The Hue & Cry
August 6th and 9th marked the 70th Anniversaries of Hiroshima and Nagasaki. USS Indianapolis transported the bomb “Little Boy” to Tinian then was torpedoed and sunk on 30th July. Of 1200 crew, 900 men survived to suffer 5 horrific days in the water. The USS Indianapolis story shows the best and the worst of Humanity. (Pp.4-6)

Historical research often leads to fascinating if not immediately relevant discoveries e.g. Japanese I-class submarine could launch a seaplane and midget subs (Kaiten) with expendable 2-man crew and 2 torpedoes. On the night of 31st May 1942, five Kaiten entered Sydney Harbour. One torpedo sank the ferry Kuttabul killing 21 servicemen billeted on board.

Another story uncovered was the voyage of I-52 to a mid-Atlantic r/v with German sub U-530 to exchange war materiel including $25m gold in exchange for Uranium (intended as fuel additive). Ultra decrypts meant that the Allies were able to destroy I-52 on 24th June 1944.

Bullying is a global epidemic symptomatic of Human dysfunction (p.18). Cultures are set from the top i.e. leaders’ behaviours set the example good or bad - thus bullies must consciously choose their behaviour. Bullying is anathema to BRM (born post-1977 Tenerife when 583 died because of one authoritarian pilot). BRM is not just an essential professional skill; it is a philosophy with the potential to re-set the Moral Compass. BRM principles would help combat those selfish attitudes of extreme Capitalism that create wars, drive refugees, and will ultimately destroy all Life. “There is no Planet B”.

It was greatly heartening that Ravi Nijjer’s BRM series of NZ-based courses has been so well supported by all sections of the industry. Aotearoa has the potential to be a world-leader but it requires clarity of vision and purpose: how different it would be if politicians, businessmen and generals embraced those same principles.

NZMPA’s campaign for baggage-free pilots has received the imprimatur of both IMPA and UKMPA. Meanwhile, the debate on Pilots integration with Passenger Ship Bridge Teams continues (Pp.7-9). Since the AMPI Conference in Sydney occurs 5th-9th Oct, this issue will be held back to allow for the inclusion of a supplementary Conference report.
Advanced Marine Pilotage training
This five days course will update marine pilots on a range of topics in navigation and bridge management. It will address issues of concern to pilots such as the application of new technologies, legal aspects of pilotage, and the development of RISK management strategies. This course contributes to the pilot’s CPD requirements as per MaritimeNZ’s regulations (M.R.90.15). The course may be recognised as “upgrade” course to renew an expired STCW78 CoC as Master.

Five Days
23–27 November 2015 Fee: $3,403 pp including GST

Generic ECDIS training
This MaritimeNZ approved training programme is based on IMO model course 1.27 and STCW Reg IV/1 and table A-IV/1. Successful participants of this course will also receive a type-specific familiarisation certificate for the Transas 4000 ECDIS system.

Five Days
12–16 October and 16–20 November 2015 Fee: $1,190 pp including GST

Advanced Portable Pilot Unit (PPU) training
Developed by Port of Auckland and now proudly offered by the NZ Maritime School for all current and trainee pilots. The training is delivered by senior PORT pilots using the latest NavCom Dynamics PPU in the full mission Transas 5000 bridge simulator.

Two Days
15–16 October 2015 Fee: $1,375 pp including GST

Security Awareness (SA) and Designated Security duties (DSD)
All seafarers employed or engaged in any capacity on ships to which the ISPS code applies must receive this training as per STCW Regulation VI/6 and section A-VI/6, paragraph 4.

One Day
2 November 2015 Fee: $416 pp including GST

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 Azpood propulsion systems. The training will include both operational and technical aspects of this propulsion system and discuss resource management issues.

Two Days
21–22 October 2015 Fee: $1,615 pp including GST

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

DP Induction-Five Days
5–9 October and 7–11 December 2015 Fee: $3,000 pp including GST

DP Simulator-Five Days
12–16 October and 14–18 December 2015 Fee: $3,500 pp including GST
I have two areas of the comment for this issue: the first is one of safety that cannot be understated. It has been an area of great interest recently and one of divided opinion. It is to do with the wearing of backpacks by the Pilot during embarkation and dis-embarkation. I for one am in the camp of the unencumbered and know that bags should be send up and down by heaving line. You are able to climb ladders more easily, your centre of gravity is where it normally is so balance is not disturbed and your flotation device will not be compromised and therefore operate as designed. The time saved by wearing them is minimal as is the risk of damage to PPU in a properly-designed pack. Both IMPA and UKMPA recommend that bags be transferred by heaving line and I believe we have little choice but to follow Best Practice.

My second comment is in support of the recent series of BRM courses jointly run by Ravi and NZMPA, and a comment on the reflective values within a team, which can make a good team great. Building successful teams has been analyzed and theorized, to the point that now there is no end of Coaching, Mentoring and Team-building courses to help you build a Team that will climb every mountain, ford every stream, follow every rainbow etc. In the next few weeks we will see a real-life demonstration of this as the best national teams that Rugby has to offer go head-to-head as they seek global supremacy in their sport.

Building an effective, efficient and competent rugby team is no different from building an effective, efficient and competent Bridge team. However at sea there are some fundamental differences: the Selectors can choose a team that generally consists of people that have only the Sea and a recognized qualification in common. The “Selectors” aren’t motivated by seeking the most “skillful player” for the position and enhancing their chances with the most modern and cutting-edge technology, but rather “players” that will be “cost-effective” and whose lack of skill can be offset by technology and constant legal questioning of the rules, the Referees and the International bodies that govern the “Sport”.

We therefore have to make the best of what we have to build a cohesive and functioning team that will be competent to handle every situation that the vagaries of the sea, and every country visited will throw at them. The BRM courses that Ravi has developed over the years are based upon the need to facilitate this process. At this point I would also like to offer one word that may help with this process. It is not a magic bullet, but I think it is fundamental to human interaction and is the best cement to use in the foundation of any team, that word is Respect.

This is not a one-way respect it is both ways. If every team member is given the respect that they deserve merely from the fact that they have been selected, then this will build trust. Trust can be tenuous; however, given best endeavours, it will grow the confidence of both parties in each other. From this confidence competence will grow. From a growth in competence real pride in the job will develop. Once you have pride in the team then you will have a team that will be ready to take on the world and all its challenges. Go the Blacks……
After 4 days of increasing Hell, rescue began by chance: a US Naval aircraft crew whilst repairing VJ Day on 15th August ("would take another 36 hours to rescue the remaining bodies – many of whom were half-eaten USS Indianapolis’ announcement of (Reputation)-Damage-Control mode and appointed Captain McVay as scapegoat. The corpses. Once the rescue part of the operation was completed, the Navy switched into in the water waved frantically; the crew dropped rescue gear and relayed the news to shore. It heroes saved countless others – often paying the ultimate cost. But where was the US Navy?

