The Hue & Cry
Welcome to this Christmas Cracker edition. The Wellington Conference & AGM is fully reported. Meantime, Panama is gearing up for the IMPA 2014 Conference to coincide with the Canal’s Centenary (with talk of NZ hosting future IMPA – see page 2).

Light has long been a symbol of Learning, Truth, Peace & Hope. Mariners have long used lights for navigation in form of the lighthouse (see page 17).

Fifty years ago saw the assassination of President John F. Kennedy, whose boat was destroyed in the darkness of WWII. In 1962, Kennedy opposed his bellicose military staff to avert nuclear war; he secretly appealed to Khrushchev for help, fearing a possible military coup would precipitate all-out nuclear war. Facing the ultimate darkness, the Russians withdrew. JFK extended the olive branch in his Peace Speech on 10th June 1963 just 5 months before his death. To certain elements, peace was bad for business…

“What kind of peace do I mean and what kind of a peace do we seek? Not a Pax Americana enforced on the world by American weapons of war, not the peace of the grave or the security of the slave. I am talking about genuine peace -- the kind of peace that makes life on earth worth living -- and the kind that enables men and nations to grow and to hope and build a better life for their children -- not merely peace for Americans but peace for all men and women -- not merely peace in our time but peace in all time”.

The world took a turn for the worse after his death. An earlier attempt to thaw East/West relations in the Cold War saw the birth of the International Tall Ships Race in 1955 whose ultimate prize is the “Friendship Trophy” awarded to Spirit of New Zealand (See p. 9).

One hundred years ago, a contentious law was passed in US Congress during the 1913 Christmas recess, creating the Federal Reserve - a cartel of private bankers. This act allowed them to control the flow and value of money, and to determine interest rates levied on the state! Abrogation of the checks & balances enshrined in the Constitution thus created a Corporatocracy that spends more on lobbyists than it pays in taxes. Billionaires opposed to paying living wages. Charles Dickens’ Christmas Carol: “Business!’ cried the Ghost, wringing its hands again. "Mankind was my business; charity, mercy, forbearance, and benevolence, were, all, my business. The deals of my trade were but a drop of water in the comprehensive ocean of my business!”

Peace to all men. May the light at the end of your tunnel not be an oncoming train from Damascus…

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President’s Report on NZMPA Conference

This Edition is coming to print shortly after a very interesting and informative seminar held in “The Museum of Wellington City and Sea” on the 29th of November; Leonie Ashford from Tourism New Zealand presented us with the option of hosting an IMPA conference with their support. This would mean providing them with the information about the event, location, speakers, potential delegates etc. and they would then work to promote it internationally and provide a list of conference organisers that could put it together. This would certainly raise our profile both nationally and internationally. We would have to be conservative tho’ to avoid any shortfall.

Tim Burfoot of TAIC then spoke of the lessons that came out of the International forum that he had recently attended in Korea.

MAIIF (Marine Accident Investigators International Forum)

- Has Non-Governmental Organisation Status at IMO
- Takes on working group Status for certain IMO projects/themes
- Recent work:
  - Development of the Casualty Investigation Code
  - Model accident investigation handbook
  - Model accident investigation training course
  - Entry into closed spaces
  - Master/pilot relationship recently made this one of the themes for its 2013 Forum in Korea
Intends to submit paper to IMO on subject with intention of making this a work stream of IMO
Intends to make it the main theme for its 2014 Forum in Panama
Intends to invite the president of IMPA to the forum
The Commission is part of this working group
Looking to the NZMPA for ideas to take to the forum.

The Master/Pilot interchange featured prominently and as a consequence the need to have a more structured approach became evident, especially with the need to input the Pilots ECDIS passage plans. To help him to understand what is required I have sent him a copy of our passage plan here at Port Taranaki, the more he gets the better so you are encouraged to send him a copy of yours. New Zealand is leading a project to improve the Master/Pilot exchange procedure which will be presented to IMO as a consultation document for legal change in this area so the more help we can give him the better will be the outcome for us all.

John Mansell then spoke to us about Seacert and the future requirements for Pilots to revalidate their STCW certificates. The Manila convention comes into force from the 1st of April 2014 after which to revalidate you will have to complete courses including a PISC, Advanced FIFI, Advanced Medical, ECDIS and a security course. If your Seagoing License has lapsed for more than 12 months then you will have to also do a MFG refresher course as well as the previous courses. If you get these before 1st April 2014 then the license is valid for 5 years. The Auckland Maritime College may do these when approached and also Launceston AMC.

An anomaly in the regulation regime was discovered in Wellington. It was deemed that you cannot drive a Tug with an expired Seagoing License which was issued for a Qualification that has a revalidation period, i.e. your MFG, however if you have a CLM you can as they don’t expire. As you are all aware your Pilot’s License doesn’t require a Seagoing License so if your MFG, to which the Seagoing License was issued, has expired, legally, you are unable to drive the Tug. Some Port Companies don’t think it necessary and as a consequence the Pilots are now legally restricted to Piloting only; wasted resource? Any queries direct them to Maritime New Zealand.

Paul McBride then addressed us on the legal responsibilities of Pilots and their Liabilities in this new era of criminal liability. Preparations are the key to mitigating this risk and as Pilots we have the most extensive liability cover possible in any profession which is reassuring to know. We have to be seen to be taking all reasonable steps in the performance of our duties. Paul is happy to act as a point of contact in the event of an incident as he also acts for the Guild.

