The Hue & Cry

Peace & Goodwill to all men. Welcome to the 2012 Christmas & Post-Conference Edition: Steve & Maria Banks did us all proud with venue and organizing of speakers and guests. Charles Smith and CentrePort deserve immense thanks since Wellington is the ideal location in which to bring NZMPA and MNZ together to enhance our mutual understanding: safety of lives, and protection of shipping and the environment are our common goals. The conference venue was the Board Room of the Wellington Harbour Board thus steeped in history. The demise of NZ Harbour Boards in 1989, led to the building’s conversion to Maritime Museum, which later gave me the opportunity to ponder past events.

It is 200 years since Napoleon’s ignominious retreat from Russia in 1812, with only 25,000 survivors of the half-million strong Grand Armée. In “War & Peace” (published 1869) Tolstoy used this 1812 war as background in an effort to understand Humanity. Hitler compounded previous Napoleonic mistakes in 1941 but at even greater cost. Might there be lessons in both History and Literature?

100 years ago saw the brutal suppression of the Waihi miners strike. Fifty years ago, the world stood on the brink of nuclear apocalypse during the Cuban Missile Crisis. Twenty-five years ago, New Zealand passed the Nuclear Free legislation, which earned our exclusion from the ANZUS treaty and our downgrading from ally to just ‘friend’. Lately, the US has been cozying up and has almost forgiven our earlier idealism: like celebrities caught on camera, we may even be ‘just good friends’. The thread connecting all the above events may lie in man’s dual nature (See p.13). Finally, my thanks to our intrepid team of Port Correspondents. Until next year!

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Please note that the views expressed in this magazine represent only their author’s views - not those of NZMPA.

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CONFERENCE REPORT

The NZMPA is the national professional body which primarily exists to improve communication between pilots throughout all NZ ports in an effort to maintain the highest professional standards. As well as the annual conference, communication is via the dedicated website, emails via personal contacts and The Pilot magazine. Similar associations exist around the globe and all are affiliated with the International body IMPA which closely advises the global regulatory body IMO (Intergovernmental Maritime Organisation) based in London. National associations in turn give advice to their national regulatory body (MNZ in our case). In light of the most recent overhaul of Maritime Act Rule 90, professional development has become mandatory which required that NZMPA had to undergo a substantial gear-shift in attitude and function. Annual meetings augmented by workshops are all part of this response (see President’s Statement in Conference Brochure). In the interests of brevity, this report will attempt to convey some of the key points of interest.

1. Same day flight connections allowed for punctual arrival for 0900 start
2. CentrePort marine manager (founder member and past president) opened the day. CentrePort had been most generous in their financial support etc.
3. MNZ Director Keith Manch outlined the regulatory framework. Explained that monthly meetings of “Maritime Advisory Groups” helped address the lack of marine experience within MNZ. (MNZ in turn comes under the aegis of IMO).
4. MNZ Captains Richard Lough & Kenny Crawford gave historical background and evolution of Port State Control. They emphasised strong liaison between MNZ and NZMPA since pilots were the front
line in identifying bad ships and bad practice. Very important to understand our respective and complementary roles.

5. Presentation by LINZ and their position within the IHO (International Hydrographic Office), their standards for navigation charts (and Ecdis) and tidal predictions etc.

6. Captain Tim Burfoot explained the work of TAIC (Transport & Accident Investigation Commission). They have to investigate death/injury, ship loss and major pollution. Their primary function is to discover what happened and why in order to prevent recurrence. They can only function if they have the trust of everyone thus integrity, professionalism and confidentiality are paramount. No evidence thus obtained is admissible in a court of law whose function is prosecution. TAIC conforms to IMO Casualty Investigation Code.

7. Peter Dawson gave some insight into maritime law quoting several recent cases. Pilots can play a key part once more in alerting proper authorities of crew ill-treatment (as in recent inquiry into Oyang). Some discussion around ‘handing over the con’ in a compulsory pilotage as exemplified in IMPA letter. Discussion amongst pilots regarding passenger ships berthing: pilot need broadcast on VHF that the master now has the con. (No mention of collective insurance levy to cover pilots’ legal costs - a major topic in Brisbane workshop).

8. Kees Buckens of NZ Maritime School talked about recent improvements to simulator suite. Also gave a breakdown on numbers of cadets going through the system though still a major shortfall on NZ requirement for 750 certified masters in 2002.