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Those men who had survived the entire ordeal continue to hold annual reunions in an effort to ease their collective trauma. Every man believes that Captain McVay had been treated abysmally and they tried to right a terrible wrong: many books were written and TV documentaries made. However, it took the efforts of 12-year-old schoolboy Hunter Scott who in 1996 as part of a school project decided to investigate a story he had first heard of in the 1975 film “Jaws” in which

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**USS Indianapolis – Transporter of “Little Boy” – Sunk 30th July 1945**

Since Homer’s Odyssey, man against the sea has been a constant theme: think “Medusa” & “Lusitania”.

There is Greek Tragedy in the awful fate of the **USS Indianapolis** and her crew - the greatest loss of life in US Naval History. The “Indy” transported the atomic bomb and its Uranium core to Tinian Island in the Marianas (which the US had captured from Japanese in 1944 as a base for B-29 bombers to attack Japan). The ship completed this mission on 26th July then sailed for Leyte Gulf unescorted - despite Captain Charles McVay’s request (because not designed for anti-submarine warfare!). The known presence of Japanese submarines on his route was withheld to “maintain security” i.e. the US military wished to conceal their interception of enemy communications. (According to Stinnett, this ability to de-code actually preceded the ‘infamous’ Japanese attack on Pearl Harbor - hence the secrecy - but from whom?)

Japanese submarine I-58 detected the warship when her sonar man picked-up the clanking of crockery. Commander Hashimoto sighted the ship just after midnight (30th) silhouetted against the moon: two torpedoes struck the target, which sank in just 12 minutes. Of Indy’s 1200 crew, 300 went down with the ship whilst the others went overboard unable to launch any boats (but enough time to send out an SOS!). The ship’s four propellers drove the ship several miles, diving by the head and heeling to starboard; bodies and flotsam were thus strewn widely, on a dark night with a heavy swell.

Many men were already wounded by the fires and explosions which engulfed the ship. All suffered from immersion in fuel oil. Some wore kapok lifejackets (with 48 hours good buoyancy), some had inflatable rubber vests (which proved quite useless) whilst many had nothing. Few were clothed and none had access to drinking water. (One of the reasons the ship sank so quickly was that doors and ports were left open because this ship was unbearably hot in the tropics; crew sleeping on deck fared better than shipmates below).

There now began one of the most horrific survival epics: fierce tropic sun followed hypothermic night. The injured died first, and their lifejackets were removed for those without. For five days, men continued to die without water – though many drank seawater, went mad and died. In their madness, they hallucinated that the enemy was among them and they would attack and kill others. Sharks added to the horror and 50 men each day met grisly ends. In this time of trial, many heroes saved countless others – often paying the ultimate cost. But where was the US Navy?

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Those men who had survived the entire ordeal continue to hold annual reunions in an effort to ease their collective trauma. Every man believes that Captain McVay had been treated abysmally and they tried to right a terrible wrong: many books were written and TV documentaries made. However, it took the efforts of 12-year-old schoolboy Hunter Scott who in 1996 as part of a school project decided to investigate a story he had first heard of in the 1975 film “Jaws” in which
character Captain Quint described the tragedy. Young Scott interviewed 150 survivors and reviewed 800 documents. His efforts led the US Congress in 2000 to exonerate Captain McVay, though the US Navy is still in defense and denial mode. Recent papers show that the SOS messages the US Navy had long denied receiving had indeed been received; also that a junior officer, in the absence of his superior, had ordered an immediate sea-search only to see it recalled once the gold braid returned from his offshore golf course. Though the Indy was now missing -still no official reaction. (The very convenient ‘fog of war’ and ‘security concerns’ continue to cloak colossal incompetence and/or heinous establishment crimes e.g. the UK’s farcical Chilcot Report)

Mushroom Cloud Thoughts:

• How could a 12 year-old schoolboy achieve what no journalist or author could? What does this tell us about the Mainstream Media’s craven lack of criticism of the Military Establishment, irrespective of myriad crimes against Humanity this past century?

• Painted onto the side of the Hiroshima bomb was a note of vengeance for the 900 dead of USS Indianapolis. Some vengeance when 80,000 innocent civilians died in an instant and just as many within the year. Racism makes for poor moral arithmetic.

• The atomic bombs were originally named “Thin Man” and “Fat Man” respectively – perhaps in ‘honour’ of Allied leaders Roosevelt and Churchill. However, the name “Thin Man” became “Little Boy” when Harry S. Truman succeeded Roosevelt. In his 1962 Memoir “Now it can be told”, Brigadier-General Leslie Groves wrote that Truman didn’t so much as say Yes to the bomb as not say No: “He was a little boy on a toboggan”. I suspect that the name-change reflects Groves’ bullying attitude and evil influence.

• Despite the near-unanimous opinion of his top military and intelligence that Japan was already on the verge of surrender, the majority fear of the scientists that a nuclear explosion might destroy the entire atmosphere, the view of the diplomats that a new arms race would be fomented, still Truman decided to drop two atomic bombs for no justifiable moral, strategic or logical reason (except perhaps to ‘impress’ Stalin who had invaded Manchuria as agreed with FDR at Yalta 3 months earlier). The claim that millions of lives were thus spared was a specious lie, but now accepted unquestioningly as historical truth. Why is this important? Because we live with the destructive equivalent of 1.5 million Hiroshima bombs in mismanaged silos and Trident submarines (Eric Schlosser; Wm. McNeilley) costing untold Trillions - but with accidental deployment a daily reality.

• Truman was even less popular than the despicable George W. Bush who once cited Truman as his hero for his ‘decisiveness’: Fools rush in where angels fear to tread.

• By electoral chicanery, a powerful group had the unknown outsider Harry Truman selected as ailing FDR’s running-mate displacing the visionary Henry Wallace whose views ran counter to the Military Industrial Complex and had twice been FDR’s Vice-President.

• Hooray for Hollywood! Apparently there are now two films in the pipeline set to tell the epic story of USS Indianapolis. One is called “Men of Courage” starring Nicholas Cage: the other – as yet untitled – is by Warner Bros, produced by Robert Downey Jr. which focuses on schoolboy Hunter Scott (now a naval officer himself).

• Why aren’t warships designed to cope with the fairly predictable hazards of war i.e. torpedo attack? Watertight integrity also ought to be fairly high on a ship design brief e.g. naval architects of Costa Concordia would surely know about Lusitania?