Lew Henderson, having recently been heavily involved with Manning issues on Wellington’s new Tugs, spoke to us about these issues. I won’t go into too much detail here as I will address this issue in my column “Taking Sights”.

Paul Stanley then took the time to show us their latest developments with Channel Pilot Mk II and its very compact and dynamic functionality.
He also updated us on Warren Woods “Voyage Bank” developments and how they are simplifying the Pilot/Master interchange by providing electronic data in both directions well before the Pilot steps aboard so as to speed up the process of synchronising passage plans. Also post-Pilotage information-sharing has been made much more efficient.
We closed the Seminar, had smoko and cut the cake then moved into the AGM which is documented below (p.4).

In closing I must extend once again a huge thank you to Steve and Maria Banks for not only stepping up again to help with this but for doing so with such a calm efficiency that ensured everything went smoothly.

Captain Neil Armitage, President NZMPA
2013 NZMPA AGM

AGM     Friday, 29 November 2013, 1545

Attendees:-
Matt Conyers (MC), Craig Colvin (CC), Finley Laird (FL), Steve Gilkison (SG), William Corbett (WC) Assoc, Peter Stacey (PS) Assoc, Chris Davies (CD), Ruslan Mitlash (RM), Hadleigh Ford (HF), Jan Evleeens (JE)Assoc, Steve Banks (SB), Lew Henderson (LH), Mike Birch (MB) Sec/Treasurer, Neil Armitage (NA) President

MINUTES
1. Apologies for absence from :- Capt Charles Smith; Otago pilots; Tauranga pilots
2. Minutes of previous AGM
3. Chair’s report
4. Secretary’s/ Treasurer’s report (Presented by MB)
   SB and LH requested clarification on costs and income from Auckland Conference.
5. General Business
   • Discussion held as to whether NZMPA should be represented at 2014 IMPA conference in Panama. The consensus was that we should be represented and preferable by two people. LH said that he is interested. An email will go out to all members with the conference details to ask if anyone not present would be interested in going. It was suggested that Leonie Ashford, Business Events Manage for Tourism NZ (the first presenter) would be able to assist with costs if the NZMPA rep also promoter of NZ Tourism. ACTION :- NA to enquire.
   • These are the costs lifted straight off the Web Site; http://impa2014.com/index.php?p=home
     Staying at the Hard Rock Hotel Panama Megapolis for those attending the IMPA Congress. Starting at US$179.00 per night (single/double), including: accommodations for up to 2 adults, breakfast buffet, Wi-fi Internet service, US$20 per night per room redeemable at any of the hotel bars, and all taxes. The hotel is centrally located and adjacent to the shopping mall. The convention center is accessible from the hotel through a covered walkway.

   The registration fee for the Congress has been established at US$1,648.00 for delegates and US$1,211.00 for accompanying persons until October 31, 2013. After this date, the fees will be increased to US$1,735.00 for delegates and US$1,275.00 for accompanying persons. Accompanying persons who would like to attend only the Welcome Reception, the Beach Day and the Gala Dinner, a special registration fee of US$1,000.00 has been established. Registration fee for children between the ages of 6 and 12 is US$650.00. Children under 5 years old are free.

   • MB :-Level of subs.
     The members agreed that an increase from $160 to $200 should be made.
   • CC :-Discussion as to whether moves should be made to make NZMPA a body for the representation of pilots in employment issues (negotiations etc) and to provide indemnity ad representation through unions. The consensus was that we would be better to remain with “The Guild” and call on them for services and assistance.
   • NA :-PPE suggestions are posted on the web site.
   • SG :- Describes the water activated AIS Personal Transponder which he has used for some time. For interested members the item is :- EASYRESCUE A040
   • CC :- Discussion around the formation of a Peer Support Network to assist pilots in the aftermath of an incident.
     An email will be circulated to all members to ask for anyone who would be able and willing to assist in any way possible in such circumstances. It was agreed that the president would be the first point of call, who could then suggest other pilot(s) to contact.
     An entry in every edition of the “PILOT” would be made reminding of the facility. ACTION :- Hugh O’Neill would be asked to design and insert.
     Financial assistance would be provided by NZMPA for travel to enable meetings to take place.

7. Election of committee    No change.    Meeting closed at 1700

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At the recent seminar in Wellington the topic of two man Tugs was raised and some interesting debate ensued. There was an underlining disbelief that it could ultimately be thought safe given the reports of experts to the contrary. Whilst not fully aware of the operating constraints placed upon a two-man operation if any, the cost savings seem to be the main driving force behind the decision. What are these savings and to what degree has safety been compromised? I am not a financial expert so I wouldn’t venture to tell a financial expert of many years his job or demand that he did what I suggested. But then how much per movement does safety cost? I would suggest around 1000 movements annually divided by the salaries of the individuals would give an indicative cost. The result is quite a low number per movement..... is it worth it? On the question of operational safety though, Tugs are critical in the opening of a Port’s operating windows. This in turn gives the Port a greater opportunity to compete for trade. However, to be an effective tool, the Pilot needs to have confidence that the Tug will deliver what is needed when it is needed without fear of failure or complication.

In a perfect world where there is constant sunshine, benign weather, flat sided ships with crews of unchallengeable competence (and with some unbelievable luck) a two-man tug could work happily for many years. In this perfect world, the Tug Masters will also be able to completely control the Tug by themselves when the other person onboard incapacitates himself for whatever reason, or a fire alarm needs to be responded to and a fire extinguished, or the Towline parts and needs to be quickly re-established, or the engineer falls overboard on a dark night etc. Let’s also hope, in this age of the aging work force, that the Tugmaster’s health is unwavering because in these times of undue stress he may have health issues and you will then have a completely unmanned Tug trailing astern braking and swinging the ship uncontrollably toward the hard.

