which takes effect in May 2016. Key features include requiring all foreign-owned vessels operating in New Zealand waters to carry the New Zealand flag and operate under full New Zealand legal jurisdiction; enabling the Ministry for Primary Industries (MPI) to consider employment, pollution/waste discharge issues, vessel safety matters as well as fisheries matters when assessing applications for registration of foreign-owned fishing vessels; allowing MPI Fishery Observers to collect information on employment, pollution/waste discharge, and vessel safety matters; and conferring new powers to suspend the registration of non-compliant foreign charter vessels (courtesy of Scoop Independent News).

Michael Field has done tremendous investigative work to unravel the twisted ownership structures, resource plunder and abuse that constitutes current FCV fishing arrangements. It’s likely that his enduring efforts into this issue have contributed to the passing of the Fisheries Amendment Bill, bringing an end to a national disgrace. For that we should all be grateful—consider buying a copy for yourself and one to pass along—highly recommended.
A Brief History of Slavery & Exploitation

"Under capitalism, man exploits man. Under communism, it's just the opposite". J.K. Galbraith

Recently, I piloted an old Korean trawler out from Dunedin on passage to India for scrap. It occurred to me that the echoes of slavery were all around: the channel training wall had been constructed by the forced labour of convicts, including Taranki’s Parihaka Ploughmen of the 1869 campaign of non-violent civil disobedience (N.B. Ghandi himself was born 1869). The trawler itself was tainted by its association with forced labour and human trafficking which had cost such trawlers their license to fish NZ waters. We passed the hulk of sailing ship Don Juan buried in the mud of Deborah Bay: this ship had a dark history of exploitation of both her human cargo and later her crew until 1874. The late Ian Church wrote of the ship: “Her involvement in the Chinese labour traffic and the stir she created as a coffin ship speak eloquently of man’s inhumanity to man and remind us of the efforts that successfully ended such abuses.” Sadly, these abuses continue throughout the world and man’s inhumanity to man gets worse: the shipbreaking businesses of the Indian sub-continent are notoriously dangerous, toxic and underpaid, where even children work 12-14 hours per day. I decided to look into the history of slavery but discovered that the condition has existed since the Neolithic Revolution. The caste systems, class structures, wealth divides are all products of a Human pecking order or ‘dominance hierarchy’ i.e. there will always be elites irrespective of whichever political/religious/economic system: psychopaths flourish whilst the meek inherit the dirt: we shall always have the poor with us. In 2012, CEOs in NZ earned 22 times the pay of the least, whilst in the use it was 380 times. It will doubtless be even greater now.

Bamber Gascoigne, in his “History of Slavery: An evil of Civilization” writes: “Slavery enters Human history with civilization. Hunter-gatherers have no use for a slave. They collect or grow just enough food for themselves. One more pair of hands is one more mouth. There is no economic advantage in owning another Human Being. Once people gather in towns and cities, a surplus of food created in the countryside (often now on large estates) makes possible a wide range of crafts in the town. On a large farm or in a workshop there is real benefit in a reliable source of cheap labour, costing no more than the minimum of food and lodging. These are the conditions for slavery. Every ancient civilization uses slaves. And it proves easy to acquire them. War is the main source of supply, and wars are frequent and brutal in early civilizations. When a town falls to a hostile army, it is normal to take into slavery those inhabitants who will make useful workers and to kill the rest. There are several other ways in which slaves are acquired. Pirates offer their captives for sale. A criminal may be sentenced to slavery. An unpayable debt can bring the end of liberty. The impoverished sell their own children. And the children of slaves are themselves slaves...”