• How might History have played out if I-58 had spotted the “Indy” 5 days earlier
Nagasaki Notes

Nagasaki sprang into prominence with the arrival of Portuguese traders in 1550. Jesuit missionaries followed and Western “Civilisation” spread out from the only Japanese port open to foreign trade. By the late 19th Century, the hillsides surrounding the beautiful harbour saw many European-style mansions, the first of which was built by one Thomas Glover (a.k.a. The Scottish Samurai). Glover was an employee of Trading House Jardine-Matheson in 1859 but started his own firm in 1861. Glover was also an illicit arms dealer and he armed the political faction, which overthrew the Shogun and thus restored the Meiji Emperor. Glover’s political influence grew thereafter and he arranged both the purchase warships from Scottish shipyards and the training of Japanese shipbuilders thus founding Mitsubishi Corporation (who built I-52 which met up with U-532).

Glover also opened the first Japanese coalmine: perhaps to quench the thirst of his miners, he also started the Kirin brewery. Glover died in 1911 but his house and gardens remain. Giacomo Puccini’s 1904 opera “Madame Butterfly” was set in Nagasaki and Glover’s house became known as Madame Butterfly’s House though there is no connection – despite the statue of Cho-Cho San in the garden. However, both opera and Glover’s life are tales of exploitation and cultural contempt.

To confound the Celtic influence, enter Dr. Aidan MacCarthy (1914-1995) - hero of a recent documentary entitled “A Doctor’s Sword”. Aidan MacCarthy was born in Castletownbeare, West Cork, studied medicine in Dublin and joined the RAF in 1938. This error-strewn text from Wikipedia departs widely from his autobiography “A Doctor’s War” (but what does truth matter?):

“Posted to the Far East in 1941, MacCarthy was captured by the Japanese in Sumatra. The prison ship transporting Allied prisoners to Japan was sunk by US bombers. MacCarthy had to do the best he could for his patients whilst splashing around in the South China Sea. A Japanese fishing boat pulled him out of the ocean and transported him to Japan. There, he cared for Allied prisoners of war who were forced to work in horrific conditions. To the Japanese ear ‘MacCarthy’ and ‘MacArthur’ were indistinguishable. The Japanese assumed that MacCarthy must be a close blood relative of the American commander. Therefore, whenever MacCarthy answered his name, he was struck on the forehead. This may have contributed to his developing a brain clot in later life. He was in charge of a working party in Nagasaki when the atomic bomb was dropped on that city on 9 August 1945. The prisoners had previously been warned, by secret radio, to take cover at a particular time of day without being given any further details. When the war ended, when some Australian ex-prisoners were attempting to Lynch their Japanese captors, MacCarthy locked the Japanese guards in a cell and threw the key into the sea. He was the senior Allied serviceman in Japan at the Japanese surrender. Japan presented its surrender, initially, to him before General MacArthur and his party arrived in Tokyo Bay several days after the end of the war”.

The Japanese camp commander whom Dr. MacCarthy had saved gifted his ceremonial sword which adorns the wall of his daughters’ pub in Castletownbeare – the legendary MacCarthy’s Bar (eponymous book). There is an arc to History: US Navy Commander Perry’s expeditions to Japan in 1853 and 1854 forced an unequal trade agreement under threat of destruction. (Think TPP). Japan’s feudal armies were no match for industrialized US military. This mis-match triggered the internal overthrow of the Shogunate using guns supplied by Scottish merchant Glover – who thus both militarized and industrialized Japan whilst making handsome profits for Western arms manufacturers. The Japanese were thus empowered and indeed encouraged to emulate their Western “superiors” to subjugate lesser nations by force of arms. Exploitation & Racism are twin serpents. Glover in 1866 (metaphorically) gave the Japanese an iron fist, whilst Dr. MacCarthy accepted the iron sword of surrender (the Gaelic translation of MacCarthy is “Loving person”). Despite major public opposition, PM Shinzo Abe has “re-interpreted” the Japanese Constitution to re-militarize and has re-started nuclear power generation. Trade deals and military adventurism go hand-in-glove; neo-liberal Milton Friedman “Chicago School” economics is “free-market” fascism.

Random Thoughts: the name Naga-Saki literally means ‘long headland’ whilst Hiro-Shima means ‘flat island’. Iron sands from Taharoa are used in the construction of Samurai Swords (cutting-edge technology?)
CSMART, Carnival and the “Integrated Pilot”

Craig Holmes

(Ed: Craig Holmes wrote in response to IMPA Notice 879. The multi-faceted debate continues with subsequent comments from both IMPA and UKMPA).

The issue by IMPA, of notice number 879 Subject: CSMART highlighted some considerable antagonism in the global marine pilotage community towards the philosophy, principles and training practices espoused by the Carnival Corporation CSASF 038 Bridge Resource Management Procedures at the CSMART facility and used by the corporation to train their bridge teams. Fortunately, the reaction from within New Zealand pilotage circles appears to have been more enlightened.

Whereas the quoted intention of “changing the role of the Maritime Pilot” could be construed as quite an alarming development, which may affect the future of maritime pilotage and indeed threaten jobs - a rational fear not restricted to the pilotage industry - it does not appear to be a quote from CSAFS 038. In maritime pilotage, as indeed with any other industry, the prospect of job losses, status reduction or any perceived loss of control understandably incites an adverse knee-jerk reaction. However, one would possibly expect a body such as IMPA to have issued a more measured response, since CSASF 038, far from threatening such dire consequences, expresses a need to integrate the pilot into its bridge procedures, *ergo*, the pilot becomes an integral part of the bridge team. Hopefully, this is in keeping with the “international norms”, whatever they may be, and practices within “national pilotage regimes”. Certainly, in New Zealand the attitude that a pilot is an integral part of a bridge team, in whatever guise that bridge team may present itself, would seem to be the norm.

The cruise ship industry is generally thought of as being at the top end of the navigational competence scale within commercial shipping circles and evidently has both the desire and budget to push this superior position ever upwards; all credit is due for this. Unfortunately and unsurprisingly, they have no great interest in pushing the envelope sideways or downwards to encompass or assist other areas of the shipping industry that do not have the budget and arguably perhaps lack even the desire to improve. Does that mean that the maritime pilot is thus expected to be capable of fitting into any and all bridge regimes? An integrated monitoring, advisory safety number on the one hand and yet operations director, navigator, helmsman and lookout on the other? In practice that is exactly what he/she is expected to do in most pilotage regimes. Pilotage is a service industry and the services required of pilots are many, varied and often onerous. Sometimes, rather perversely, the less a pilot does the more onerous the job becomes, especially when one considers monitoring roles such as that experienced in piloting some warships, cruise ships and monitoring junior pilots as they trip with a senior colleague whilst progressing through the grades. Any given act of pilotage encompasses, *inter alia*, a magnificent set of unwritten and indeed un-writable skills that require constant upkeep, through not only practice but consultation and training, the latter in which many pilotage regimes, the authors included, fall short. Carnival Corporation/CSMART on the other hand, have produced a bespoke, homogenous training package for its companies’ vast fleet of cruise ships and positively welcomes attendance by pilots interested in improving themselves professionally. Such a welcome may have been worth exploiting by IMPA before issuing notice 879, as it appears that much common
ground and understanding has been established through face-to-face meetings as described in the far more measured notice 881. Since the CSASF 038 is part of a business safety management system, run correctly it is subject to regular audit and review with the intention, indeed requirement, to continuously improve. Criticism from external sources should be examined objectively and any perceived improvement opportunities exploited and incorporated. It appears that the CSASF 038 owners and stakeholders are prepared to do just that; doubtless feeling compelled to respond positively to criticism as a requirement of the safety management system.