Modern Tugs, like ships, are becoming ever larger, more reliable, and more technologically competent. They are still however operating in hostile environments and as such are in need of constant maintenance to ensure that they are able to deliver what they have to when they have to. This maintenance can only be done when the Tug isn’t working by people that are dedicated to it. In a busy port - and given that these Tugs are becoming ever bigger and more complicated - two people will find it hard to give this task the time that it deserves. This not only impacts on the Tug’s long-term reliability but must also increase the dry-docking costs. There are also the unseen advantages of succession planning with the Tug Master being understudied on a daily basis.

I can only say in conclusion, that I find it hard to fathom that someone who has never driven a commercial vessel of any description - let alone a modern complex Tug - could demand, however subtly, that their views should be given more regard than someone who has had many years of experience doing just that. Let’s then ask the question: would that same someone be willing to do what was demanded of them by someone who had had no experience in doing what they do?.... I think not.
The following paper by Arie Nygh, President of the International Tugmasters Association (ITA) has been in circulation since 2007. This paper was discussed at the November Conference, and is reproduced in full for the benefit of those who were unable to attend or who are not yet familiar with the subject. Safe operation of tugs came under the microscope in the Inquiry into the loss of the Clyde tug “Flying Phantom”.

Two-man Crewing Aboard Harbour Tugs – Talking in the Negative

Arie Nygh
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In response to an article in the July International Towage & Salvage (ITS) magazine by Capt. Mark Hobbinott and at the invitation of the editor for readers to respond, I am writing in the hope of encouraging industry to take a deep breath and exercise caution with regard to the two-man manning of harbour tugs. At the ITS 2006 conference in Rotterdam I was having lunch when this topic was raised. At the table were nine prominent industry figures covering a broad spectrum of the towage industry, including construction, design, operations, sales and an educational author.

After the others contributing to the conversation had spoken, predominantly in the affirmative, my turn to comment came. I commenced by making the pragmatic observation that I was the only person at the table who actually could drive an ASD tug. A large portion of the towage industry’s managers lack understanding of the high degree of skill and concentration required to drive ASD tugs, this in turn contributes to flawed operational decision making. Each individual who spoke in the affirmative for two-man crewing had a vested interest in supporting its implementation. Being highly intelligent and motivated people (or they would not be at an ITS conference!) they were convincing, articulate and forceful in putting forward their reasons.

In Mark’s article, I commend him for raising the topic for debate, he states, “the main barriers to two-man manning are technology, statutory requirements and trade unions”. Mark goes on to say, “technology is becoming less of a problem”. Leaving, I assume statutory governance and trade unions as “the problem”? Well are they? If the acronym SELL is applied to this proposal:

- is it Save,
- is it Efficient,
- is it Legal,
- is it Logical

I believe the supporting arguments are found wanting. Having been on both sides of the great divide, that of being a trade union tugmaster and a marine manager, including the national marine manager for an Australian towage company, I feel sufficiently knowledgeable to positively and with balance contribute to the debate.

Currently I own a consultancy business that operates within the towage industry, predominantly focused on training, competency checking and auditing of operations. Insight is gained from having 26 years experience as a master or marine manager, including 17 years as tugmaster on large ASD tugs, 12 of those years as a training master that has seen me develop my own tugmaster training program via which I have personally trained in excess of 100 ASD tugmasters.

Yes, there are some two-man tugs operating in a few countries. My understanding is they are governed by strict operating regulations and are mainly smaller in size and power. Taking politics out of the equation, the bottom line is all about safe operations and risk management. State, national and international governing statutory authorities put regulations and contingencies in place to ensure safe operations and in the event something does go wrong, there are sufficient resources to give some assurance of a positive outcome. Manning is very much a part of this! Risk management for tugboats is not just about keeping the tug and its crew safe. As important is ensuring the ship, third party assets and the environment are kept equally as safe.

In the myriad of things that can go horribly wrong during towage operations it is the tug and its crew best placed to assist in saving the day. At these high demand times, if the tug is restricted in its ability to operate and respond at 100% effectiveness due to crewing restrictions, I am at a loss to see how we cover the before mentioned SELL principals. There is no doubt 80% of the time, when all is well and going to plan, any tug can be operated to a reasonable extent with a two-man crew. However, the reality of towage operations is the tug and its crew truly earn their keep in the other 20% of their working lives.

Due to the high risk and catastrophic consequences of not getting it right in towage operations a tug and its crew have no margin for error. They have to perform appropriately 100% of the time. It is when things are not
going to plan and operating becomes much more challenging that crewing becomes an issue. For 10% of this
higher activity period a two-man crew will manage to some degree but not necessarily to a sufficiently high
enough standard to ensure the best outcome.

This brings us to the final 10% of operations; Murphy’s Law says it is in the wee hours of the morning,
everyone is tired; it’s blowing a gale and some drama is unfolding:

- Ship’s engine fails and it is sheering off into a wharf.
- Tug’s Z-Peller pod fails and the tug is falling in under the ship’s counter.
- The towline parts and the ship is going to run aground and block the channel.
- A fuel line cracks and is vaporising fuel over the turbo charger.
- The engineer slips and is seriously injured in the engine room.
- The seaman falls over the side.
- The ship’s propeller hits the tug’s quarter and the steering flat is flooding.
- There is a fire below.
- The tugmaster has a heart attack or stroke etc.