We think of Ancient Greece as the crucible for Democracy in which all men have an equal voice in the government of their community – however, this voice was only permitted to freemen, not slaves. In time, the Greek Empire fell to the even mightier Roman Empire and those learned Greeks in turn became the slaves. From Wikipedia: “As the Roman Republic expanded outward, it enslaved entire populations, thus ensuring an ample supply of labourers to work in Rome’s farms and households. The people subjected to Roman slavery came from all over Europe and the Mediterranean. Such oppression by an elite minority eventually led to slave revolts; the Third Servile War led by Spartacus was the most famous and severe. Greeks, Berbers, Germans, Britons, Slavs, Thracians, Gauls (or Celts), Jews, Arabs and many more ethnic groups were enslaved to be used for labor, and also for amusement (e.g. gladiators and sex slaves). If a slave ran away, they were liable to be crucified. Slavery was also a major part of the economy of the Islamic world and between 1440 and 1800, some 1.5 million Europeans (particularly Slavic, hence the word ‘slave’)
were sold into slavery by North African traders. In their book “White Cargo”, authors Jordan & Walsh estimate that 300,000 Irishmen were sold by Britain to the American Colonies. Because of their religion, they were sold cheap. There are many forms of slavery. Serfdom is the tying of workers to the land since it was easier for administrators to tax both land and people (e.g. Roman Census in the Nativity story). Serfdom in Europe ended about 1350 with the Black Death, which took 50 million (60% of the population): since labourers were fewer, their work had more value. Serfdom in Russia ended in 1861, though the Napoleonic Wars had spread revolutionary ideas abroad. The American Civil War (1861-65) was only linked to the Emancipation of slaves in 1863 as a smart way of damaging the economy of the Confederate South whilst gaining black recruits for the Union army; furthermore it gave a higher moral purpose. President Abraham Lincoln’s 1863 Declaration was ratified in December 1865, 8 months after his assassination. In the wave of grief that followed the assassination, French abolitionist Eduard de Laboulaye conceived the idea of gifting a statue of Liberty to the United States in 1865, but the project would take another 20-odd years to reach fruition. Ironically, after 9/11 all access to the statue was forbidden (for security reasons) for the rest of the Bush Presidency. The sculptor Bartholdi had originally designed the statue to hold broken chains, but this proved too politically sensitive for certain American businessmen. Bartholdi compromised with chains at her feet - completely invisible from below.

The 2013 film “Belle” tells the true story of Dido Belle, daughter of RN Captain Lindsay and Maria Belle, rescued from a Spanish ship. Young Dido was adopted by Lindsay’s uncle, William Murray, First Earl of Mansfield - and senior most judge in England. Mansfield in 1787 had to rule on an insurance claim in which the owners of the slave ship Zong claimed for the loss of their ‘cargo’ thrown overboard because of an alleged lack of water. Mansfield dismissed the spurious insurance claim but his ruling was celebrated by the Abolitionist Movement. The 1807 law abolishing slavery was however underpinned by industrial interests. Although slavery in America was theoretically abolished, Civil Rights remain a thorny issue: there are more black people in US jails today than were slaves in 1860. Slavery was likewise endemic in Soviet Russia with the gulag archipelago of slave labour camps. Nazi Germany likewise enslaved 15 million from 20 different conquered countries. The sign above the gates at Auschwitz reads “Arbeit Macht Frei” (Work makes (you) free). Nazi Germany rose to power with the help of US banking and corporate power (See Charles Higham “Trading with the Enemy”) including Coca Cola, IBM, Ford, Standard Oil, Chase Bank and one Prescott Bush (GW’s grandpa!). Thousands of Nazis with expertise in rocketry, propaganda and espionage escaped justice and were allowed into the US via a scheme known as Operation Paperclip driven by Allen Dulles who would head the CIA from 1947 (until sacked by JFK in 1961).

Today, with Human trafficking, there are 30 million illegal slaves. Big name corporates still take advantage of cheap and unregulated labour throughout the world where any attempt to form a union is met with extreme violence. Pope Francis on 2nd December 2014 joined 12 other world faith leaders in an initiative “to eradicate modern slavery” by 2020. The declaration stated: “Modern slavery, in terms of human trafficking, forced labour, prostitution, organ trafficking, and any relationship that fails to respect the fundamental conviction that all people are equal and have the same freedom and dignity, is a crime against humanity.” In a later address Pope Francis stated: “The Church is convinced that the arms race is one of the greatest curses on the human race and the harm it inflicts on the poor is more than can be endured. Peace is also violated by trafficking in human beings, the new slavery of our age, which turns persons into merchandise for trade and deprives its victims of all dignity. We see how interconnected these phenomena are”. In 1956, shortly after the death of Stalin, Eisenhower said that “Humanity was hanging from a cross of iron” that military spending was theft from the poor; in his Farewell Address of 1960, he warned about the growing influence of the Military Industrial Complex. The Pentagon spent $1.7 Trillion in 2013 and intends to spend Trillions more upgrading their nuclear arsenal. Cui bono? (Who benefits?).
Teach Me, Lord