It can be argued that many port authorities undervalue pilotage, whereas CSASF 038 states, “A pilot strengthens and supports the bridge team with local information, knowledge, risk assessment and expert navigation”. That from the top end of the market where it could be argued, unwisely perhaps, that pilotage skills are least needed. The IMPA notice says that the pilots primary obligation is to the state that licenses him/her. Certainly, the pilot would do well to consider the interests of the state in which he/she operates, but he/she has numerous duties and obligations to various interested parties to the shipping venture of which he/she is, for the time being, a part and the primacy of those duties and obligations probably vary during any act of pilotage. It may be prudent to examine the pilots duties and obligations to the state that licenses them and at the same time consider the duties and responsibilities of the licensing states to their pilots. In particular it would be good to examine what national and international statutory and case law really says about pilots being legally bound to “conduct” vessels. All pilots will have an opinion on what constitutes “the con” and where, when and if they are required to have it. If pilots, as a global fraternity, are truly honest, they will admit that many, if not most, are on unsteady ground regarding certainty in this area and breaches of this apparent ‘holy of holies’ occur all the time. National and International law have rarely - if ever - kept time with the practicalities of the maritime world and pilotage is no exception. In the past, pilots have been mere advisers to the master of most sailing ships and have then progressed to becoming competent ship-handlers as the exigencies, generally of the motor ship trade, required. With new technology, and in the case of the cruise industry more competent bridge teams, pilots are now being asked to act once again as advisers, whilst still retaining those necessary and frequently used ship-handling skills.

Correlating international maritime law with the practicalities of the industry is a question that licensing states may like to consider if ever they do get around to examining their responsibilities and obligations to their pilots. The chances of any states, or port authorities for that matter, objectively conducting such examinations anytime soon are of course negligible but the top end of the industry training regimes, like CSMART, are at least trying to introduce some certainty to the sharp end of the operation and the concept of a relaxed but efficient, non-authoritarian integrated bridge team is partially realized by the ability of any member of that bridge team to appropriately question any other, when in doubt as to the efficacy of any action. The co-navigator may question the navigator, the navigator may question the operations director and the operations director may question the helmsman ...or vice versa: all this in the interest of error reduction or elimination. Why then does IMPA notice 879 seem concerned that “every directive of the pilot is to be questioned by the bridge team in response”? If this means that closed loop communications are employed then pilots would almost universally endorse this as good practice, but the notice states concern that “A helmsman could... question – and thereby unduly delay-helm orders given by a pilot, rather than acknowledge them and comply”. Cruise ship helmsmen trained by the more reputable companies, including Carnival, are
probably the most competent helmsmen that the industry has ever had. They have the ability to steer rates of turn and will often do so in trying sea conditions. They are fastidious in their closed loop communications and are taken to task in the event of any lapse. The helmsman is an unsung hero of the operation; one who quietly gets on with the basic task of pointing the ship in the right direction and keeping it there as instructed by the person conning the vessel at the material time. Should the helmsman become aware of an error by the con in giving a helm order, it is surely incumbent on him/her, as indeed it is for the rest of the bridge team, to highlight that error as soon as possible. The questioning of any action taken in the execution of a manoeuvre is not meant to be an in-depth interrogation but merely a conscious, inquisitive awareness of the action ordered, followed by an audible questioning if the order appears to be in error. Whether or not it is better for a helmsman to occasionally query a helm order, or follow that order without question and leave it up to a more senior member of the bridge team to do so, might be considered by some a matter for continual review, along with every other procedure within a safety management system. However, any technique for the mitigation of human error should be applied to the actions of maritime pilots as well as anyone else.

In less enlightened pilotage regimes it may well go against the grain to integrate a pilot into a bridge team rather than be “an independent practitioner”, but those pilots who have come into the industry from command positions would do well to remember, and describe to any colleagues lacking command experience, the feeling of receiving and greeting a foreign national stranger, often from a completely different culture before handing him/her conduct of the vessel, then having to closely monitor his/her performance whilst simultaneously trying to second guess his/her intentions. Is it not more comfortable for all, to have a predetermined integrated position in a bridge team whereby a pilot can monitor and be monitored during a successful maritime evolution, in which the shared mental model is readily apparent and understood by all?

**UKMPA Response (extract)**

As regards integration into a bridge team, that simply is legally not possible nor desirable for a number of reasons and is acknowledged within STCW etc. The pilot’s obligation is to work WITH the team. The pilot does not work first and foremost for the ship - that is an old, outdated perspective held by many “old school” pilots and indeed is still held by some today. The pilot is first and foremost a public servant tasked with protecting the public interest. Whilst taking the UK legal perspective he is a servant of the master and serves the ship whilst on board, that is only with regards to matters of navigation of the ship. In times past that was all the pilot had to contend himself with hence the “ship comes before everything” approach. Today the pilot has numerous legal responsibilities in addition to simply navigating the ship. It is also worth noting that there is already case law in the UK and elsewhere which confirms the pilot’s legal status regarding conduct.

**IMPA Response (extract)**

The first circular was member-driven, by numerous incidents including Stockholm Pilots on the ‘Queen Elizabeth’ disembarking after conflict and the call being aborted. The Fairway is not the time for discussion about a Pilots legal status, and we said this to Carnival. “Changing the role of the Maritime Pilot” is a verbatim quote from Carnival. Its not their job. Its for IMO. They are one company in a tiny niche sector. They have a voice at IMO through CLIA, who are curiously quiet on this. We made progress with them as set out in the 2nd circular. We are reviewing their documentation at their request and already they have altered the schematic loop under Pilotage realizing it’s just not practical.