9. Dr. Peter McComb of Metocean gave history of how his company developed from the need to ‘read between the lines’ of national weather forecasts since these represent average conditions and cannot reflect local topography. Peter’s work was hugely endorsed by Taranaki’s John Ireland who explained his philosophy of safety risks vs. profit. By accurately predicting when to close the port to shipping reduced the risk of injury, damage to infrastructure and indeed removed the need for costly surge moorings.

10. Warren Wood, founder of portsandpilots.com gave an update on recent developments. Most importantly, the free app to pilots is now MyLastShip.com had improved features and simpler access & usage. He had also developed and improved products useful to both ports and shipmasters. These were “Duty Pilot” and “Voyage Bank” respectively based on the “Equasis” data-base of 90,000 ships (N.B. this is free of charge, unlike the Lloyds base which costs ports thousands $ per month). Warren also believes that iPad is the future for pilot-related info-technology. (Warren also offered free set-up to the first NZ port willing to deploy “Voyage Bank”, his innovative cloud-based data-sharing forum).

11. Marian Mortensen facilitated a workshop on cross-cultural communications, which goes to the heart of what pilots do every day. Cultural awareness is a key element in safe operation and helps establish the implicit trust required to enhance the captain’s experience of the port. The pilot is both the port’s ambassador and the captain’s champion.


13. General discussion on safe practice pilot boarding, responsibility to share information, discussion on PPE and merits of PLBs etc. (some concern that parallel discussion may happen at marine managers’ forum thus more openness would be appreciated). Suggestion for more pilot observation-visits to other ports in recognition that best practice requires such mutual assistance and collaboration.

14. Finally, as in all such gatherings of nautical experts, the chance to make useful contacts and exchange ideas is invaluable.
The 21st IMPA conference in London got off to a rousing start with bagpipes, Morris dancing, Welsh harps and Irish dancing. This was followed by an address from Mr. Koji Sekimizu, the general secretary of the IMO who's message was that pilots and their associations are vital to the future planning of the IMO and that competition was to be avoided in the interests of safety by any means. After the president’s address and the secretary-general’s update we entered a closed session to elect officers: the committee is now full.

We also were given an update on IMPA’s strategic planning initiatives and the country reports were read. We ran out of time for me to present NZ’s so it will be published in the next IMPA newsletter for those interested.

The next day the Lower St Lawrence Seaway talked about their program for developing DUKC passage planning program for PPU use for the transit of deep draft vessels into Quebec 16.5 nm channel, 12.5m depth. It’s system allows for real time underkeel graph to be displayed in a visual form on the PPU as the vessel transits the channel. They have time constraints and are therefore squat sensitive which relates back to speed control at various states of the tide to maximize the available water depth; we were assured that it was it was in no way thought of as competition to OMC as it was specific to their needs.

Azipilot project outcomes talked about interaction, use, and training in the use of azipod units. Then, are the skills of pilots being diminished by technology? Training regimes have shown that trainees Pilots should not be able to access PPUs for the first two years of training or until the skill level has been peer-assessed to have reached a competent level. More consideration on the need to use technology as an aid and to continue to look out the window. This was followed by a scientific approach to wind forces from Nicholas Bayle and his article can be found here for those interested


Then an interesting session on ECDIS in which the recent incident in Wellington was mentioned as an example of the need for pilot training as part of the requirement by rule 90 for ongoing professional development.

An update on the Panama Canal kept us informed of its progress: October 2014 is the completion date with a 6-month shake down period before handover. It will then be able to take vessels up to 49 m beam and 15 m draft.

Recent developments regarding the implementation of IMOs E-navigation strategy with its final implementation plan to be ready by 2014. IMPA is working to ensure that the freedom of choice for the use of PPUs will be with the user and not mandatory. Also to make sure that remote monitoring from shore interests will not be capable of taking away the choice of the mariner onboard.

An update was given the following morning from the personnel safety committee and these can be found on the IMPA website www.impahq.org

This was then followed by a sponsor’s spot from Seasafe and an entertaining session on the importance and personal benefits of maintaining fitness.
A study from Warsash College on a study they did into fatigue impacts on watch-keepers over a week of watch-keeping in the simulator. They investigated the traditional 4-on 8-off and 6-on 6-off. It decided what we all knew anyway that the 4-on 8-off system was less fatiguing. A theoretical paper on situational awareness was then delivered by Peter Dann of AMPI. We then discussed the benefits and problems found with helicopter transfers. And followed this with a sponsors' spot from Safehaven pilot boats and the Chinese findings from their investigations and accidents. China has 385,000 movements per year with 1700 pilots. They had 26 incidents resulting in Pilots in the water last year. They have a vast array of craft and some quite unique boarding arrangements. The last day was given over to discussing the issue of competition and the progress that has been made to keep it at bay.

