THE PILOT
NEW ZEALAND MARITIME PILOTS ASSOCIATION

HUE & CRY
SHARED MENTAL MODEL
PORTS OF CALL
REPORT IMPA CONFERENCE SEOUL
CURRENT PRACTICE: FERRY-GLIDE
THE DIRECTOR’S CUT
A DIFFERENT TAIC
LETTER FROM CHIRP AMBASSADOR
ACTION SHOTS

**Advanced Marine Pilotage training**

This five day course will update pilots on a range of topics in navigation and bridge management based on the SAS cockpit management, and updated with the latest research on ergonomics and master-pilot relationship. It will address issues of concern to pilots such as the application of new technologies, legal aspects of pilotage, and the development of RISK management strategies. This course contributes to the pilot’s CPD requirements as per MaritimeNZ’s regulations (MR.90.115). The course may be recognised as upgrade course to renew an expired STCW78 CoC as Master.

**Duration** Five days
**Dates** 1–5 May and 6–10 November 2017
**Cost** Enquire on application

**Advanced Portable Pilot Unit (PPU) training**

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

**Duration** Two days
**Dates** On request
**Cost** Enquire on application

**Dynamic Positioning (DP) training**

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

**Course** DP Induction
**Duration** Five Days
**Dates** 24–28 April 2017
**Cost** Enquire on application

**Course** DP Simulator/STR
**Duration** Five Days
**Dates** 1–5 May 2017
**Cost** Enquire on application

**Generic ECDIS training**

This MaritimeNZ approved training programme is based on IMO model course1.27 and STCW Reg II/1 and table A-II/1. Successful participants of this course will also receive a type-specific familiarisation certificate for the Transas 4000 ECDIS system.

**Duration** Five days
**Dates** 13–17 March, 14–18 August and 30 October – 3 November 2017
**Cost** Enquire on application

**STCW Refresher training**

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

This training includes Refresher Fire Prevention and Fire Fighting; Refresher PST; Refresher Advanced Fire Fighting and Refresher PISC.

**Podded Propulsion training**

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

**Duration** Two days
**Dates** 8–9 May and 27–28 November 2017
**Cost** Enquire on application
Passenger ships have had several serious incidents recently: just off Melbourne, *Norwegian Star* lost her 2nd Azipod. (To paraphrase Oscar Wilde’s Lady Bracknell: “To lose one is a misfortune; to lose both looks like carelessness”). Bound for New Zealand, her loss of propulsion mid-Tasman would have presented a major logistical challenge. Although NZ ports have spent large on new tugs, who can provide salvage assistance? Post-*Rena*, MNZ needs consider the national response to such incidents. Shakespeare said: “What’s past is prologue”. *Emerald Princess* was in Port Chalmers when a crew-man was killed whilst servicing LSA. The port community – led by this magazine’s printer - quickly raised a fund for the deceased’s family. The Filipino Community likewise offered support and prayers.

As if in response to John Wright’s challenge at NZMPA 2016 Conference, one of Port Otago’s directors observed an act of pilotage (see p.13). As professionals, we welcome every opportunity to interact with our Boards.

2017 is the era of Trump. His “Draining the Swamp” revealed even more scary creatures; but when the BBC trumpeted GWB as a presidential paragon, then The Ministry of Truth is in deep trouble.

Trump has not yet noticed *The Pilot*, which fearlessly reports the world as it is, challenging Fake News, lazy opinion and blind prejudice. One wonders if Trump’s walls are to keep people out, or contained within, like the Berlin Wall of 1961-89? Walls, like Empires, fall.

Talking of Mexico, it is 100 years since the infamous Zimmerman Telegram promised German support if Mexico were to attack America. Germany intended resumption of unrestricted submarine warfare despite the risk of bringing the US into WWI. Opening a front on their Southern flank made sense to Germany – but not to Mexico - who wisely declined the offer. The secret strategy back-fired, since the telegram served as sufficient *casus belli* for US entry to WWI. A more cynical view might be that US bankers had to ensure Britain’s survival, so as to repay her massive war debts (still being repaid to this day!). Follow the money…

1917 also witnessed the Bolshevik Revolution, and the overthrow of Tsarist Rule. Both Austro-Hungarian and Ottoman Empires collapsed, whilst the British Empire began its long slow decline: Brexit indeed.

Readers will notice a few changes: Magazines and editors have to evolve, and their ideas refreshed. Our President is also keen to see more action photos, thus a possible opportunity to show off new kit, or a “Ports & Pilots” feature? Photo journalism at the salt face also serves to broaden the appeal of the Magazine to non-pilots.