Debate is good! It’s what IMPA have done and we will do more of in the future with the membership, Carnival Corp, and anyone else, come to that.
OTAGO
We really dig it here in Otago. No, we really dig it here in Otago. You know, with diggers and dredgers and grabs and buckets and barges and stuff: like kindergarten kids in a sandpit and just as happy. The New Generation project, thus far a paper exercise, has sprung into life with some serious 24/7 channel-dredging and wharf-piling going down. This is what is really happening in Otago.
The Highlanders victory over our Capital city rivals in the Super 15 rugby final is an irrelevance and has no place in a serious professional magazine article. It is important to be clear on that point. The fact that the ‘Canes had dominated the season and seemed immovable yet were burned in their own home by the searing heat of an irresistibly ascendant Highlanders team has nothing whatsoever to do with maritime pilotage and is therefore unworthy of comment.
So, the Lower Harbour channel depth is now officially at 13.0 metres and destined to go further in Port Otago’s very own version of “Journey to the Centre of the Earth”. Meanwhile, Maersk Line is making it all worthwhile by loading their ships to 13.0 metres and now sending them to Tanjung Pelapas by a route other than the Torres Strait. Some ‘L’ class vessels are now constrained by a tidal window for departures, indeed there was confusion last week when a pilot had to inform the master that the tidal window ended at 21:14. The master pointed out the coincidence that this was the same as how the Super 15 Rugby final had ended the previous evening and the pilot then had to make it clear that although that was indeed the score and that the boys from Windy Wellie were never likely to get any closer against the Kilted Kiwis, it was not relevant to the task in hand and that they should avoid mention of the subject …at least until a comprehensive master pilot exchange briefing had taken place, when they could discuss the game in detail over a coffee whilst waiting for the harbour to fill to the required depth.
In other news, the log trade has lumbered on (see what I did there?) and exports continue from Leith wharf, Dunedin or Beach Street, Port Chalmers …or indeed both when vessels part-load in town before shifting down to complete at Port. The ‘L’ class Maersk ships continue to arrive deep-drafted and depart even deeper. The deeper departure draft had caused some issues with the height of the accommodation ladder in relation to the clearance from the pilot boats in anything but benign conditions when disembarking; the option for a standard pilot ladder not being available. In a surprisingly short space of time, Maersk and Port Otago Marine management got together and resolved the issue with some minor structural work to the vessels railings resulting in the option to use a standard rigged pilot ladder for deep-drafted disembarkations; all in all, a successful exercise in safety management.
The motor yacht “Senses” rocked up in Milford and after a few days there and a trip through the Fiords made a quick bunkers call in Dunedin (Photo p.1) before heading to the big ‘A’ (NZ version) via the Little ‘A’ (Akaroa) for a three month re-fit. Despite the strong Kiwi dollar, Auckland apparently remains a preferred option for super-yacht re-fits due to the quality of the workmanship and the overall pricing. The rumour that the stewardesses prefer the bronzed, macho Auckland pilots in boardies and jandals conning their vessel into port as opposed to the pasty-faced southerners wrapped in beanies and scarves is probably just that: a rumour with no basis in fact. (Craig Holmes)
PICTON
Recently Picton said farewell to two of the most efficient ferries on the Cook Strait service, the Santa Regina in service for Strait Shipping under the Bluebridge brand and the Inter Islander’s *Arahura*. Both ferries were well loved by their respective crews and passengers. To date the Santa Regina is on dry dock at Auckland and it is understood she is going to Indonesian buyers to extend her life. The *Arahura* sits in Wellington awaiting her future which could be dim due to her specialised rail-type of ferry. Bluebridge already has the replacement on the run but Inter Islander still awaits the *Arahura* replacement which was delayed in Singapore with undisclosed mechanical problems.

Port Marlborough Tug *Maungatea* slipped recently at Calwell Slipway in Nelson. Normal engineering, survey and programed maintenance requirements carried out during this period. A major rebuild of aft fender area was required due to severe deterioration of frame-work discovered after the rubber fender was removed. Some replacement of shell plating on the port side belting area after removal of all the rubber fender around the vessel. Some replacement of frame-work on the forward fender area was also required. Painting of topsides, hull and antifoul completed, the vessel returned to Picton after a one-month absence. The Taranaki tug *Tuakana* was engaged at Picton during this period.

The Waitohi wharf at Picton, one side which is used by Strait Shipping ferries and the other by fishing vessels and smaller cruise vessels is finally being strengthened and having fendering renewed. Not before time and the finished job should add quite a few years to the life of the wharf.

The Shakespeare Bay wharf continues to see a reasonable movement of logs with an average of a log ship per week however Murphy's Law sees them all arriving about the same time each month. Soon the wharf will be having a lot of cleaning as priority is given to the larger cruise ships visiting the port in larger numbers. (John Henderson)

TIMARU
Firstly, an update on Marine Department personnel: Marine Manager, Ken Wilson has returned to his old stamping-ground, the Cook Strait as Master with Bluebridge. We wish him well, especially when those belligerent southerlies by-pass Timaru and fling themselves upon the Wellington shores. His replacement will be Arun Chaudry who will be well known to our Taranaki brethren, having spent some years there running the tanker terminal. Thejs Pedersen is almost recovered from his nasty knee injury, which is just as well since Peter Brown jets off to some sporting tournament on the other side of the world. Yours truly is filling in in the meantime and mighty glad that spring does seem to want to make an appearance after all. Nevertheless, along with normal duties, the team has been conducting extensive research into replacing our aged pilot launch, which is definitely past its use by date and probably constitutes a major business risk in the event of being out of action. Thejs has been leading the project, which has involved visits to other ports in NZ and across the ditch to assess some options first hand. Hopefully, the Board will see fit to endorse the preferred option in the near future.

Meanwhile the other major project in the port, the new cement terminal for Holcim, is nearing completion with a first import cargo possibly due by the end of the year. A project vessel will deliver the hi-tech pumping plant next month for installation on the wharf. The imposing silo dome attracts plenty of comment from visiting Masters whose first instinct is that it is some sort of secret spy installation! (Tom Veitch)

BLUFF
Very little to report from the bottom of the country. Winter has been kind and shipping numbers some what less so, its been fits and starts and unfortunately for your erstwhile correspondent my duty days seem to have fallen on the fits, however there have been a few tug jobs to keep mental images of the port fresh. As mentioned last time, *Pioneer Generation* has added to the Bluff sky-line with 8 wind turbines: during the day they are an interesting feature. However during the night the anti-collision lights and the other red fixed lights cloud around the Channel Rock beacon making the wheel-over in to the channel more interesting. Discussions with them are continuing and perhaps some sort of directional shielding can be installed.