Brazilian update from CONAPRA the official pilotage provider for Brazil. Recently resisted a thrust to competition.

Bundeslotskama (federal chamber of pilots association) experience in Germany starts on the premise of a public service: Capt. Hans-Hermann Luckert, it’s general manager, gave a in-depth look at this German provider of Pilotage services. Trainee Pilots require at least an 8-month trial period, having previously been two years as master. They also have to be a member of an EU country. The importance of private ownership of their PPUs was something he spoke of. There are 7 pilotage providers in Germany; they are responsible for all facets of the pilotage transfer which requires 450 employees with 60m euro from the government to facilitate it. Bundeslotskama is a public company acting for the federal government.

EMPA fighting competition in Pilotage: Strong pressure in Europe to increase PECs and the result of a question on the Internet which demonstrated that out of 500 replies 71 % of stakeholders had no problem with pilotage, 42% had problems with price, 62% of that 42% of customers advocate choice in pilotage, so even though the spectre of competition has reduced it has by no means disappeared. Therefore there is a need to keep lobbying the European institutions.

Closed session to tidy up constitutional matters, future work financial report and handing-over of the flag to the Panamanian Ambassador. They will host the next congress between the 7th and 11th of April 2014.

To end the congress a gala dinner was held in the halls of justice which rang with the sounds of music and laughter. All and all a thoroughly well-run and information-rich congress.

ANY LAST REQUESTS?

The London IMPA Congress’ opening performance reminds me of an apocryphal story about four squaddies captured by the enemy. One was English, one Irish, one Scottish and the last a Welshman. Their captors offered the prisoners one last request before execution by firing squad. The Scotsman asked to hear a recording of the Murrayfield crowd singing “Flower of Scotland”. This inspired the Welshman to request a Cardiff Arms Park rendition of “Land of my Fathers”. The Irishmen wanted to watch a video of “Riverdance”. The Englishman’s sole request was that he be shot first…

Ed.
A Secretary & Treasurer makes his mark

The role of Secretary Treasurer in any organisation is to maintain the integrity of all its affairs and accounts. We are delighted to welcome Taranaki pilot Mike Birch to the position and have already witnessed Mike’s firm grasp of his quill and abacus, and his attention to detail. Mike puts his imprimatur on matters below :-

Ed

“Let Your Colleagues Know”

Subsequent to the NZMPA conference and discussions that took place there, we at Port Taranaki have, for the last two weeks been sending information emails to all New Zealand Pilots to make them aware of deficiencies, incidents, handling issues, pilot ladder issues and in fact anything that might be useful to other pilots around the coast. Any passing comment you might make to a colleague as you disembark could be useful to the pilot at the next port. The purpose is not to ‘dob-in’ ships, but to build a healthy communication between all New Zealand pilots and pre-warn others of possible issues that might be encountered. Just a quick email to all is very appreciated. It is hoped that this information network will be embraced and used by all pilots to help with passage planning and preparation for performing our job.

And on a different note: A few weeks ago I emailed NZMPA Full Members who have not paid their subscriptions with a reminder invoice for the 2012/13 financial year. If your port is paying would you please check that it is the pipework and if not please would you send your remittance (preferably by internet banking) with haste. Many thanks. Being a member of the NZMPA and encouraging its growth through membership is vital for representation on IPMA, IMO through IPMA and NZ government bodies. Please be a part of it and help shape the future of New Zealand pilotage by paying your subs.

Mike Birch
Secretary and Treasurer
**BLUFF**

South Port was recently advised by MSC that larger ships were to be deployed on the Capricorn Service through Bluff with overall length increasing by about ten metres. Although the increased length is quite small we didn’t want to be caught out by incremental creep where a succession of small increases accumulate until you suddenly find a 16,000 TEU job waiting to come in. We therefore booked in at the new Smartship facility in Brisbane to carry out a risk assessment with Dave Edge and Pier Paolo Scala being dispatched Brisbane-ward. Not having used this facility before we were most impressed by the quality and realism of the port modelling, with the additional bonus of meeting some of the current pilotage team from Napier and, of course, Jeremy Brew, formerly of the Napier pilotage team. Suffice it to say the risk assessment proved the viability of these larger vessels through the port, even with a comparatively small increment such as we were dealing with, without conducting a risk assessment could go badly for the port in the event of a mishap. Of course those making the point could be considered to have a vested interest.