Titanic struck an iceberg on a calm and moonless night.
How much was lost and at what cost when first it hove in sight?
It was too late to turn away. The ship had too much speed.
What has been learned? What been spurned? What might we now still need?

What of the visibility? What of the cause at all?
The ice was near. The sky was clear. These facts were known withal.
The lookouts in the crow’s nest saw a light, unusual haze.
Unknown to them, it was reflected ice within their gaze;

And at that point said nothing. Haze was not for their report.
Lights and land and ships and sand were limits of most thought.
And then they saw the iceberg! Right ahead! Hard-over, helm!
Hard-over other way, as well! Too late! An overwhelm!

The vessel had her side ripped out. And that is it, in brief.
"Start all the pumps!" the Master ordered, calmly, to the Chief.
A natural reaction, by the sailor’s way of thinking:
The best result could only be delay in time of sinking.

"Man the boats! Get all swung out! Let passengers embark!"
As death was staring in the face, in icy cold and dark.
The boats, in number far too few, were only partly filled.
Inevitable, then it was, that many would be killed.

What hope of rescue, that black night, by other vessels near?
There was one other light in sight. The night was very clear.
So clear and cold the atmosphere that sight-lines were extended.
Refraction called the paranormal. Normal sight was bended.

The light was seen at distance far. Titanic, too was seen.
But, such were abnormalites: What happened, in between?
Titanic sent up rockets. But the rockets seen were low.
Distress? Seen at such distance, the observer did not know.

He was uncertain, standing there. A normal sailorman,
Who had not seen distress before. It was not in the plan.
And rockets then were not restricted, as they are today:
Their use was then allowed, for recognition, every day.

The hapless man who saw them was on watch, as Second Mate,
Unknowing what was happening, unknowing as to fate.
And so he called the Master, as he properly should do,
But sadly sent a young Cadet, the youngest in the crew.
“Knock, knock” was at the Captain’s door. In stepped the young Cadet.
   “Sir, we have seen rockets. But we cannot read them yet.”
   “Keep trying,” said the Captain in his deep and well-earned sleep,
   Quite confident his officers a proper watch would keep.

And knowing that his ship was safe: all stopped in field-ice pack.
   “And let me know if you see more”. His sleep then called him back.
The young Cadet then left the room. He did not dare say more.
   In awe of Captain Lord, the lad could scarcely have done more.

   The urgency, we clearly know, did plainly not get through,
   To Second Mate nor Master nor to any in the crew.
   “Why not?”, we might well ask today, as many might enquire;
   As Lord endured indignity, to put the case no higher.

   “The signals were not clear enough”, it may be safely said.
   The rockets seen that night were white. Today they are bright red.
   “How did it come about, at all, that there was any need
   For alarm of any colour? What?” The answer? Too much speed.

   The speed was not by Stanley Lord. A wise and prudent man,
   Who’d taken every proper step that any Master can.
   While others carried on that night at highest rate of steam
   Until at last disaster struck. Our life is not a dream.

   The lesson surely has to be to jump to no conclusion.
   Sometimes, when haze is seen at sea, it might be an illusion.
   What is it that the fool might do, where angels fear to tread?
   Rush in. That’s what Titanic did. With many left for dead.

   And do not damn a prudent man who’s lawfully asleep,
   Who’s placed his trust in others with a proper watch to keep.
   And damn not the observer who knows not what he observes:
   When baffled by refraction, understanding he deserves.

   Judge not, that ye be judged yourself. Thou art a sailor too.
   The things that happened on that night might happen yet to you.
   And if you are hung out to dry, remember Captain Lord,
   Who bore his lot with dignity. That much you can afford.