Josh has been brushing up on his BRM and will have caught those interested up on any
gossip. Friso will be travelling to Tauranga shortly to pick up our new (to us) tug Te Matua; no word on her new name but my suggestion of Sir Alan in honour of my grandfather and former Deputy Chair of the Bluff Harbour Board has sadly been rejected. We have received our allocation for the cruise season, the less said about the better, but I will say its currency only. Very disappointing. Still we are looking forward to the ships we have been allocated. Spring has well and truly sprung with lambs in the paddocks, (their older sisters in the freezer) the Tuis and the Wood Pigeons are in full flight and we are all keeping an eye out for Sonny Tau. I hope to see a few of you in November at the AGM, From rough and tough Bluff enjoy the rest of the year. (Steve Gilkison)

LYTTELTON

Container volumes through the Lyttelton Terminal tend to drop over the winter as export volumes decline. Some vessels are noticeably lighter with a bridge view of hatch covers and an absence of the usual stack of 40 footers behind the accommodation. We were therefore surprised when one weekend Maersk arrived with a draft of 12.4 metres, the maximum we can handle in the channel. This led to a dusting-off of tidal window calculations and having the Pilots tell the terminal when vessels can arrive and sail and not vice versa. It made a welcome change to come to port to sail a vessel and find it well finished and ready to depart. The New Era has come up from Dunedin to carry out maintenance dredging. She will be working in the channel for about nine weeks. On the subject of dredges we had a visit from the Brage R. She had finished working in Australia and was in dry-dock for a few days prior to commencement working in New Zealand. She sailed to Gisborne where she has helped in the re-definition of the meaning of Pilotage. We were recently reminded of the perils of working over the side of a vessel when a crew member preparing a combination ladder ended up in the tide. The Pilot Launch was twenty minutes away and what we hoped was a man overboard with the expectation of helping someone from the water, finished-up with an unsuccessful search for the seafarer’s body. We wait for the release of the Investigation for explanations around the cause of the incident and subsequent actions of those involved. We had our own debrief among the marine staff: you can always improve procedures after this type of event - but it is a hard way to learn. (Finlay Laird)

NELSON

The first day of spring brought a rude awakening to us at Port Nelson, after a relatively benign winter. A good south easterly blow, probably the most dangerous direction for us, coupled with a huge tide (4.6m range) caused us to use both tugs to ensure the containership Hebe remained safely moored through the high water. At the same time we had a 28 foot sailing vessel, complete with owner on board, drag her mooring and wash up on the boulder bank inside the harbour. This almost became two grounded sailing vessels when his friend attempted to get a line to him to pull him off. Some good work from the pilot launch crew, during a lull in the weather, saw the vessel safely re-floated and towed to a more substantial mooring. Shipping has been busy again this quarter. Had it not been for a couple of omissions from MSC, the GRT figures for July would have been an all-time record for any single month, and with GRT being the main driver for revenue in the marine department, the bean-counters appear happy. The biggest change at the port in the last quarter has seen the tug crews being employed in-house as opposed to a contractor arrangement. There are a number of reasons for this change. From a Health & Safety perspective, the biggest advantage brought by this change is the introduction of a third full-time tug master and engineer which greatly reduces the risk of excessive fatigue. Another advantage is that management of the MOSS procedures and records will be owned on-board by the tug crews. The replacement tug project continues apace: a shipyard visit by Port Nelson management has produced some very encouraging information and contacts. I think it’s fair to say that the short-list of new-build designs is now very short - but it’s too early for me to say any more than that. I’m really looking forward to the AGM in Tauranga. It will give my wife and I a chance to look at some of the retirement facilities on offer! Hope to see you all up there. (Matthew Conyers)
BAY OF ISLANDS
Bay of Islands gearing up for coming cruise season starting on 9th of October, with a booked 20% increase on last year’s numbers. The pilot boat has had a work over of engines and cabin, which will hopefully resolve the deafening hum that normally precludes speech. Waitangi has had some money spent, with old unsightly mooring piles removed, new approach beacons and an extended wharf to increase tender capacity. We’ve also upgraded some of the approach lights including a fine new Vega LED on Tapeka replacing an old lamp system that was difficult to see at times. Just hoping for our usual good weather to prevail for the season. In the meanwhile simulator work and assisting with planning for Golden Bay’s new vessel for Portland and some pilot and PEC exams for Whangarei with my Harbourmaster hat helps keep my hand in. (Jim Lyle)

AUCKLAND
There’s been a few things worthy of note since my last submission - most notably for Sam and Peter who both achieved their C and B grade licences respectively (pending their certificates arriving in the post…..)
We are also in the process of each receiving our own Navicom Channel Pilot Mk 2’s with Panasonic Tough pads. Most of us have been issued one, and they are a marked improvement on the old laptops and wireless modems that started off with promise but basically became too unreliable to be of any use. This new kit is a great leap ahead in performance, so now the onus is on us to use it as much as possible to get familiar with it and embrace the fact that from now on, it’s a key-piece of each individual’s piloting equipment.
We have also had another success story here in Auckland regarding our population of Bryde’s whales, who for a while seemed Hell-bent on head-butting all approaching ships, which was becoming quite distressing - as everyone loves these majestic creatures (well…apart from the Japanese and Norwegians…who to my mind have taken their affection for them in an entirely inappropriate direction). Just quite why our cetacean mates behaved this way, whilst every other port’s whales seemed to behave themselves was a bit of a mystery which was diligently unraveled by Wayne, who volunteered to be the “go-to-guy” to solve the problem of this very one sided game of Chicken.
It turns out that vessels transiting the area with speeds of 15 kts or greater was the prime cause. This knowledge was partly gleaned from a source that made me a little uncomfortable…It turns out there is someone out there who has managed to compose a “Whale Ramming Curve” which shows that at 15kts, there is an 80% chance of them not making it home that night, which gradually reduces to only 25% at 10 kts! How they came about this data, I wouldn’t like to dwell on…nor would I like to think there was a particular “Stunt Whale” used for the purpose. But if there were, this “Prince of Whales” has contributed to the greater good for his mates.
For the past two years we have embarked on a “Whale Protocol” which has achieved, through the voluntary actions of Owners and Masters, an average speed reduction from 14.2 to 10.9 kts.
This, I am very pleased to report has resulted in a zero death statistic for the past two years, which in times past was tragically around two per year. Now it is something we can all feel good about, and Wayne can genuinely pat himself on the back for his tenacity in driving this effort. (Craig Colven)

MARSDEN POINT
It has been a busy last few months not only shipping-wise: we have hired a Marine Officer-cum-Relief Pilot. For a change, my self and George were involved in the selection process from start-to-finish: it was an interesting experience. As some of must be aware, he is Richard Oliver, ex-Master from bunker ship ‘Awanui’. He has started his training and familiarization.
Our colleague Hugh Pevy has retired officially, after devoting his working life on shore to this harbour. Needless to say his services and insight will be missed, Andrew Baker our Marine Officer/Pilot- in waiting has replaced him in the roster Since Andrew is short of his unrestricted license services, Hugh Pevy has been retained on an ‘as need’ basis
We have had some serious design and simulation studies done on the new channel design to bring in Suez Max size crude Tankers to the refinery in coming
years...with draft of Max 17 Metres. We had a portable simulator installed in our Pilot room...with 7 x 40" display units giving a panoramic view. We tried for one week various channel design. Being portable still it was pretty impressive... I am given to believe many Big Pilot companies have this as in-house training tool for new Pilots... Brisbane Pilots for one have it... Hoping this project will get a green signal in coming year.