Back in Bluff Steve Gilkison has passed for his Class A licence and Pier Paolo Scala for his Class C while our newest recruit, Josh Osbourne, has passed his P.E.C. examination allowing him to operate the ports’ tugs without supervision and is progressing well with his tug training. As usual we appear to have shipping scheduled for Christmas Day but this is not necessarily a bad thing as it does ensure that at least for part of the day peace and quiet prevails. From all of us to all of you: All the best for the Festive Season and Safe Piloting in 2013. (DE)

**LYTTELTON**

It seems we may finally be making some progress towards the purchase of a new pilot boat. The first hurdle of convincing the company the present 30 year old boat has reached the end of its economic life has almost been crossed after several reports and surveys, though it will take a good set of figures to pass the tipping point. The usual business plan will need to be prepared and it seems we need to massage the minds of the board so they can gradually gain acceptance of the concept. The concept of acquiring a new boat should be easy for the board to accept but it may take some serious massaging to get them to part with the money required.

With the Wellington tug Tiaki down for docking we are using the opportunity to keep her on for a week to use while our tug is docked. We have done this in the past using the Voith tugs which placed a heavy workload on our single Voith trained Tug master, however as Tiako is a stern drive similar to ours it shouldn’t be too hard for our Tug masters to adapt to a different vessel. While on the subject of borrowing other Ports floating plant we are looking forward to the arrival of New Era from Otago to carry out the spring maintenance dredging of the channel.

The cruise season for us will again be of brief duration
PORT OTAGO
The last three months have seen a steady increase in shipping to Port Chalmers and Dunedin. The new cruise season got under way after a false start when the Sea Princess got stuck in Akaroa and missed us out, so the first cruise ship was the Dawn princess on the 28th October. We have also had the largest vessel in both LOA and GRT to visit the Otago Harbour arrive in November with the maiden call of the Voyager of the Seas, however by the time of publishing the LOA mantle will have been taken by the Celebrity Solstice. A couple of the pilots managed to get in a day of training at the simulator in Devonport prior to the arrival of the Voyager of the seas, though it has shown that this simulator really isn’t up to what we require especially for Azipod vessels.

Unfortunately we are still awaiting a resolution to getting 3 of our pilots signed off to the next grade due to a lack of a MNZ recognized harbour master in Otago. This has meant that these three pilots are stuck in limbo, hopefully by the next issue they will have all moved up a grade. The training of pilots on the tugs has also stalled due to the increase in shipping numbers at this time of year, hopefully they will not forget all that they learnt with Arie Nygh. On behalf of the pilots in Otago, I wish you a merry Christmas and a happy, safe new year of piloting. (MA)

TIMARU
Change, it seems, has been about the only constant at PrimePort Timaru in recent months. George Hadley felt the lure of the Western island and was accepted for Brisbane Marine Pilots in August. This left the port a bit vulnerable in terms of unlimited Licences if yours truly were incapacitated for any reason and so we are delighted to welcome back Thejs Pedersen to the team. Thejs had done some relieving in the past year and so returns fully licensed. Training continues within the team and Hadleigh Ford and Marine Manager Ken Wilson now have B Grade licences. Trade wise, things have settled down again, albeit with a much-reduced cargo workforce after Maersk /Hamburg-Sud unexpectedly withdrew the weekly Timaru call on their OC1 service. Apart from being the apparent death knell for container shipping from the port, there was some professional disappointment in that those larger vessels (up to 260m LOA) provided a real piloting challenge. However as is the way with all things shipping, opportunities are there to be grasped and MSC commenced a weekly call with their Capricorn service. Piloting wise a risk assessment review for those vessels means we board slightly further out to sea in order to give more time for Master/Pilot exchange and setting up the Navicom PPU. Two pilots are also assigned to those jobs which allows the lead pilot to fully concentrate on the pilotage with the back-up pilot assisting as required. Having accurate clearing distances from the PPU when swinging in the Inner Harbour is certainly invaluable.