STOP PRESS: RIP Captain Ian John Cook, ex-Pilot and HM of Gisborne. Chris Kaye’s tribute in the next issue.
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Cruise ships continue to be the centre of much discussion this year, for a great variety of reasons. At a similar time last year, we were hearing about the Azamara Quest’s incident in Tory Channel. This year it’s the L’Austral in Milford Sound, with another contact with the bottom. We hear of the technology, training and high standards on this type of vessel, yet there has been another incident. What came out in the preliminary report of the Azamara Quest incident was that there was a lack of a Shared Mental Model. Surprisingly both pilots involved in these incidents were from the very small number of non-members of NZMPA, so we were not in a position to offer the usual support and expert advice that would be offered to members, particularly if a court case follows. My view is that it is unlikely that there is ever a truly shared understanding of all that is going on, by bridge team or pilot. When a pilot arrives on the bridge of a cruise ship with the highest standards (as typically found on Carnival and Caribbean ships) does he always find things mesh immediately? Not in my experience. Do we know if we will automatically take the con, or will the master pressure you to leave it with the Navigator or himself? On the recent maiden visit of Ovation of the Seas, the master firmly indicated that he wanted to retain the con, so this was permitted whilst the other pilot with me monitored and advised them actively throughout the passage. At sailing time, I was greeted by a new Master with the same Bridge Team. When I asked if he wished to retain the con for the outward passage, he quickly stated that it would be handed over to me once we cleared the berth. Same ship, same day, two different views by the Masters about how we would work together. It is my firm belief that a relationship needs to be established before the pilot even steps aboard, with much more pre-planning before the ships arrival or departure. Downloading the ports Passage Plan off their website is commonplace these days, but how much does the ship gain from this apart from setting up their tracks and getting a few other general items of information. Unlike in aviation, Maritime Pilots do not board a stopped ship at the pilot station, where there is a thorough exchange and a good rapport can be established, and only then make the decision to taxi to the runway, or in our case “line-up on the leads”.

Some of you may have read the two articles in the January issue of the Nautical Institute magazine, Seaways. One is by Chris Rynd, a very senior captain with Carnival, and the other by one of our own members, Craig Holmes from Otago. Chris responds well to the variety of articles and comments which have created quite a rift between the two groups in many parts of the world. Many of his comments are common-sense, and support my view that establishing a Shared Mental Model is paramount. Craig also shares his views, based on significant experience with cruise ships and vessels operating similar bridge practices. Until more is done by companies such as those mentioned, to engage with pilot organisations, we will continue to arrive on bridges where we may or may not blend into a bridge operation. A Shared Mental Model is unlikely to result from a quick MPX, conducted in a matter of minutes as the ship comes onto the leads, and you are also setting up your PPU, talking to Harbour Control and communicating with other traffic. Too much is at stake with these vessels, where “low probability, high consequence” describes the likelihood of an incident, and the outcome in human or monetary costs.

Following on from my December column, the executive is working together to promote and develop the initiatives that came out of last year’s AGM. We will again be discussing this with Maritime NZ later this month, and deciding how we can restructure this process and take a greater part in managing our ongoing CPD. Additionally we need to be heavily involved in setting training course standards and content, which may also reduce the complaints about some courses. Success in this area may see much more training conducted in NZ, with the possibility of offshore instructors being involved (if necessary) to maintain the desired standard. I will be opening this up for discussion shortly, using the online forum on the NZMPA website. Please either participate in the discussion, or at least monitor what is developing so that you are aware of our new direction.

Finally, our Pilot Transfer Working Group has finished their Pilot Safety Guide. We have subsequently met with Maritime NZ to discuss the guide, and they have agreed to endorse it, in principle. Their experts in this area will work with our group in editing and rearranging the guide, which will eventually be printed as a joint document.

Steve Banks
President NZMPA
PORT OTAGO

“Summer time, and the livin’ is eazeee…” Not down south, Mate! As our SouthPort colleagues will doubtless concur, there has been a dearth of drought and bushfires south of the Canterbury Plains. And it’s not like we miss those aspects of a post El Nino summer but a day or two without 50 knot winds and accompanying horizontal precipitation wouldn’t have gone amiss. Never mind: you can’t whack a good dose of misery - it helps you appreciate the good times.

So the trade in Otago harbour has run along the lines adequately described on the Port Otago website with no great dramas on the general cargo and tankship side of things but of course those attention-grabbing ships, that have a propensity for attempting to camouflage themselves with brilliant white gloss paint, have come to notice both for better and for worse this season. The aforementioned weather took its toll early in the season but for a while things were looking ‘good as’, set against the horrendous weather around the bottom-end; there were relatively few cancellations, boding well for when the improvement in the weather must surely come. And there was the rub: it was still howling in mid-January and apart from the odd few days, hasn’t really let up, as indicated by the precipitation spectrometer gauge that is the Otago Peninsula, which is still reading a distinct emerald green from Taiaroa Head to Andy Bay.

The Chief Pilot and I were charged with the responsibility of bringing the Ovation of the Seas from Milford round to Port Chalmers on her first visit to a New Zealand port just before Christmas. We failed in spectacular style due to stress of weather, and the ship turned hard-right out of Milford and up to Wellington, thus gifting the Glory Boys in the Capital Port the line honours as first receivers of the Big Yin. The second attempt on the 2nd January was more successful and the ship berthed at Beach Street wharf for a fun-filled day of wind of rain …and chocolate for those that went to Cadbury’s of course. The next minor embuggerance was actually round at Milford where, in a morning that would have put Rotterdam to shame, we initially had 3 ships scheduled at almost the same time; can you imagine?

Anyway, with a full-on, fit-for-purpose pilot boat but which could only carry 4 passengers and 2 crew, we were looking to board 4 pilots (one trainee), 2 lecturers, one auditor (an infamous Dutch mariner, who can doubtless confirm that we were, in fact, busier than Rotterdam that day), and rather bizarrely an MPI representative. Long story short: we had to leave behind the trainee pilot in favour of the MPI rep on the first run since, allegedly, MPI notwithstanding that they have a variety of means to clear ships, threatened to refuse entry to some ships if they could not board. We, of course, relented and compromised our training regime by leaving the trainee pilot ashore but I was left with a mental picture of the Minister for Primary Industries, in the Beehive, explaining to the Minister for Tourism why a couple of her lucrative cruise ship visits were cancelled because a routine travel arrangement could not be changed even with plenty of notice. Guess who’s not going to let that one drop?