All these incidents have happened! This is when a two-man crew will be found seriously inadequate, risk
management will be left wanting and the cost in human life, financial terms and environmental damage will be
found to be enormously disproportionally expensive compared to the salary of an extra crewmember who
contributes to ensuring a positive outcome. I have sat in the mock-up of what is probably the world’s most
advanced two-man tug wheelhouse and I must say it is impressive: press a button and the seat automatically
slides the master up into the wrap-around console. Each foot has a pedal for the winch controls (heave/payout
& brake on/off), the dash is ergonomically designed, there are magnetic pressure pads opposite each knee to
activate the radios etc. Pièce de résistance is the computer touch-screen that links to sensors and gauges
throughout the tug, particularly the engine room. Touch the screen and up pops the master into the wrap-around
console. Touch the screen and up pops the engine room; touch the diagram for the port engine and up it pops; touch
the diagram of a particular unit and there you have all the
information an engineer requires............but you are not an engineer! Technology solves this minor issue via a
wireless link back to a shore-based engineer whose role is to sit and monitor computer data from all the tugs
in the fleet. So what good is this when he telephones to tell you there is a serious problem down below when
you are auto rolled up into a console with your hands and mind fully actively engaged in towage duties and
your only crewmember is actively engaged in supporting you? Do you ask the Pilot to put the ship’s
handbrake on while you deal with the problem?

The thing with all the bells and whistles is that the tugmaster’s mind can only deal with a limited amount of
information and decision making before going into sensory overload. This phenomenon is very real and as a
trainer I am constantly aware of avoiding it when training tugmasters; and as a tugmaster I have personal
experience of it. When the pressure is on (at the lower end of the 20% we are focusing on) it is simply
unrealistic to expect a tugmaster to:

- effectively and safely drive a powerful highly manoeuvrable tug that responds instantly to the slightest
  control movement,
- control the crew on deck,
- respond to the Pilot’s orders,
- monitor alarms, gauges and computer screens,
- drive the winch,
- operate the spotlight
- maintain a broader situation awareness of what else is happening in the immediate vicinity,
- etc.

When we get to the higher end of the 20%:
- a towline has parted,
- your crewmember is over the side or injured,
- a fire below,
- there is tug mechanical failure,
- the ship has lost propulsion or steerage,
- the ship is out of control,

It is not Safe, Efficient, Legal or Logical to be operating the tug with only one other assistant on board. To say
we only operate tugs in pairs so as to assist each other is not realistic. Once again, does the Pilot pull on the
ship’s handbrake while tug 2 is let go to assist tug 1 that:

- has lost its crewmember over the side,
is on fire, is sinking, has a seriously injured crewmember, the tugmaster is incapacitated, is trying to jury-rig a broken towline.

I think not. A critic can say: “it is easy to tear a concept apart.” So what is the answer? I will lay out one possible solution: I know this will not be an option for all but it does demonstrate creative, diverse thinking while working positively with key stakeholders can lead to effective answers that meet all requirements for a 100% SELL towage operation. I have been involved at a managerial level of setting up a towage company that addresses the issues. At the outset, we said for Safe, Efficient, Legal & Logical reasons we will:

- Have to have a three-man crew on our tugs. (master, engineer and integrated rating)
- Value-add into these three-man crews.
- Recruit and train personnel that have skills, extra qualifications and expertise that we can use in addition to their marine skills.
- Employ highly motivated, skilled, multi-tasked mariners and then put all their abilities to productive use.
- Create a very interesting, challenging and satisfying workplace that ensures our teams are gainfully and happily employed.
- Minimised the policing role of mid-level management and covered these positions by ensuring our area managers and their assistants are operational tugmasters or engineers.
- Have an operational master and engineer covered the roles of National Operations Manager and Technical Manager.
- Do away with non-Marine roles such as tug controllers, safety officer, security officer and absorbed these duties into our tug crews.
- Ensure a large number of our integrated ratings (seamen) are qualified tradesmen so we rarely use outside contractors.
- And whatever else it takes to achieve a cost effective 100% SELL outcome.

I trust this response to two-man crewing is read by my fellow ITS fraternity in the positive light it is written, in so doing positively contributing to the debate.

Arie Nygh

Dilbert’s short acquaintance with Amber Dextrous

Ed: permission to use the Dilbert cartoon was kindly granted by Scott Adams himself. The Dilbert Principle is ubiquitous
“Triumph across the Tasman”

Tessa Duder

The three-masted barquentine Spirit of New Zealand, owned and operated by the Auckland-based Spirit of Adventure Trust, recently took part in Sail Training International’s first Trans-Tasman Race from Sydney to Opua, in the Bay of Islands. On board was deputy chair Tessa Duder, a long-time Trustee and occasional sailor. She writes about the race and her experience “crossing the ditch.”

In forty years of successful operation, the Spirit of Adventure Trust has sent its vessels offshore only three times: the topsail schooner Spirit of Adventure to Raoul Island in 1997 and Spirit of New Zealand to Australia in 1988 for their bi-centennial celebrations and 2013 for the Royal Australian Navy Centennial. The rest of the forty years they have quietly worked New Zealand’s coasts. The country’s rugged coastline, especially the western side exposed to the Tasman Sea’s unpredictable Westerlies, is excitement enough for a Trust Board mindful of 40 inexperienced teenagers aboard for each 10-day youth development voyage. And besides, Northern waters that take in the historic Bay of Islands and the Hauraki Gulf provide great sailing, islands to explore, and plentiful safe anchorages thus perfect for the Trust’s award-winning youth programme.