**Barrie Youde (5th October 2012)**

*Ed: Barry Youde started his seafaring career as a midshipman with Blue Flue until becoming a Mersey Pilot. He then changed course and trained in law, but is better known for his prolific and insightful poetry*
Reflections on the Rena Report.
What is the “good practise of seamanship?”

Nigel Meek

On 19th December 2014, the Transport Accident Investigation Commission (TAIC) published its final report of the grounding of the container ship m.v. Rena, on Astrolabe Reef, on 5th October 2011. It documented facts that this ship, which had already been detained by regulatory authorities in Fremantle and had a number of outstanding port state control deficiencies, was heading towards the Tauranga pilot station to achieve a specific ETA window. All this shortly after a confirmed report from the tanker, Torea, that she had to make a 360° evasive manoeuvre to avoid the Rena, the overtaking (give way) vessel in a close quarters situation close to the port of Napier.

The master and navigating officer received prison sentences after pleading guilty to ten of eleven indictments based on various New Zealand laws. Then they were deported. When the sentence was announced the Director of MNZ, Keith Manch, broadcast his opinion that the two were guilty of “incompetence verging on recklessness”.

The detail of the TAIC final report however paints a somewhat different picture. Is it possible, given the number of recorded deficiencies and the obvious lack of successful safety management elements in the bridge procedures, as well as the report’s seriously negative citation in relation to the standard of output from Philippine training schools, that the master and second mate simply didn’t know what they didn’t know? It is well understood that ignorance of the law is not a defence against statute. However, without the tools to understand what knowledge should be known and given the inordinate number of negative citations recorded against other vessels of the Rena’s management company, is it any wonder that the systems and processes on board m.v. Rena were deficient?

I make these comments about training and knowledge within the context of my own observed examples of what can no longer be taken for granted as, “the good practise of seamanship”. In recent times as a pilot on the bridge, I have for example observed several heaving line knots simple unravel and fall apart while mooring lines are being hauled to the wharf. I spent over an hour on one ship while the crew attempted to send a bight of mooring line ashore. Ultimately the messenger line parted and the entire length of mooring line had to be hauled back on board. I found myself in the embarrassed position of one who must explain to the ship master exactly how to send a bight ashore while holding the eye on the ship and flaking sufficient mooring rope to bridge the gap. The master then reverted to his own language and gave similar instructions (in a loud and exasperated voice) to the mooring gang. Worse still was one occasion when I observed a ship master become so frustrated with his mooring crew that he left my side and was next observed running along the foredeck presumably to offer some very pointed and personal instruction to the officer on the fo’c’s’le!

Our news media were very quick to highlight an incident on AAL Brisbane in August 2012, which was not dissimilar to Rena in terms of training in relation to navigational equipment. An 800m offset between the radar and AIS positions had remained undetected since departure Melbourne and led the ship to an unsafe navigation manoeuvre while approaching Wellington. The master was apparently coming from the electronic chart display and information system (ECDIS) but primarily focussing on the apparently offset electronic chart (ECS) and not the sharp image of invariably accurate radar picture.
Much more recently, last December, the Volvo round-the-world yacht racer, Team Vestas ran aground on a reef in the Indian Ocean. No idea who trained the navigator but human error was admitted and a closer look at the detailed layers of chart information displayed by the electronic chart system (ECS) may well have avoided that very expensive and embarrassing disaster entirely!

The TAIC report alludes to the possibility that virtual aids to navigation and the promulgation of separation schemes might both aid in avoiding future such disasters around New Zealand’s coastline. Rather more fundamentally than that, I wonder if it might first be necessary to ensure that the navigating officers are fully trained and conversant with the information about virtual aids to navigation and traffic separation schemes that might be displayed and might need to be interpreted on the screen of an ECDIS unit?

Ultimately, one other memorable encounter, as pilot with a ship master, comes to mind and gives an alternative route for us all. Some ten to twenty metres from the final berthing position I turned to offer an instruction and noted the captain had dropped to bended knees, heading generally in the direction of Mecca and was making obeisance in time-honoured Muslim fashion. Did he know something that I did not?
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