Latterly, both TAIC and Maritime New Zealand have become engaged in a couple of enquiries that at this stage may well be sub judice and therefore inappropriate for
comment here. However, a recent article in the *Otago Daily Times* and indeed from recent personal experiences, it is interesting to observe the apparent polarity of approach between the two investigative bodies. One appears to take a purely causal, leading to remedial, investigative approach, whereas the other has a more predatory, prosecutorial approach. I will leave readers to while away the hours working out which one is which. This is very important from our profession’s BRM philosophy approach to the ‘Just Culture’, so important in fact, that I have committed the journalistic cardinal sin of running out of space to further comment. And it needs further comment, ergo this pot of poo may need to be stirred in an accompanying article (see p.15).

May you always have the wind at your back…and a lawyer in your lifejacket.

*(Craig Holmes)*

**GISBORNE**

Continuing on from our pre-Christmas submission, the week on/off roster for the marine team is now operational and the guys are easing into the new paradigm well. Cargo volumes continue to break monthly volume records and are heading for a record total for the financial year. We continue to operate under our transitional environmental limits and we are building (recording) a solid body of experience in that space. It’s always interesting to undertake controlled experimentation in the field as a follow-up to real-time simulation studies, and the process we are currently undertaking is no exception.

The *Tokomaru Rock* Buoy and its red counterpart have now been replaced and repositioned. We left the old buoys in-situ alongside the new ones for a couple of weeks so that we could get a feel for our comfort zone in the presence of both positional options. We have now removed the old buoys with the new buoys situated approximately 20m outside the channel toe line. The old buoys were some 60m outside the toe line so it is a significant change of aspect. The lights on the new buoys are synchronised with the new lights on the breakwater & Butlers Wall at the harbour basin entrance and this is also proving to be a step change in the right direction. The next step in this initiative is to replace and reposition the mid-channel buoys and upgrade the approach channel lead lights.

We’ve developed a new loft area for the mooring contractor to utilise providing a purpose designed work area where they can assemble and store the various mooring array under cover. We’re also investigating the full range of mooring scenarios for the future with an eye to managing the H&S case in the first instance as well as modelling what sort of value can potentially be realised through mooring-driven efficiency gains.

The dredge *Kawatiri* has been contracted over the past couple of months to undertake catch-up dredging work which is necessary every few years to supplement the ongoing efforts of our own trusty *Pukenui*. That campaign is nearing an end and we’ve just undertaken a multi-beam survey to both gauge the effectiveness of the current dredging campaign and to also provide a base-line of data for use in planning of future port developments.

Planning is underway for the impending slipping of the tug *Titirangi* along with the dredge *Pukenui* which scheduled Q3/17. The pilot launch *Rere Moana* is well bedded in now and proving very successful with the run to the PBG cut to approximately 10 minutes. She sits on a comfortable 18-20kts and eases into swells of 2m-3m at close to full speed with no discomfort.

We had the 186m LOA cruise ship *Silver Whisper* alongside (cover photo) a couple of weeks ago which is a departure from the usual scenario of cruise vessels anchoring at the end of the channel and lightering passengers ashore. The 180m *Insignia* is also due to come alongside in the next week. Larger cruise ships coming alongside is a new concept for our single berth Port, and whilst there have been a few logistical challenges for the shoreside team, those challenges have been met and managed admirably with positive feedback all round.

*(Chris Kaye)*
BAY OF ISLANDS
After a slow start to cruise ships before Christmas, they arrived with monotonous regularity in bulk, and now into March we have most of the season complete. We were mystified around complaints from the rest of New Zealand about the summer weather, as relentless sun turned Northland into drought conditions and we hoped for rain to refill rapidly emptying water tanks. (OK bit of bragging rights, as I can!) There was quite a fan-fare around the Ovation of the Seas first arrival in January, with the town planning endlessly for the arrival of the hordes - roughly three times Paihia’s population already swollen with tourists. Despite trying not to be, I was impressed with the bridge layout and professional crew, (less so with the massive hotel behind, or the rattling overhead panels). It managed to arrive on one of the few windy 25kt days, and DP’d trialing various positions. It was apparently the largest ever tendering of passengers achieved anywhere and went without a hitch. Second time round with better conditions, they were actually the first ship to depart early that I can remember, so they’re welcome back any time. Overall the ships have been good so far with BRM and pilotage - though we have had a few asking if they need a pilot in a mandatory pilotage area. Otherwise we have had such good conditions, combined with new increased docking space ashore that all went well for the season, so far. (Jim Lyle)

BLUFF
Hello, one and all. Summer? What Summer? I can say hand-on-heart, we didn't see a single clear day or ray of sun for the entire month of January: average wind speed for the same period was 27kts!!! Uter rubberish. Having got that out of my system, on to other things. There are community ructions about the company’s plan to mothball the Town Wharf; this structure is (or was) the port until the Island Harbour was built, and as recently as a few years ago was used to berth vessels - although not to conduct cargo operations, save for the tankers. It has a number of commercial fishing berths on it which lost vehicle access a few years ago, and now it has been completely closed to the public and vigilantly policed (as the mooring men found out the other day when they moved though the fence to let a tanker go: the gate was locked behind them, and as a result, a line parted as no one could return to cast it off).