Best Wishes from all in Timaru for the festive season and safe piloting in 2013. (TV)

GISBORNE
The logs are going, going, going...halleluya...and continuing to go. Business at the port is looking good with forecasts for the next year looking better. Our mid-channel markers got their 2-yearly bums cleaned and are now standing tall and in ship-shape form to weather swell and surge. With the good weather rolling in, the tug Tuihaua and barge Pukunui have
been relentlessly working away the dredging of the channel. Weather-wise, things are definitely getting sunnier: the team is slowly but surely getting ready for the holiday season and some well-deserved break for everyone. Season’s Greetings and Best Wishes to everyone for the New Year. (RD)

**PICTON**
Winter in Picton is typically a quiet period for the pilots so we have taken the opportunity to carry out our first Rule 90 annual assessments. This was a new experience for some of our number, but all approached it with a constructive attitude and took away something from the process. I always find that reviewing other pilots offers a fresh perspective on the way I do things and I generally always go away having seen something I can try differently.

John Davis is progressing steadily towards his B licence and is showing all the good habits we would want in a pilot as he develops his experience with log ships. Our Marine Manager has offered to fund his attendance at the Pilot's Conference in November in Wellington which will give John an insight into issues involving pilotage throughout New Zealand. Like many other pilots I was very interested in the "ECDIS assisted error" experienced in Wellington recently. I'm sure we all have observed that the practice of using standard GPS as the sole means of navigation in pilotage waters is becoming increasingly common despite the risks. The little ship shape on a screen version of our chart can be so reassuring on "a dark and stormy night" yet potentially it can be catastrophically misleading. The latest Nautical Institute magazine contained a link to an excellent presentation by a radio-navigation scientist where he shows how for a few dollars, anyone can buy a device on eBay that can jam GPS signals. Even more concerning are the devices which can "fake" a GPS signal and fool receivers with huge errors. Just as there seems to be no shortage of people prepared to point lasers at the cockpits of aircraft on approach to airports, we should expect that malicious use of GPS jamming or faking technology is inevitable. You can see the fifteen minute video at [http://www.ted.com/talks/lang/en/todd_humphreys_how_to_fool_a_gps.html](http://www.ted.com/talks/lang/en/todd_humphreys_how_to_fool_a_gps.html) the best part starts 0745. (JC)

**TARANAKI**
We have got through the equinoctials without damage and thanks must go to our combined efforts with Met Ocean and their prediction program which tells us up to 7 days in advance what long wave action we will be getting in the Port. Long Wave action for us is a constant reminder of our geographical location and is always present, it can only be detected by the reaction of ships at the berths as, due to its long periods, cannot be seen easily by the naked eye. Metocean presented at the Wellington conference and it was an eye opener for those ports that can tie vessels up with their own pieces of string in harbours of calm and sheltered waters. Now that we are beginning to understand it better, we are working to refine the prediction for each berth and size of vessel on that berth. This will lift the safety margins at Port Taranaki to a new level and is thought to be a global first.

Shipping for us otherwise has been a steady stream of logs, dry bulk, hydrocarbons and offshore support as we ready ourselves for the forthcoming summer offshore programs. 2013 is looking to be one of our busiest years yet as Methanex has announced its plan to return to full production and the Oil & Gas majors attacking the sub-strata with a renewed vengeance. We have also purchased more land to facilitate this growth with the purchase of the Contact Energy power station which effectively doubles our land footprint: interesting times indeed.

Well we hope that Santa has full sacks for you all leading to a fruitful 2013. (NA)

**AUCKLAND**
It was bought to my attention by some conference attendees, that my last submission to this first rate journal was all too
brief and “piss poor” to boot. I was a little taken aback to discover I had developed some sort of readership, so I will do my best to write a bit more this time (yep Fin… . Bob passed on the message).

I was constantly asked by my colleagues at the conference, about what is happening in Auckland. If I remember rightly I wrote about this time last year, of us being on the cusp of great change. All I can really say, is I am still reporting from the Cusp. The only noticeable change is the steady stream of sudden resignations from various departments. The latest being the surprising announcement that Joyce, a PA (and our resident Miss Moneypenny) with 41 years’ service, has suddenly decided to pursue new and exciting challenges elsewhere.

The one very noticeable thing about these swift decisions to resign is the fact that they rarely manage to find the time to announce it themselves. But in keeping with one of our core company values “We help each other” someone else in the building helpfully announces it for them. It’s done with such care and sensitivity you could almost think that they have had months to compose their text.

There is also still talk of some looming redundancies and I would imagine that the Sales team at the “Damocles Sword and Thread Co” will be greedily rubbing their hands together with expectation of being able to install their product above nearly every desk in the building!