The deployment of SoNZ to Sydney was made possible by a partnership with Royal NZ Navy, which provided a young crew of 40 cadets for a speedy 6-day motor-sail from Wellington to Newcastle, north of Sydney. Captain Paul Leppington, the Trust’s Senior Master and Marine Director, tracked SoNZ well to the North to avoid several nasty low pressure systems typical of Tasman weather; even so, a memorable image from that voyage is the inclinometer needle reading 45 degrees. The rewards in Sydney for the crew were considerable: entering that glorious harbour with some 14 other tall ships gathered for the event from Britain, Holland, Canada and other countries around the world, the Review itself and the fireworks for which Sydney is rightly renowned.

From Sydney, SoNZ and six of those tall ships set out on the first ever Trans-Tasman Tall Ships’ Race. Organized by the British-based Sail Training International, the fleet sailed out through Sydney Heads on October 10, bound for Opua in the Bay of Islands, 1200 miles and probably 7-8 days distant. Besides the Australian Navy-operated youth development ship Young Endeavour, there were the barque Europa, the three-masted topsail schooner Oosterschelde and gaff ketch Tecla, all from Holland; the British barque Lord Nelson, world’s first tall ship designed for disabled sailors; and Picton Castle from Canada.

Replacing the naval cadets on SoNZ was a crew of 39 youngsters, somewhat older than SoNZ’s usual complement: these were 17 to 25-year-olds, who’d signed on at $3000 each to do the Tasman race followed by a cruise-in-company down the Northland coast and the final STI prize-giving in Auckland during the Tall Ships Festival there over a long holiday weekend. About a third were former SoNZ 10-day trainees; apart from several Australians and one American, all were Kiwis. Some had yachting experience, but most were new to seafaring, certainly to blue-water sailing and how a beamy, 45-metre tall ship under shortened sail behaves in winds gusting to 45 knots and a confused 5-6 metre swell on the quarter. Mercifully, there were only minor injuries as the ‘trainees’ quickly learned how to cope with the rocking motion, at times quite violent, and how to sleep through the indescribable noise. Most had found their sea legs by the fifth day, when the Tasman decided to ease down to less than 10 knots of wind and, approaching the Three Kings Islands and Cape Reinga, calm seas. So calm, in fact, that the challenge for the four mates became not how to maximise the 40 knots of following wind (one 24-hour run clocked up more than 218 miles, with one stormy night watch averaging a remarkable 10 knots SOG) but hoisting every inch of sail to
coax more than three or four knots from the old girl. Even, at one point, emulating Team New Zealand to see whether 55 bodies (calculated to weigh three tons) could get her to heel to port and fill the sails for an extra knot. (No, they couldn’t!). Sighting the Three Kings on dawn of day six, etched in pink along the horizon, was for many the first real highlight of the voyage. A second was ghosting past the iconic lighthouse on Cape Reinga under a full moon, the third finally reaching North Cape and turning south to the finish line off the Cavalli Islands. Though the first five days had been hard for these young sailors, their interest in the race itself hadn’t flagged. On the crew mess whiteboard, artists among them had amusingly tracked the positions of *Europa* and *Tecla*, which had led all the way to take both line and handicap honours. Being Kiwis, they’d been especially chuffed to chalk up that arch-rival *Young Endeavour*, taking a more southerly course, had lost the wind entirely and was out of contention. Once over the finish line, some masters would have called for the engine, but not Captain Nigel Wright, Master of *SoNZ* for 18 years. Born a New Zealander but with extensive experience in the British merchant marine, he’s a sailing man through and through. His ambition had been Sydney to Opua under sail but time and tide were against the last 3 miles. We’d sailed 1,217 nautical miles in 7 days, 22 hours and 32 minutes; average speed, 6.39 knots and a top speed of 14 knots.

The cruise-in-company after Opua was for all the crews’ pure pleasure - reward for challenging times mid-Tasman. From the Bay of Islands, *SoNZ* led the fleet down the coast, via Whangamumu Harbour, and out to Great Barrier Island. Two days of shore tramps, small boat races and barbecues, then the home run to Auckland’s Waitemata Harbour. History was often evoked on this historic voyage: stoical early settlers coming to New Zealand from the 1830s, enduring long passages from Europe; four square-riggers negotiating the 50-metre gap of Man o’ War passage into Port Fitzroy. The fleet, some local vessels and *R. Tucker Thompson* sailed into Auckland in brilliant spring weather watched by an audience of 200,000. A view not seen since the 1890s.

The deployment has been hailed a triumph by the Trust Board. Leaving Sydney, we were the only ship with sails set before harbour bridge. Third across the line, youngest average age crew (despite a 72-year-old supernumerary) and to cap it off, the sought-after Friendship award, for promoting international goodwill. This accolade was reinforced at the STI conference in Denmark a month later, with Captain Wright personally named as winner of the Janka Bielak Medal. ‘Nigel did a great job in the first international Tall Ships Regatta, in the southern hemisphere last month,’ said STI Race Director Paul Bishop. ‘He and his crew led the international fleet from the Bay of Islands to Auckland via Great Barrier Island setting up an informal, but excellent crew programme. It was a team effort but behind every excellent team is an excellent leader.’ That this first Trans-Tasman has put tall ships on the STI map ‘down under’ is very clear, on the evidence of this award, the STI website and the enthusiasm of visitors such as Paul Bishop, *SoNZ’s* local and national profile - especially with politicians - is considered to be several notches higher. In addition, the ship’s reputation as educator of two generations of square-rigged sailors, especially through its cadet scheme (providing 18 months’ sea-time, experience and education for four aspiring professionals at a time) is producing fine results. The Trust’s deep pool of volunteer crew, its consistently achieving close to 100% trainee capacity and the shore skills behind her punishing 340-day annual schedule are factors that won the Trust the STI Sailing Training Organisation of the Year in 2009.