The long and the short of this is some very unhappy locals who feel the berths could have been maintained in better shape rather than being allowed to deteriorate as much as they have. The company has a commercial interest and Health and Safety considerations. It will be sorted-out but I doubt it will be a pleasant voyage. I hope that a plan can be found to use at least some of it: another mooring dolphin and fenders, along with light vehicle access and we have a readymade cruise ship berth. If you build it, they will come......

There is continual talk of another pilot or tug master or......something, being added to our ranks. So if any of you do fancy a change, forget about my first sentence: our little port has more than enough challenges to keep it interesting.

One area being developed by NZMPA is the CPD framework: having read what some ports offer - yearly simulation training and contingencies drills (as opposed to the 4yr time frame for the same training here at South Port) - simply highlights how wide the differences are and how valuable this framework will be. From ruff n’ tuff (but equally desirable employment-wise), enjoy whatever sun you can find. (Steve Gilkison)

LYTTELTON
It feels that we are working our way through the Disaster Dictionary in Christchurch: having exhausted ourselves with Earthquakes, we have moved on to Fire. The recent Port Hill fires caused both Paddy Matthews and then Chris Coleman to evacuate their houses at short notice. Paddy's house fared the worst, being caught in a blazing pincer movement in which the flames reached his boundary, an open skylight letting smoke and soot into...
the house. Several houses further up the road were not so lucky and were consumed by the blaze. The only physical injury was sustained when Paddy was allowed back onto his section and he tried to pick up a terrified cat which thanked him by using his arms and chest as a scratching post.

The American Icebreaker Polar Star was in port at the time on her way home from Antarctica. Although not able to participate directly in fire-fighting, fifteen crew members did assist Defence Personnel in the Evacuation Zone. We will soon be having a port call by the N.B. Palmer after a long absence: it looks like we are back on the map for the Americans. Work has started on clearing the road and stabilising the hillside to re-open Evans Pass. This is the alternative route to the port, should the tunnel be closed, allowing traffic over the hill and through Sumner to Christchurch. It is used to transport Dangerous Goods out of the port without having to close the tunnel. Hazardous Goods are the least of your problems on this stretch of road on the weekend when you are more likely to be wiped-out by a swarm of Lycra-clad, latte-fueled over-forty males on overpriced bikes trying to impress their pals by how fast they can pedal downhill. Once Lyttelton was settled on as the site of the Port, the next step was the choice of access to the Canterbury Plains. In mid-1849, the Sumner route was chosen, and work commenced. After much debate on how to best negotiate the troublesome bluffs, and running out of funds several times, it was finally completed and opened on 24 August 1857. Its days as the main route were short lived, as in 1867 the rail tunnel was completed and the road became a secondary route used mainly for recreation and sightseeing.

Fast forward to 2017 where the road has been closed for six years since the earthquake. It has finally been decided who will foot the bill and how to deal with the troublesome bluffs, so work can commence. The Port Company has been looking forward to this project starting as the excavated rock will be used for reclamation. Access roads are being constructed to take the rock into the port and dynamiting should start soon.

(AFinlay Laird)

AUCKLAND

It’s been another very busy start to the year for us, as the cruise season seems to stretch out longer and we are finding 2 to 3 calls per day not unusual; we even had 4 cruise ships in port a few weekends back. We were lucky with the weather for the Ovation of the Seas 3 visits, as she sat in the stream for each visit, disgorging her thousands of passengers by tender, to spend their money in our city. Meanwhile, debate still rages among the noisy mis-informed about why we should not provide a berth big enough for these ships. John Barker returned recently from a visit to the CSMART training facility in Almere, which he managed to incorporate into a trip he’d booked to Europe - although he went to great pains to emphasise that the course itself was no junket. The facility is set up in the planned city and municipality of Almere, which is over an hour by train from Amsterdam (so no chance of having a beer in the bright lights after class). The place runs almost non-stop, with both day then night-classes, finishing at 2300. John’s opinion was the place did a great job training Carnival Officers: they had fantastic simulators and other facilities. But from a Pilot’s perspective, whilst there were some very good components to the course which we could possibly incorporate into our training in New Zealand, the cost of sending Pilots over there wouldn’t justify the overall benefit.

We have finally reached a positive consensus on the wearing of helmets as part of our PPE (no small feat, considering what it takes to corral the opinions of 11 Pilots). This accomplishment we owe entirely to the steadfast efforts of Peter Willyams, who managed to apply tenacity and diplomacy in equal measure in his role as our PPE go-to guy. All that needs to be decided now is the colour...

(Craig Colven)
MARSDEN POINT
With the new cement carrier in the trade, and a few new PECs for old Golden Bay, we have been busy with additional unplanned shipping for last 3+ months. For some reason, the first quarter of the year has always been busy shipping-wise in the recent past.
NorthPort is busy as usual with the log trade. A recent declaration by the government to make 4-lane highway between Whangarei and Marsden Point port will surely secure Marsden Point position as one of top three log trade ports in New Zealand for years to come. NZ Refinery is having a planned partial shutdown; we hope to see some easing in the tanker traffic.
As always we have been also helping out HM with Bay of Island Cruise ship Pilotage.
Our marine officer and second relief Pilot in the system, Richard Oliver, is not far from getting his Grade 1 license. That will give us relief, especially for Inner harbour/Portland channel. (Kirit Barot)