Our roster has been below strength lately due to Dave Payne contracting a particularly nasty sort of a flesh eating virus in his left foot and leg which saw him being rushed to Middlemore Hospital where he remained on IV drugs for several days until his foot reduced to just 3 or 4 times its normal size (and to be fair we’re talking a hell of a big foot to begin with!) It was an even bigger worry at one stage when he was advised by doctors that he might need to consider the possibility of only having to tie just the one shoelace for the rest of his life. Fortunately he was spared that existential conundrum, and although he still remains temporarily unfit for Piloting he could make a very good “stand in” if Peter Jackson suddenly needs a 6’5” Hobbit.

Whilst I’m on the subject of nasty viruses, there was a certain amount of trepidation over the impending arrival of a very large Passenger Ship that had made national news headlines due to 140 passengers contracting “Norovirus GII Sydney” strain during their stay in Sydney (you must know you’ve made it as a destination Port when you can lay claim to your own strain of Norovirus). The ship was heading straight to Auckland and we weren’t told too much about what to expect except the affected patients had been confined to their cabins and were being fed on dried toast and thin trays of jelly (apparently it slides under the door easier)

The upshot of this looming visit resulted in a quick check of the arrival schedules and a double check of the Pilot roster to see who would be the lucky Pilots on the day. As it turned out the research was unnecessary because due to a series of inopportune events the preceding jobs that morning seemed to take a bit longer than expected, and a fatigue issue raised its head, creating a temporary Pilot shortage that was hurriedly filled by the capable (and highly scrubbed) hands of Nigel, who reported having conducted the Pilotage , with an absolute minimum of physical contact, and carefully observed his paper cup being opened from a fresh plastic bag before being filled with scalding hot coffee.

As this goes to print…. he seems all right so far!

We’d all like to wish everyone a great Christmas and New Year and another year of safe Piloting. (CC)

Tauranga

I’m very pleased to report that no more pilots have resigned in the last 18 months.

Troy Evans and Craig Bennett now have progressed to B licences, which covers ships up to 225 metres. This will give the existing rostered pilots more chance to take leave and will ease Phil Julian's
woes when he is confronted by the auditors about the pilots having too much leave accrued. Tony Hepburn attended the Conference and AGM in Wellington and full credit must go to Steve Banks and Maria for all the organization and heartache that went into planning the event and encouraging certain pilots that “don’t do conferences”. Well done Steve and Maria.

Shipping numbers here have increased in the by 300 arrivals to 1500 in the past financial year and with smaller vessels and tug and barges associated with the Rena coming and going with most requiring pilots, the workload has been very hectic at times. Work on the Rena still going on with American company Resolve Marine cutting up the bow section to one metre below waterline; they then have the contract to recover debris from the seabed, so they will be here for at least another 6 months.

On the passenger ship front, the Voyager of the Seas came and went with no problems and we were very impressed with the master and bridge team on the vessel. May all other passenger vessels follow suit.

The container terminal is currently being expanded by 170 metres and that is due for completion in March, the same time as our new container crane will be commissioned (another Liebherr crane from Ireland) and assembled at the terminal. That will bring our number to 7 cranes with another one due March 2014.

A Merry Christmas from all the pilots in Tauranga. (TH)

MARSDEN POINT
Sorry could not make it into September Port of Call...Editor tells me it was the Sticky delete button on his keypad which stopped our port of call contribution! It was a pleasure to attend Wellington NZMPA to meet and enjoy the hospitality of the Centre Port and Wellington Pilots. It was very well managed, and will be hard to beat in future. It was pleasing for all to see a very good attendance too. Venue was outstanding and the speakers were no doubt top-of-shelf influential persons in NZ Marine fraternity. Great job Wellington/NZMPA.

Locally NorthPort/Marsden point have been in news lately, local/regional council and community leaders have realised the great growth potential of the Port, specially with waterfront development issues at Auckland. All of them seem to be on the same page and lobbying hard for big things to come here.

Some time back we carried out real Man (Pilot) over board drill, I happy to report that it was a good exercise for pilots and Pilot Boat crew and generally everybody. We tried out all the gear and recovery systems. It was worth it. I would recommend to anybody who has been long contemplating on it!

We have our new Marine officer who has joined us some time back: he is working through his training regime in earnest.

Now we have second wave Rider in place for our DUKC System. In recent past we were caught several times when single buoy had failed and we were forced to make those critical calls on Altimeter reading, not a comforting thing to do, Second buoy will help in those situations.