There is now talk in New Zealand and elsewhere of further events involving ships from the Pacific rim, especially around the celebrations planned for the Captain James Cook 250-year anniversary in 2019, if not before.
BLUFF
Let me start by stating how nice it was to put faces to names and meet some more of you in person at this year's AGM. I am very pleased to have made the trip and look forward to the future of our organisation with anticipation. One idea from this meeting put forward by Craig Colven is the establishment of a peer support network. The traditional legal protections of our profession are slowly re-interpreted by the courts, whilst the economic costs of any incident increase exponentially. Likewise, the pressures on an individual pilot post-incident are increasingly monumental. I feel the chance to have a free, open and private discussion with someone who is impartial and equally qualified in the field cannot be overstated as an initial Post-Crisis Management tool. This said, I would like to volunteer my services, small as they may be, (021-678673). Hopefully they will never be needed, but we live in an uncertain world.

Right, the meat: Bluff! The marine team is settling in to cruise season much aided by Doran and Josh both taking a step up in grade Doran to unlimited and Josh to his B. This is a useful licence for Josh to have as it allows us to load share a little more evenly. Unfortunately it also means Doran has started training on the tugs and while he is showing great skill and enthusiasm it means I have to re-acquaint myself with the Monowai's open fly bridge and the joys of rainy night jobs again. Friso has settled into managing our tugs nicely and has started to ride along on larger vessels while trying his hand on some of the smaller ones. As for myself I have started Fiordland training, having never been though the fiords beforehand these first few observation trips have been a wonderful experience conducted in picture postcard perfect conditions. I look forward to Bob and Dave handing over the reins (under their tutelage naturally) which is also a sure way to ensure the perfect weather comes to an end.

Southport is progressing through a Lean Management programme which I have become involved with. Some of you may have already experienced this or maybe about to. It's all about identifying areas of waste within the business and has introduced us to the concept of 5S which itself is brought to us via the Japanese to improve work areas, ergonomics and safety. This a huge challenge on an island harbour the size of ours with its associated stores, warehouses, cool stores, stockpiles and external contractors. Still, it is enjoyable to be involved with it and I look forward to being part of a sharper, shinier organisation.

On a sad note for Port Otago and Timaru I have to announce that as "Z" have put profits before people they have decided that the bunker line in Bluff is not a profitable option for them any longer and have turned the tap off. This means that our friends the Korean trawlers can no longer top up their tanks (before hitting rocks off Stewart Island and emptying them again) in Bluff so will have to travel further up the coast.
to your open (I'm sure) arms.
I trust everyone has had a good year and we wish you all the best for 2014. From all of us in rough and tough Bluff, Merry Christmas and a Happy New Year.

(SG)

GISBORNE
Trying to keep it brief as I am at the airport on my way to Brisbane for simulator training.
We are all waiting for the holiday season to kick in after a busy year on the waterfront. It is the time of the year when Little Gizzy town is flocked by thousands for the R&V festival. It reminds me of Auckland as it's the only time of the year that we get traffic on our streets.
We are all eagerly awaiting the delivery of the pride of our fleet Waimata, which is achieving its milestones under the watchful eyes of Charlie.
In November the port carried out a major drill - a public health emergency response event which was a huge success. We had attendees from the NZ navy, DHB officials from Tauranga and Napier. The drill was the first of its kind in NZ.
That's all from me now as I have to board my flight! Season's greetings to all from the Far East. (RD)

TARANAKI
We are at the beginnings of the biggest offshore exploration program that New Zealand has ever seen. We are playing host to 9 Supply Boats and have seen the CSV Skandi Hercules while it was refurbishing the moorings on the Raroa's anchor arrangement. Anadarko have set up a base with us and are happily servicing deep water Taranaki before heading to the Carrack Caravel field off Dunedin. They have bought some unwanted attention however people in Taranaki are well used to the Oil and Gas industry so Greenpeace have been focusing their attentions on their greener pastures around Raglan. The feeling here is that with everything there is risk, planes crash but the benefits of flying far outweigh the risk, which keeps 3 million people globally airborne at any one time. Deep Water exploration is also not without risk but when you see the equipment and regulations surrounding the project you begin to realise how seriously they take their safety and liabilities.
Others such as Logs, Dry Bulk, and exported Hydro Carbons are also seeing solid performances as we constantly juggle for berth space.
We have a new Carmac designed Pilot boat being constructed in Wanganui by Q West which is due next April and looks to be on track. We have a constant push on H&S and in this area we have been championing Hard Hats for Pilots (see the website for details).
Lucky we have as one of our Pilots slipped on some hydraulic oil on the main deck of a ship and was on his back before he knew it. His head cracked on the deck but luckily he was saved by the helmets we now mandatorily wear and lives to fight another day. We are always interested in ideas, modifications and improvements so feel free to send Troy your PPE so we can all learn.
Hope Santa is kind and you all have a safe and stress free silly season. It seems like yesterday that we were putting up last year’s tree… (NA)