TAURANGA
Well I believe there has been quite a bit of action at the Port of Tauranga in recent months. My [...] hard-working colleagues have been very busy: the 347m S-Class Maersk ships are now regular visitors here every Tuesday, and it hasn’t taken them long to go out at 14.5m draft with boxes 9-high. Visibility aft of the bridge is next to non-existent, with visibility forward just a wee bit better. The PPU is one very handy tool when swinging off the berth when you can’t see a thing. Just when we are getting used to these ships, Maersk have sprung another class on us, but only 327m LOA x 46m Beam, 11200 teu, and a mere 11 boxes high on deck. We sincerely hope the elevator is working, otherwise 11 decks of climbing is as appealing as the England rugby team breaking the All Blacks winning record.
The cruise ship season has been well underway, with no hiccups, although the pilots have heard the phrase “We don’t need to use tugs on this ship, Mr. Pilot” a few times this season. On one occasion the pilot was told this, the pilot insisted a tug was made fast. Half-way around the swing, with the stern going nowhere, the master relented and had to ask for tug power. What is it with these masters? Do they think they are paying for the services of a tug out of their own pocket?
A recent caller here has been the cruise ship Black Watch launched in 1971, a spritely 46-years old. One wonders if our newest new cruise ships will still be will active that long; I think not. (Tony Hepburn)

NELSON
We’re at the business end of the summer now at Nelson as the empty reefers stack ever skyward in the Tetris game that is the precursor to the apple season. Every conceivable space has been appropriated by the logistics team and then stacked 5 high before anyone can resist. To add to the congestion in the yard, we are now receiving a 5th container line at the port: Seatrade are now calling every 10 days with new tonnage exporting directly to the US east coast and on to Europe. That should make the bun-fight for labour even more intense until one of the lines pulls the plug. With all other shipping tonnage on a steady rise, it’s remaining busy here; we even managed a couple of cruise vessels this season. It’s going to be even busier next month, when one of our pilotage team heads off to pastures new. We will be very sad to see Colin Sellars leave, but we all wish him the very best in his new role in Napier, and it will present an opportunity for someone else at Nelson. Our 3rd tug Huria Matenga returned from a successful charter to Timaru last month and we are hoping to find further charter work for her around the coast. Mechanically, a couple of days of open sea running on the voyage back from Timaru has done her a power of good. (Matt Conyers)

Steve Banks and I were fortunate to represent New Zealand at the 23rd IMPA International Congress held in Seoul, South Korea between 25-30 September 2016. The report was not finished in time for the last edition, which gave more space for the NZMPA Conference Report.

The IMPA conference was well-attended, with close to 200 pilots from around the world, plus 40-50 partners who had decided to join their husbands boosting the total number to close to 250! As always, there was a strong presence from North and South America and notably from Brazil. Europe was also well represented, and since the conference was held in Seoul, South East Asia pilots were there in good numbers. For some reason, South Asia, the Middle East and Africa were poorly represented, but IMPA is working hard to enlist them to truly be representative of international marine pilots. Our cousins across the ditch had a contingent of about 10 pilots.

Needless to say, it was a well-organized 5 days, with some highly eminent international speakers. The Top Brass from the South Korean shipping industry presented, plus the Secretary General of IMO who happens to be from South Korea. In some ways, timing was not perfect for the Korean shipping industry, as it was fathoming out the collapse of Hanjin some few weeks earlier!!

The Korean Marine Pilot Association had done a pretty good job lining up major shipping companies sponsorship for all the major events. It was interesting to note that Korean Tourism was also one of the major sponsors! It all started with the traditional Korean welcome, and for the next 4 days we had prominent speakers including career marine pilots, maritime lawyers, marine professionals involved in regulation and education etc. They covered various topics of interest including E-Navigation, training, legal status of pilots, PPU, the handling of new generation of large ships.

Personal safety presentations were of particular interest, with a London pilot explaining exercises to test the effectiveness of helmets, and it was found that they also protected a pilot’s head whilst he is being retrieved from the water after a fall. The President of the Norwegian Pilots Association, who was a 6th generation pilot, discussed their choice to stop wearing back-packs, and gave supporting evidence for this decision.

For me the interesting session was on E-Nav, it was highlighted that one of the “unintended” consequence of E-nav was:

- shift the decision making from ship to shore
- rigid adherence to pre-set route or track control in pilotage waters
- Shore-side monitoring/intervention/control, remote navigation (ultimate goal of Extreme E-Navigation)

Other interesting observation were made about the PPU: in the E-Nav MSP it was successfully argued that PPU cannot be considered an Essential tool for safe navigation, but it is another tool in the box of the pilots providing elements helpful for decision-making: try to figure this out!!

Legal status of pilots is always an interesting topic; it was very interesting to learn how it differed in various jurisdictions around the world, and the background and history behind it.

One can access most of the presentations from the IMPA website after logging-in, click on IMPA conference presentation. [http://www.impahq.org/presentations.php](http://www.impahq.org/presentations.php)

Steve and I made the best of the opportunity to interact with pilots from other distant jurisdictions to gather their perspective on matters Pilotage. Steve used all his charm and did a great job marketing our upcoming NZMPA conference, with most of the international participants who came to NZMPA conference being the result of Steve’s hard work.

Needless to say, we would recommend to any pilots not to miss an opportunity to attend conferences like these. The next one is going to be in Dakar- Senegal from 23-27 April 2018. The Dakar pilots had employed a marketing company to promote their upcoming conference, and we were surprised how the location was portrayed as an interesting and exciting place to visit. They do most of their training in France and have served aboard French ships also, so strive to achieve a high standard in pilotage.

Steve and I were partly sponsored by our port companies, NorthTugz and CentrePort, with an equally generous contribution from NZMPA. Without this support our attendance would have been very doubtful.