All the best wishes for the festive season. Safe Piloting till next time. (KB)

NAPIER
Another Cruise ship season is upon us all and those big floating hotels that we love are making their ways around our ports, generally causing consternation for our regular customers, who for no fault of their own were unable to book ahead for over 2 years or so to book their usual berths!

For the Carnival group of cruise ships we think there is a definite improvement in BRM, closed loop and general bridge team performance due to the new Bridge simulator CSMART at Almere just outside Amsterdam. Gus Matson managed to get on to one of the courses when he was in Europe on holiday. Gus was impressed by the organisation and structure of the course. It will be interesting to see if there is any long term difference to BRM and the inclusion of the Pilot in the Bridge team. So far we have been impressed here by the overall improvement.

The arrival and departure of the Voyager of the Seas was
Overcoming Disability

In keeping with an earlier theme of English culture (pp. 4 and 5), I was reminded of the heart-warming story of the blind school on a bus outing to the seaside. Halfway into the journey, the children requested of their driver that he stop the bus so that they could stretch their legs with a game of football. The driver of the bus asked how they could possibly play football if they were blind. “Easy!” they replied: “We have a bell inside the ball that lets us know where the ball is”. Once the driver saw that the children were happily enjoying their game, he went off to a nearby café for a well-earned cup of tea. He was only half through his tea when some concerned locals rushed up to him. “Are you the bloke in charge of those blind kids?” they asked. “Yes” says he. “Well you better come quick in that case: they’re attacking a bunch of Morris Dancers…”
The Better Angels of our Nature

(Putting into context New Zealand’s 25-year stand against Nuclear weapons)

The destruction of Napoleon’s Grand Armée in 1812 after the disastrous foray into Russia is surely a lesson in humility for ideologues - military and otherwise. The hitherto invincible army of 625,000 seasoned troops was reduced to a mere 25,000 (4% of the original) due to starvation, cold, disease drowning and desertion - as much as by enemy action. But do ideologues ever learn the lessons of History? Wars between nations are bad enough, but the psychological damage caused by civil war (as opposed to uncivil?) runs even deeper. The quote in the title is from Abraham Lincoln’s Inaugural speech of 1861: the tensions between North and South were like a tinderbox and he was pleading for dialogue and compromise rather than confrontation and violence. His efforts failed and the ensuing Civil War lasted until 1865, though the political schisms remain. Lincoln’s address touched upon an eternal truth with his appeal to our ‘better angels’ in that every man has the capacity for both good and evil, and we can choose which path to follow. Do we strive for dialogue, empathy and understanding or should we hold fast to our prejudices, stop-up our ears to others’ views and resort to violence when we do not get our way? Easy access to guns and the normalization of extreme violence by the media has once again brought tragedy to American families.

New Zealand’s political history reflects this Jeckyll & Hyde quality (the condition coined by Robert Louis Stevenson in 1886). In its Dr. Jeckyll phase, this small country has punched well above its weight with enlightened thinking and principled views which earned her universal admiration and respect e.g. Samuel Parnell’s 1840 stand for the 8-hour working day (commemorated 50 years later with the Establishment of Labour Day); first country in the world to grant women the vote in 1893; Arbitration Council of 1894 earned the trust of working men such that strikes were rare. In its Mr. Hyde phase, government agents violently suppressed the 1881 non-violent Parihaka movement led by Te Whiti and Tohu, destroyed the village, and illegally detained then cruelly punished hundreds of peaceful protesters. In the early part of the 20th Century, the violent Hyde personality resurfaced pitching worker against worker during the brutal suppression of the 1912 strike at the Waihi gold mine (Black Tuesday, 12th November) - another ugly stain in NZ history. There’s nothing like a good fight to settle matters and New Zealand got more than its share in the Great War, though the ill-treatment meted out to New Zealanders of German extraction and to conscientious objectors like Archibald Baxter was another glimpse of the Hyde personality.