We also received our Brand new small Tug: 24 ton Twin Screw with BT aptly named, *Marsden Bay*, from Malaysia. This is primarily for Coastal tankers *Torea* and *Kakariki* who call Marsden Point their home port; she also will make us less dependent on *Daldy* from Auckland in times of breakdown and maintenance.

We also had interesting simulation session for the new bigger cement ship on order for Golden Bay Cement at the Maritime School. Since Portland (Whangarei) will be its Home Port, we Pilots along with Harbour Master were involved in simulation in order to set the parameters.

Last but not least, the Meat & Potatoes of business - shipping: it has been a busy period. The log-trade has held-up well, and the refinery is slowly notching-up production after the major upgrade...and with NZ Dollar down we see some spike in log-trade...

Busy cruise ship season is coming our way in Bay of Islands. George and I will be helping out the Harbour Master during the season. We were happy that finally we were able to send somebody to the Pilotage Conference, it was indeed a struggle to convince management as to the value of it. However, things also became more difficult due the people on leave, roster maintenance etc.

Nothing more from my side: safe Piloting to all    (Kirit Barot)

WELLINGTON

Where have the last 3 months gone! Having been involved with the series of BRM courses conducted by Ravi Nijjer, there has been little time for boredom to set in. We were fortunate to have 3 courses in Wellington, with one in May and two in September. Auckland also had one course in each of those months. Whilst these are titled 2nd Generation BRM, the BRM could easily be replaced by “Understanding Human Factors & Safety Management”, with the content varying considerably from traditional BRM courses. It was good to have a number of managers attend the courses, and even the Director of MNZ, Keith Manch attended one in Auckland.

September has seen the start of our first 3-month trial to optimise our Fatigue Management, with our marine section changing from a midnight to a 0500 changeover. In January, the tugs and launch will trial a 5-day roster, as already used by the pilots. This has been spear-headed by a working-group consisting of a pilot, tug master and launch master, and is a task I don’t envy. Due to our shipping numbers being insufficient to require two 12-hour shifts to cover a day, 24-hour coverage with sufficient rest/sleep periods is presenting quite a challenge. We are closely following MNZ’s recommendations, but achieving this with a 24-hour operation is not a simple task, and will take some time to find the ideal solution.

Our Marine Manager was treated to a period of unexpected travel in September, when during a period of gale force Southerlies with associated heavy swells, he was over-carried. This in itself wasn’t unusual, but what followed was: he sailed a car-carrier one evening and was subsequently over-carried to Lyttelton. Once there he decided to hop over to another car-carrier, which was heading back to Wellington, in light of the unfavorable weather forecast for its arrival. When he returned after almost 36-hours absence, weather at the berth was excessive, so the vessel aborted it’s berthing, changed its rotation and sailed for Nelson, and he was over-carried again. Over 60 hours later he finally returned to the office to hang up his gear. This may be one of our longest absences that didn’t involve being over-carried overseas.

September also saw our new Assistant Marine Manager finally relieved from his role as tug master, once our new tug master was signed-off. He is now established at his own desk in the pilots’ office, sleeves rolled up, and getting his first taste of management and pilot training.

Following my attendance at the AMPI Conference in Sydney in early October, I am off to Port Kembla to inspect and observe their new *Pantocarene* vessel, then the next day to Port Botany where they have a new
Camarc vessel. The results of this research will require more space than this column provides. All going well, we will have a new vessel on the water in a couple of years, which will hopefully reduce the number of times we are over-carried. (Steve Banks)

NAPIER

Summer is apparently beckoning as I start to write this from my Campervan in the middle of Christchurch. I have a complete layer of thermals on already with the prospect of Tekapo, Dunedin and Invercargill to come. Nine years living in Napier has obviously made me soft! What has happened in Napier since our last entry? We have apparently broken our record Apple TEU's by shipping 20,000 of them with still over 600 in the system.

The team has been trying to keep management happy and work on our leave balance during the quiet season. Trevor is just back from a Campervan tour of the Mainland (including Dunedin - more to follow), Gus is on a long one in Europe and yours truly is currently in the middle of the South Island in the trusty Transit.

Ruslan and myself attended the ECDIS course at Smartship in Brisbane recently, attaining our ECDIS and NACOS type-specific certificates. This has enabled me to re-validate my UK Master’s (including GMDSS) for another 5 years, which I suspect will see me out nicely.

Trevor Morrison, Todd Taylor (Senior Tug Master) and various members of the Marine team - including management - have been taking advantage of Ravi's 2nd generation courses. As those of us who have attended the latest AMPT and 2nd generation BRM can attest, the course is as good as ever. We believe the attendance of 'non operational' personnel (including senior management) helps us all operate from the same page especially regarding risk-management, the effect of fatigue, and generally what pilots deal with operationally to name but a few.

The same as a few other NZ Ports, we are still working on the possible arrival of the Ovation of the Seas in 2017 and how we are going to squeeze her in. This assessment is being carried out in conjunction with the preparation of our outer turning basin for the larger Cruise and container vessels. This will require us to back them in from half-way down the channel to their respective berths. Both parts of the operation require detailed evaluation including simulation of the manoeuvre, hopefully at Smartship where our detailed port model is held.

As I wrote earlier, Trevor Morrison has just returned from his South Island trip, which included catching-up with several of the guys in Dunedin and participating in a Pilotage. Apart from bouncing around a few ideas and discussing different management styles (always interesting!) we have pinched their wind-sock idea and we are currently going through the process to install a wind-sock in the harbour. Some of the new larger container vessels on the coast have greater wind-sock areas with larger free boards, therefore indication of sudden wind shifts in the channel and port is now even more important. After a vigorous selection process which started-off with 36 applicants, we have recruited our 7th Pilot: we welcome Sven Van Dulm into our ranks. Sven is a Christchurch resident and has spent his last 10 years as Master with Maersk. It was encouraging to see such a depth of really good applicants. We would have no problem in passing-on the details of the final 12 to other ports. We will be back down to 6 pilots again at the end of next year, when Gus retires.