Kirit Barot,
NZMPA Executive Officer & Northtugz pilot.
CURRENT PRACTICE: THE ART OF FERRY-GLIDING

After Waitiangi weekend, a friend and I canoed the Waiau River by Canadian Canoe: 70 km from Lake Manapouri to the Ocean. After the heavy rains, the river was running fast and high, with overhanging branches presenting a significant hazard. Open canoes are not as watertight as kayaks in white-water, and so great caution and control was required.

Keeping an even trim is much emphasised by the late Bill Mason in his “Path of the Paddle”. If the canoe is by the stern, it may be swung downstream - out of control, athwart the current and potential capsize. In seeking to avoid hazards downstream, the canoe’s descent is slowed by back-paddling, then angled across the current towards the safer side of the river (usually the inner bend) Survival focuses one’s mind, and we quickly acquired proficiency in back-ferrying (setting) across the river (N.B. the current seldom runs parallel to the river’s banks so close observation is essential: there are rivers within rivers!).

Our first real test was the maelstrom after the bridge below Mararoa weir: to my surprise, we stayed dry, the boiling turbulence de-fanged by the simple act of slowing-down by back-paddling. Thereafter, back-ferrying became a treasured skill, which got me thinking about wider applications of this simple principle.

One of my mentors in ship-handling was London Pilot, John Freestone, who sometimes sailed with me on the sail-training schooners (LOA 45m). Moored alongside HMS Belfast in the very restricted (and strongly tidal) Pool of London, I was asked to shift to Tower Pier opposite. After speaking to John, it was a very simple manoeuvre to angle the ship across the flood, then under complete control, cross the river and berth precisely as required without access to tugs, anchor (no bow-thruster!). Judicious use of propeller and rudder controls the desired resultant vector. (London Pilots refer to HMS Jupiter and London Bridge)

On another occasion, I had to leave the same berth, but this time I was berthed pointing up-river and needed to turn the ship seawards. On pilot’s advice, having sprung clear of the berth, we then drifted upstream on the flood until I could put the bow into a pool of slack water immediately above HMS Belfast. As soon as the bow entered the slack, the stern swung quickly around in the flood. This manoeuvre likewise applies to canoes in rapids. When I later joined the ranks of London Pilots, most manoeuvres employed some element of ferry-gliding, though some masters seemed unable to understand this simple resolution of vectors. The principles of ship-handling apply to vessels large and small, which is why pilots can enhance their skills by attending manned model training on a regular basis – or getting into their canoes. (Thanks to John Von Tunzelman for logistical support and advice).

Hugh O’Neill (14th Feb 2017)
THOUGHTS ON OBSERVATION TRIP WITH PORT OTAGO PILOT
(“The Director’s Cut”)

Tim Gibson, Director Port Otago Ltd.

On a beautiful clear and calm morning, I had the privilege to join Port Otago pilot, Hugh O’Neill on the bridge of the CPO Savannah as he brought her into Port Chalmers.

I became a director of Port Otago during 2016, and since then have been coming up to speed with the port’s various activities, observing many of these at first-hand. This has been as part of my general induction, but also as a direct result of our Port’s commitment to Health and Safety. As directors, we are all expected to be, and are, closely involved in H&S.

I mentioned my wish to experience “piloting” to Sean Bolt, our General Manager Marine late last year. He and Geoff Plunkett, CEO, were very supportive, so a plan was put in place to arrange a trip to co-incide with a Board meeting early in the New Year.

As part of the planning, Sean sent me H&S briefings specific to the pilots, including You-Tube clips of pilot ladder boarding. This was very informative, but also had a negative consequence as I then found on-line videos of bad ladder climbing experiences. Combined with my aversion to heights, and the various things I found showing ladder failures, I was a bit nervous about the prospect of scaling the side of a ship. The positive was that I was motivated to add some additional upper-body routines into my gym programme to try and at least get me in some better shape if I needed it.

The day arrived: Sean had been in touch to advise that the CPO Savannah would be arriving at Port Chalmers early in the morning of 15th February, a Board meeting day. I arranged to be in Dunedin the night before, so we were set.

I spent the days anxiously checking marine forecasts, and hoping for a fine day. Two days before I had been on a fishing expedition off d’Urville Island and came home in nasty winds and seas, so was not hoping for a repeat off the Otago Peninsula, with me on a bouncing pilot launch trying to access a behemoth in the dark. As I drove out from Dunedin to Port Chalmers the sight of a beautiful, calm, moonlit harbour encouraged me a little.

I arrived at Port Chalmers at 4.15am and met with Pilot Hugh O’Neill who gave me a welcome cup of coffee, introduced me to Dwayne the pilot launch coxswain, who took me through the plans for the trip. This included a thorough briefing on embarkation, how the PPU would be hoisted first, then how I was to climb the ladder. Hugh had decided I would go first, with him second. That way there would be an extra pair of hands on the pilot launch deck in case I fell. We also covered what I could and could not do on the bridge. I was very mindful of being able to learn as much as possible from the trip, but to not get in anyone’s way, especially Hugh’s.

We set off for the pilot launch, fitted out in a spare pilot’s jacket, trying to remember what I had just been told about securing the safety clip, and manual inflation if needed. At the wharf, I was introduced to deck-hand Kerry who took me through the launch’s safety briefing, and then Hugh again went through the process for and timing of my embarkation.