The seeds for WWII were sown in the 1919 Versailles Peace Treaty, unleavened by the noble aspirations of the League of Nations - an idea proposed by President Woodrow Wilson to prevent future wars, but never ratified by his own government. New Zealand once more went to war in Europe in 1939. However war came closer to home after the Japanese bombed Pearl Harbor in December 1941 that brought American troops to New Zealand. America’s 1945 use of atomic bombs on Hiroshima on 6th August (and Nagasaki 3 days later) has often been sold as the humane alternative to a much bloodier invasion. Such explanation misses the fact that America felt the need to demonstrate its technical superiority to the USSR who on 8th August 1945 entered the war against Japan (the date agreed at Yalta). It did not take long for Russia to catch up with nuclear weapons technology, which brought the so-called “Cold War” when both super-powers had sufficient nuclear weapons to destroy the planet if they should ever come to a major confrontation. That terrible confrontation took place off the coast of Cuba in October 1962: Russia was setting-up nuclear missiles on Cuba at the request of Fidel Castro who had every reason to fear that the US was about to invade. In one of the most remarkable (and still largely unknown) acts of diplomatic stealth,
Kennedy and Khrushchev circumvented their own military advisers and agreed a peace deal: in exchange for the Russian fleet turning back, Kennedy promised not to invade Cuba and also withdrew US nuclear missiles based in Turkey. Having stood on the abyss, both men embraced the quest of nuclear disarmament and closer ties of friendship. Once again, by great stealth, Kennedy pushed through Congress a nuclear Test Ban in August 1963. This out-maneuvering of his own military and arms industry was not to their liking: JFK was assassinated just 3 months later whilst Khrushchev was deposed in a more civilised manner.

France had not signed up to this nuclear test ban and from the mid-1960s performed many such tests in the Pacific. In 1972, Green Peace acted as the conscience of the world and were joined in 1973 by NZ Navy who went to Mururoa to officially protest yet another nuclear test. The French response to these legitimate concerns was their 1985 sinking of Rainbow Warrior in Auckland. Such Gallic arrogance (and Anglo-American insouciance) had an unintended effect: it galvanised the anti-nuclear lobby and in 1987, New Zealand passed the historic legislation which banned ships carrying nuclear weapons and/or propulsion within the 12-mile zone. New Zealand Prime Minister David Lange bestrode the moral high ground and won global respect: such giants are not well liked by moral pygmies, just as bullies do not take kindly to being opposed. Lange had heard that Dan Quayle wanted him ‘liquidated’ (however he “never felt threatened by a man who could not spell tomato”).

In a recent NZ visit, US Defense Secretary Leon Panetta emphasised the close links between US and NZ with the frequently repeated phrase: “We have fought and bled together” which refers to our mutual parts in both World Wars, Korea, Vietnam, and Afghanistan. I have referred previously to the 1906 visit of Roosevelt’s Great White Fleet feted in Auckland - whilst simultaneously being staked-out for possible US invasion. (N.B. Britain was allied to Japan – America’s potential enemy – but whose Navy escorted the ANZAC troop-ships throughout the Great War). It is a fact of life that allies can become enemies – and vice versa (think USSR and Japan). Once again, the Pacific has become an American focal point and they would like a base in New Zealand - adding to the 2,500 US Marines in Darwin. South Korea’s missile range has been quadrupled to be able to strike North Korea and China, and North Korea has just proven its ability to fire long-range missiles. The multi-billion dollar arms race in SE Asia points to confrontation with China whilst the Pentagon’s drums of war beat louder each day. Nuclear-armed Israel is stridently provocative in the Middle East.

Currently, our government still supports the “No Nuke” policy but with so much secrecy surrounding such talks as the Trans Pacific Partnership (TPP), and the growing suspicion of government ‘done deals’ in so many areas of vital public interest, one wonders how sacrosanct is this policy. With both conventional and nuclear weapons proliferating globally, it may be worthwhile recalling those deeply held concerns about nuclear weapons? The oft-repeated claim by supporters of nuclear deterrence that this strategy has kept the peace is utterly spurious when one considers the millions of civilians killed in all those wars since Hiroshima and Nagasaki. Regarding Cuba, the USA never repeated its threat to invade because John F. Kennedy made a clear declaration at the United Nations. It is respect for laws between nations that is the best and only guarantor of peace. The Christmas message of “Peace & Goodwill to all men” is not an empty platitude, but a moral imperative.

New Zealanders have much to commemorate - not only their willingness to shed blood on behalf of others - but also in the more creative worlds of Arts and Science. It is men such as Archibald Baxter who deserve our respect for having the courage to stand up for their principles no matter the personal cost. It is leaders like David Lange who showed that a small country could still pack a moral punch that stops bullies in their tracks. We all have choices in our lives: do we aspire to Idealism, or be slaves to others’ Ideology? Shall we think for ourselves or not? What should we tell the Marines?
Is Your Judgement Clouded?

Make it Clear

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