PICTON
Not too much to report from Picton as we get our fair share of log vessels through the port and the likelihood of another heavy lift vessel dropping off a rig in Admiralty Bay in the new year. The decision finally made to keep Picton as the ferry terminal rather than the half-cocked idea of building a new port at Clifford Bay was well received by the locals.
The loss of a propeller from Aratere has been well publicized in the media as has the ideas and decisions by Inter Islander to alleviate this crisis. All the press and decisions made caused me to focus outside the square and think as to what I would do if I was in Inter Islanders position and ran a company that had zero ties to the Government. A decision
was made to charter the *Stena Alegria* from Europe and she is due at the end of December for a six-month charter. Would I have done this? The short answer is no. One can imagine the cost. As I write this, they may use the *Aratere* once a day with one engine from Wellington to Picton and return. The voyage will be via the Northern Entrance of Marlborough Sounds with tug escort in/out of Wellington and Marlborough. There would be weather limits on these sailings. Would I do this? Again the short answer is no: the cost of tug use at both ends and weather limits is prohibitive.

So it is easy to criticize but what would I look at? At present there are four vessels running on Cook Strait i.e. *Arahura*, *Kaitaki*, *Straitman* and *Santa Regina*. The work-horse *Arahura* does three trips each day and the others do two each. *Arahura* is the only one which can carry rail. Increase the sailings of *Kaitaki* to three trips each way. Sit down with Strait Shipping and negotiate for each of their ships to do an extra half-round trip each and adjust their timetable. This would all-in increase the round trip sailing by two or that of an extra ship.

Dangerous Goods are always a problem however the majority are class A and B which can be loaded with maximum passengers provided proper separation is carried out. Surely in a situation like this the transport of non-passenger DG trips could be arranged with transport logistic companies for fewer times of the week. I have known of limited passenger DG voyages which could have carried maximum passengers and this through the high passenger season. Some rail transport would have to be taken off rail at one end and reloaded at the other.

Just a few ideas which roll off my head to keep costs down whilst maximising passengers & freight - and possibly even make a profit. (JH)

**WELLINGTON**

As I sit at home gazing on the view with amber fluid in hand, I observe the next step in the *Aratere* saga. She is moving back in her loading berth for the first single engined sailing tonight. Although she has had long list of problems, she does normally arrive and depart without our help. That looks set to change, and the tugs here and in Picton will be on their toes for a few more days. Maybe the missing prop will arrive soon - a trifle after the vessel, ready to be investigated by TAIC. (We are all dying to know how you break a tail shaft). After a year of extreme weather records we have settled into summer, and with that comes the cruise season. We have had two of the over 300m ones in at the same time and it sure looks like the port is full and the streets chocker with visitors. Not that all the cruise ships have had it nice. I had an unexpected journey to Akaroa a week ago: you could hear the Aussies everywhere on board - even on the bus to the airport. But at least they are helping the NZ economy. Arriving in Akaroa - now that was interesting - and no pilot! But that's another story!

We had our favourite tug trainer over again to move a new driver along and give the rest of us a welcome coaching session. Interesting to hear of new ideas in the tug world including a few serious accidents. Many of these tales do not make front page news unless there is a death, however they made us all sit up and think how we rely on the tugs and often take them for granted. But in the end, they are a tool we must look after: asking them to perform risky tasks or manoeuvres they are not trained for can easily end in peril.

We also hosted the NZMPA Conference & AGM - another great event organised by Steve. Some very informative speakers, some new kit from Navicom, and some good cheer in the evening. What more could a pilot want? I think Steve has the bug now, so start planning the days-off for his next effort in October 2014.

So now we have the Christmas greeting part:
it should talk of fair winds and safe berthings or some other stuff, but I liked this from a UK ferry master: "Merry Christmas to all. May your wallets be fat and your waists slim..."

And remember those flying the flag 24/7 on Christmas day as you tuck into the second helping of brandy pudding. (LH)

**AUCKLAND**

Once again we are powering up to a very busy Summer. We’ve had two consecutive months of record container volumes in the Port, and now we’re in to the start of another very busy Cruise season, so it’s keeping us all on our toes.

Most of you have probably already heard that Dave Payne made a bit of a surprise resignation a couple of months ago. Although it was no surprise where he was going to..... he joined the steady flow of Pilots heading to West Australia, where they are all endeavouring to send the NW part of Australia, bit by bit to China.

Dave’s sudden departure made a bit of a hole in our roster, but fortunately Both Nigel and Wayne are now full-time Pilots and we have also started training Elroy D’Souza, so any potential crisis was averted. Matthew Holbrook has taken over the role as Senior Pilot from Dave. Taking Matt overnight from Junior Pilot to Senior Pilot.... a meteoric rise through the ranks that he is well worthy of (he will be reading this and my peer review assessment is coming up)

Our new, as yet to be named Tug, is now under construction in China and we can expect delivery around July/ August next year. I was fortunate that Charles Smith and Steve Banks kindly enabled me to have a good look over her slightly older Sister “Tapuhi” when I attended the AGM in Wellington and I was able to report back favourably to my colleagues, that being a much larger and more powerful piece of kit than we currently use, she will be a very welcome addition to our Tug fleet.

With the anticipated arrival of the 6 – 8000 TEU vessels, we are also undertaking very detailed ACDP tidal analysis with our Hydro team which is then being used by Kees Buckens to re-model the simulator programme along with much larger ships; thus we can have even more accurate and intensive training, which will also involve the Tug crews training alongside us for the first time.

It’s all shaping up for a fairly full-on and interesting year ahead and it’s a good feeling to now have all the toys to make it happen.

From all of us all here in Auckland, we’d like to wish you all the best for the Festive Season, and another year of safe Piloting.