On the way out, Kerry and Dwayne talked to me about their work which was very informative. We rendezvoused with the Savannah and moved into position to embark. Although it was a beautiful and still morning, I was still surprised about the amount of movement of our craft relative to the ship as we moved into position. The good sight for me though was that the combination ladder looked like a vertical climb of only 3 metres. We left the cabin, hooked onto the safety railing, and Hugh
repeated the instructions about how I was to mount and climb the ladder. Then it was an easy transfer for me, with my mind repeating the mantra of keeping three points of contact as I ascended to the gangway.

On board and on the bridge, and after introductions to the Captain and his team, I took position to the side of the bridge and listened to Hugh’s briefing about the upcoming trip in. After this, Hugh thoughtfully positioned his PPU so I could see what was going on.

The trip in was uneventful, but fascinating. I had never really appreciated how many variables that Hugh and the crew must manage, and this was a good day. I can only imagine what it must be like in poor conditions. I was impressed by the calm way instructions were conveyed to the Captain and helmsman, and how, after these were carried out, Hugh would then frequently provide an explanation. I had the impression that this was regular practice, and not just for my benefit.

We berthed at 6.17am. For me, the highlight was watching and listening to the interaction between the pilot and the tugs as the Savannah was swung to bring the ship stern-first into the berth.

After Hugh and the crew had completed their paperwork and talked through the arrival, we disembarked. Back on shore, Hugh and I had a thorough debrief about what I had seen, and the BRM approach to not only piloting, but also to business management in general.

So why did I do this and what did I learn? My reasons were: a director needs to have a good appreciation of what goes on in the business. This is particularly important for a business whose operations are complicated, and potentially high-risk for our people. At Port Otago, we have a strong focus on H&S which starts at the top with the Board and the CEO. As a director, I must strive to have as good an understanding as possible of not only the risks, but how we manage them with our team.

The safe arrival and departure of ships is the lifeblood of any port, so seeing first-hand how the pilot function works is an important part of my understanding of Port Otago. I was lucky that we had such good conditions for my trip.

My final reason is more self-indulgent: I have always been fascinated by Port Otago from when I was a young boy growing up in Dunedin, and have often wondered what it would be like to be a pilot bringing a ship in. Now I know.

Back on dry land I could now contemplate a Board meeting with a new appreciation of the important role of our pilot services team. Next up will be the tugs.

My thanks to everyone who made this trip possible.

Tim Gibson
16th Feb 2017
A Different TAIC?

Craig Holmes

This magazine would be virtually bereft of articles were it not for the existence of Bridge Resource Management (BRM) and its guiding philosophies and principles, which we try our hardest to put into practice and endlessly debate as to whether or not we’re getting it right. We endlessly debate it, because - like any business or safety management system - we never are, nor probably ever will be 100% happy with what we have got. In other words, like business and safety management systems we want to see evidence of continual improvement and regard acceptance of the status quo as apathetic stagnation. To get the best out of ourselves, we preach a ‘just’ or ‘no blame’ culture, whereby individuals are encouraged to lay bare their weaknesses and mistakes, so other people can learn from them. This is a “big ask” and since it goes against our defensive human nature, it takes some time to achieve, and we continuously strive to improve the uptake, acceptance and practice of this culture. BRM is a philosophy almost universally accepted in the global shipping industry and practiced by most to an admittedly varying degree of competence. Our maritime colleges teach it, whilst our national regulators see to it that these principles are examined when candidates from national colleges go up for their tickets. National regulators want mariners to embrace the ‘just’ culture by being open as to where they may, or indeed may not, have erred in the system of errors that has led to some major or minor disaster. And it surely is a good thing that regulators encourage and require this.

Why is it then that the almost universal impression of New Zealand seafarers is that Maritime New Zealand investigators are out to nail some sucker and put him or her in jail? Is it because perhaps that when first entering the interview room the ‘suspect’, and I don’t think that’s too strong a word, is advised that the interview will be conducted under the requirements of the Maritime Transport Act 1994 (as amended) with a view to formulating any charges under the Act. Small wonder professional mariners baulk at such a prosecutorial approach, which enshrined as it is in criminal law, seeks to lay blame on and ultimately convict an individual or two in order to seek retribution on behalf of society as a whole by making an example of the hapless convict, such that no other member of society would wish to emulate ever again. Effective in its own way, but it does tend to encourage non-cooperation and the desire to cuddle-up to a good lawyer at the earliest opportunity.

The good people of TAIC on the other hand, seem prima facie to run with the BRM philosophy, in that they are interested in the root cause. What happened? How did it happen? How do we prevent it happening in the future? It’s an inquisitive and investigative approach into the systemic causes of what happened and as such, sucks the professional mariner in to full cooperation because s/he sees it as this very in-keeping with the principles he has been taught at college in his or her state regulator approved syllabus. TAIC investigators assure us that what we say may not be used in evidence by Maritime New Zealand, but it might be worth asking any lawyer you are still cuddled-up to if this is indeed the case. Hopefully our esteemed magazine’s editor will be assailed by a rebuttal of this article for the next issue, allaying our fears and showing that our that our state regulator investigates in accordance with the BRM principles endorsed in the college syllabi.
Letter to Editor from Arie Nygh, CHIRP Ambassador

“As you may be aware, I am an ambassador for the maritime division of Confidential Hazardous Incident Reporting Programme (CHIRP)... chirpmaritime.org (& Email: mail@chirp.co.uk). CHIRP is a charitable organisation, set up to improve safety within the entire maritime industry. My role as one of their ten ambassadors is voluntary.