Last but not least the new port-building is up and running, full of high-tech wizardry: it has a nice feeling to it, although access to the car park and the building is with a swipe-card only. Woe betide any member of the team who forgets his swipe-card in the early hours! Marine and Operations are now almost shoulder-to-shoulder so we can see the colour of their eyes when they try and tell us with a straight face that the ship has gone back again! Safe Piloting from the team at Napier Port. (John Campervan Pagler)

(Pagler Ale - for Surf Bums everywhere...)

15
PPU & Voyage Data Recorders (VDR)

Under SOLAS rules, VDR units are carried on all passenger and cargo vessels over 3,000 grt built after 2002. VDR is the marine equivalent to the FDR (Flight Data Recorders) – or the colloquially termed “Black Box” - which have been mandatory on civil aircraft these past 50 years and their purpose is the same i.e. to assist in accident investigation in order to learn lessons and improve safety for all.

The history of FDR originates from WWII, but it was Cockpit Voice Recording (CVR) of Australian David Warren’s 1953 idea which allowed for the recording of pilots’ crucial conversation in the moments before a crash – since pilots rarely survived to testify. Warren’s father had died in an air crash in 1934 thus air accident investigation held deep resonance. The CVR concept took several years before becoming mandatory on civil aircraft by which time the Australian patent had expired. Interestingly, military aircraft are not mandated – nor do they come under the same rules of accident investigation e.g. the recent crash at a UK airshow killing 11 was an ex-RAF jet therefore without FDR! (Crashes at airshows are nasty and surprisingly frequent). Whenever a passenger aircraft crashes e.g. MH370 and MH17 the main focus is invariably the Black Box. (Although the FDR and CVR for MH17 were found in July 2014, the Dutch Safety Board will not release their findings until October 2015, though whether this will end the propaganda war over who fired what is doubtful).

A great leap forward in safety followed after analysis of CVRs in the 1977 Tenerife Disaster (PanAm & KLM) in which 583 died. In essence, neither the KLM co-pilot nor engineer dared question the authority of the captain (even though both knew he was wrong) when he attempted take-off before the taxi-ing PanAm flight had cleared the runway. Once the accident had been analysed and understood, the aircraft industry took massive steps to address this problem: thus CRM was born (Cockpit Resources Management) which many years later was adopted/adapted by the Marine Industry

The marine industry eventually follows aviation. However, in the event of an incident whilst under pilotage, the evidence from the VDR will be inaccessible to the port and pilot since it remains the property of the ship-owner (though accessible to the investigation authority). Since the cost of a marine incident may be astronomical (especially if oil pollution occurs) such evidence acquires enormous value. Where a pilot uses PPU, then that is the equivalent of VDR though it only gives half the picture since there is no audio recording. One solution might be for the pilot to also wear a PVR (Pocket Voice Recorder) and many do. However, combining two different media can prove problematic (thus disputable as evidence). Ideally, the PPU would also record voice to integrate all the evidence. The PPU manufacturer who addresses this concept would add great value to the product and enhance accident/incident analysis for universal benefit.

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1 Readers beware: ARE (acronym rich environment) includes PPU, PVR, FDR, CVR, CRM and BRM.
INTENTIONS

The road to Hell is paved with good intentions.
Our wishful thinking makes us foolish men.
A curse upon all devilish contentions!
And let me be in bed by half past ten.

Half-cut, perhaps, but sober in the morning,
To greet the day with joyful songs of praise.
Fresh every daybreak is the sun, with warning,
To do a little better in our ways.

To seek the truth, wherever it is hiding.
To leave no stone unturned, to get it right.
To take, alike, the cheers and the chiding.
We’ll be off Holyhead tomorrow night.

To keep the watch and all that it might offer.
To keep a good look-out upon the sea.
To try, for what it’s worth, to swell the coffer.
To learn to make a decent cup of tea.

And what, today, my friend, are your intentions?
To bite a little more than you can chew?
To hope for kindliness when someone mentions
Your conduct in the day, and what you do?

Or will you do your utmost with your talents,
Intelligently, and as best you can?
And fly, when possible, your main top-gallants;
And know when you should ditch the passage-plan?

Intentions cannot ever be your master.
Intentions are no more than some pretext;
Which lead to either triumph or disaster.
Which one of us can say what’s coming next?

Barrie Youde (5th September 2015)
Bullying, Baboons & BRM

Bullies are often excused that they were once victims of bullying and – like other forms of domestic abuse – simply repeat the cycle of learned behaviour. To accept this notion that we have no choice (its all the fault of nature & nurture) is to deny the concept of “free will”. The idea of free will gained currency in the Judeo-Christian tradition and achieved supremacy in the Age of Enlightenment when Rational Man outgrew the superstition of accepted religion and mythical Deity. This reinforced the concept of a Human hierarchy with the 20th Century Nazi ideology of Ubermensch and Untermensch i.e. superman and sub-human. The American notion of “Manifest Destiny” and their conceited mantra of “exceptionalism” is not far from Nazi ideology. The fundamental element of Capitalism is exploitation of resources – whether Human or Natural. Capitalism has only existed because it has thus far been tempered by Socialism. Removing Socialism’s Checks & Balances makes for dangerous instability.

All species have their ‘pecking orders’ and the strong have always preyed upon the weak (Social Darwinism and “Survival of the fittest”). Whilst it may be true that the ‘alpha male’ caveman - armed with his club - can intimidate his progeny in order to propagate his progeny, this however produces a population lacking in the social skills required for communal living. Robert Sapolsky observed a community of baboons where the alpha males died of TB: the surviving males preferred grooming, golf and fly-fishing to chest-beating and violence (and did not lack for willing female partners). Other baboons witnessed the success of this troupe and asked to join only to be informed that there was a long waiting-list, a 6-month probation period and a strict set of rules which included being polite, opening doors, helping old ladies cross the road etc. Patently, bullies are anathema to the success of all joint ventures because man is indeed a social animal who derives pleasure from altruism. Personal gain at the expense of others does not make for a happy community. With power comes the responsibility to work towards the greater good. The current model of obscene personal wealth co-exists with abject poverty does nobody any good. Mrs. Thatcher once famously declared: “There is no such thing as Society” as she proceeded to implement neo-liberal destruction. The present success of leaders like Jeremy Corbyn, Bernie Sanders, Nicola Sturgeon, Pablo Iglesias and Alexis Tsipras proves that society is alive and kicking. Sadly, other than the hope of bullies dying-out from TB, I am unable to offer any respite or response to the growing menace of bullies other than drawing upon one’s “Inner Glaswegian” and the Scottish motto “Nemo me impune Lacescit”. The deeper truth is that communities need diversity since no-one has a monopoly of good ideas: monocultures are moribund (and bullies are priapically-challenged).
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