As most of you know, there is not much free time in my day and certainly little time for extra activities that I don’t place importance or value on. With this in mind, I ask you to take the time to watch a 5-minute YouTube video on CHIRP so as to gain an understanding of the organisation, its goals and its value to your team. (cut & paste the link to watch)

https://www.youtube.com/watch?v=n9rzF0jwWdU

Also have a look at

www.chirpmaritime.org/videos

The videos and bulletins CHIRP produce are free to all mariners. Make the most of this, even if the particular safety issues is not directly pertinent to your operation, it will broaden everyone’s thinking and knowledge, and furthermore enhance their commitment to your team’s safety culture.

Of course, this whole extraordinary initiative fails if CHIRP does not receive content from within industry to analyse and share the lessons through publishing the findings. By all means, please feel free to be a user, but for me it gives satisfaction to be a contributor as well.

If you are comfortable with the above could you in your capacity as Editor of the NZMPA magazine write a feature on this?”

Arie.

Ed: Happy to oblige, Arie. I found this in my archives entitled “Changes in Attitudes”:

“Most professionals are well-aware of the wisdom of learning from mistakes or misfortunes. All Human progress – whether personal or societal – is founded on this premise: smart people learn from the mistakes of others. Courts of Inquiry into shipping losses usually set out to establish the causes, apportion blame and to learn lessons e.g. the Titanic Inquiry led to the creation of the International Treaty known as SOLAS (Safety of Life at Sea) and the body of legislation which regulated the industry.

The aviation industry had a vested interest in formalizing this process, since casualties ensured that pilots were always first at the scene, but unable to help with inquiries...

Most accidents are a fatal combination of circumstances; hazardous events, designs or behaviours might exist for years without any serious consequences and thus may form latent traps within the system. For this reason, the aviation industry developed CHIRP, which quietly seeks to highlight a problem before it becomes a serious issue. The Marine Industry eventually follows Aviation, and in the UK, CHIRP is well-established; NZ needs to catch-up, but there is opposition within our port industry and indeed the regulating body itself.

Whilst NZMPA website can alert pilots to serious issues, we were once asked to remove a report which a port CEO considered harmful to his port’s reputation i.e. rather than share the lessons learned, the bad news is kept in-house to be swept under the carpet. However, with major changes to H&S laws post-Pike River, corporate liabilities extend to all Board members, so attitudes will have to change from the top-down.

It has long been a recommendation that CEOs attend BRM courses to achieve a deeper understanding of Human Factors and how safety is inhibited by Blame Cultures. BRM has universal application, and it is encouraging to see Marine Managers attend NZMPA-run BRM courses. In an ideal world, CEOs and Board Members too ought to attend.”
Pilots and safety

In Captain Winston Singh’s article on securing pilot ladders (Seaways October 2016), Captain Singh mentions my book Pilot Ladder Safety. I published this book in 1980 and the sixth edition was published in 2012. I have been promoting pilot ladder safety for over 40 years, as a pilot, as a retired pilot, as a consultant and as an author.

I started a campaign against pilot hoists at the IMPA conference in 1974 but it was not until 2011 that hoists were finally banned.

The solution to all the problems highlighted by Capt Singh is a simple one but it is unattainable. If pilots themselves were to refuse to use improper and unsafe boarding arrangements, the problem would be solved. Injuries and deaths among pilots would be reduced dramatically. I was involved in a case in which a seriously injured pilot was claiming compensation from a shipping company because the boarding arrangements were unsafe. The boarding arrangements were unsafe and nonconforming, and yet pilots had been using them for many years without complaint. The shipowner’s advocate said quite clearly that a pilot was not expected to use unsafe arrangements. Many times a pilot will use a pilot ladder that is in poor condition and he will not complain, and yet he is endangering a pilot at the next port. For some unfathomable reason it is not in the nature of most pilots to complain.

Such a complaint may well delay the ship, but these delays will result in pilot safety. It is usually not a big job to buy a new pilot ladder or to improve the arrangements. Sometimes it is a big job, but it has to be done. Safety costs money.

An airline pilot would not hesitate to delay a flight if there was something seriously wrong. A bus driver or a truck driver would not proceed if, say, he had problems with the vehicle’s brakes. We are talking not only about the safety of a ship or a vehicle but safety of persons.

I recall my days at sea, especially on the coast of Australia when the waterside workers’ (wharfies’) union was very militant. If there was a beam with a beam bolt missing or a shackle without a mousing or perhaps a droop of oil on the deck, the wharfies would stop work on the whole ship, not just at the hatch where the problem lay. These were genuine important safety matters and, as shipboard personnel we had to take them very seriously. When I was First Mate I had to frequently inspect every shackle in the ship to make sure it had a secure wire mousing. Even though the wharfies overreacted and there was undeniably a political motive, the outcome was improved safety, to the extent that substandard ships usually stayed away. Masters of visiting ships appreciate a high standard of port safety because it means safety for the ship’s personnel – and of course ships’ crews are aware of the consequences if there is a delay resulting from an oversight on the part of a crew member.

Pilots would have no political motive, and would not hold up every ship in the port because of one offender, but holding up one ship until the problem has been corrected would be justified and result in improved safety for pilots and for ships.

I have visited ports and I have met pilots all over the world but there are few places if any, that have a reputation for ‘fussy’ pilots, too bad!

Capt Malcolm C Armstrong FNI
British Columbia, Canada
Josh Osborne on the long descent. Note the Turks heads at the ends of the manropes.
Smartship Australia at a glance

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