(CC)

**OTAGO**

The cruise vessel season is now well underway and has been going fairly smoothly with just a couple of cancellations for weather thus far. We have also had a small delegation of Navy vessels in namely the Otago, Canterbury and the French Prairial.

Our dredger New Era recently returned from dredging our Upper Harbour soon! We are now keenly awaiting the arrival of our new Marine Manager in mid-January who is coming to us from Port Hedland; no doubt he will notice quite a difference in the climate down here. We are all hoping that he enjoys the move down South and look forward to working with him in the future.

On a sad note one of our GBO’s Paul Smith tragically passed away in early December. His loss came as a shock to us all and he will be sorely missed. He was a very experienced mariner and expert boat handler. My deepest condolences to his family and friends. RIP Paul.

On a personal note I would like to wish you all well and hope that all NZ pilots keep supporting the NZMPA. I am shortly departing these shores for a warmer climate, but look forward to reading the pilot magazine online in the future. To the Otago pilots past and present, I would like to
thank you for your mentorship and friendship during my time in Otago and wish you well for the future.

Happy piloting and Merry Christmas (MA)

**MARSDEN POINT**
Missed out on last two port of call contribution! One was as result of ruthless implementation of deadline!!! And the other was my attendance at Smartship (Australia). Summer is well and truly here, after a mild winter. However, it has been an uneventful period since my last report. That I presume can be considered very good as far as Piloting goes!!

We are looking for a new small tug/line boat to replace one of our ageing craft. The search had taken our Manager to Scotland to look for options. Hopefully by early next year we will finalize. We pilots are all line up to do our ECDIS & Advanced Pilotage course sometime early next year.

Its been busy shipping-wise: a perpetual stream of log ships reminds us how industrious we can get! There are serious considerations taking place for construction of one more log berth. The refinery is going through its planned upgrades, continuously expanding and increasing its capacity as a result

The way our shipping numbers are stacking up lately, we may be looking for one more dedicated Pilot post in year or two!

Our Marine Officer Andrew Baker is logging away his numbers for his first grade after having completed his Tug and other Marine Operation training!

Whenever POAL expansion plans are in Media, we here at Marsden Point go through a wave of Great Optimism...only to realize it may be quite a while before anything will come our way; but as they say, we all live in Hope!!

We are at present putting our great minds on working out Risk assessment for escorting (passive) ships when departing in the channel, unlike other ports, our dynamics are different as we deal with a greater volume of tanker traffic. Observations made regarding Escort Tugs by the accident investigation in Hanjin Bombay incident were interesting.

Our General Manager finds his wrist in cast after a motorcycle accident rendering us without our back-up in the critical Holiday period!!

Have a Great holiday season and Safe Piloting for all those who are working. (KB)

**BAY of ISLANDS**

The season is fully up and running now, with a busy January and February to look forward to along with the influx of a few thousand recreational boaties. After an improvement of small fishing boats starting to learn to keep clear of the entrance, a new trend of dropping lobster pots in just the wrong spot is not helping.

Last weekend the presence of the Pearl, the Sun Princess and the annual ocean swim from Russell to Paihia added some 8,000 people to the small town of Paihia all on one Saturday! Weather has been kind so far: long may it continue.

A Happy Christmas to you all. (JL)

**TIMARU**
The recently announced joint venture between PrimePort Timaru and Port of Tauranga has received all necessary approvals and came into force on 1st December.

POT have set up a new company called Timaru Container Terminal Ltd which will generally be referred to as TCT South and will handle all container and multipurpose operations at the North Mole terminal. There will be no tangible change to Marine Operations, other than hopefully some increased trade over time.

Shipping-wise, November was a very busy month with almost 500,000 GT passing through the port. This may be chicken-feed for some of our larger ports especially in the cruise season but is a big number here. Much of this was due to an influx of Naval movements in support of Operation Katipo war games with HMNZS Canterbury, Wellington and the FNS
Prairial calling. The Naval approach to ship-handling certainly differs from ours: they do seem to make hard work of it at times. The log trade is also booming along with a huge volume of storm damage wood to clear after September's extreme NW’ly wind event. Fortunately we were able to get one of our number to the AGM and appreciate the management financial support to assist with this. So with Christmas fast approaching and the editor champing at the bit, it only remains for me to wish all colleagues the joys of the season and safe piloting 2014. (TV)

(Ed: see Tom’s photo of a 260m ship, page 19)

LYTTELTON
As a first time attendee, I would like to thank all those involved in the organizing and staging of the AGM. It was good to put a face to the names you read about in this publication and catch up with some of the remaining pilots who haven’t joined the exodus to Australia. Looking back, it seems several piloting issues involved ECDIS. When Tim Burfoot was discussing the possibility of the passage plan being loaded into the vessels ECDIS it brings us another step closer to being in the same position as an Airline Pilot with their approved approach tracks: the days of the pilot heading up the harbour unchecked are long gone.

Jamie Welford has passed his Class C exam and is now able to pilot vessels up to 145m. He will provide welcome relief in the roster to cover sick, study and accrued leave. From all of us in Lyttelton I wish you a Merry Christmas and a Happy New Year. (FL)

Taiaroa Head - Reconciliation of Man with Nature

“The self-same moment I could pray; And from my neck so free. The Albatross fell off, and sank. Like lead into the sea”*

Paul Wright, BSc, Mplan

The Royal Albatross colony on Taiaroa head (at the Northernmost tip of the Otago Peninsula) is now recognized as an environmental treasure. The author’s father was one of the first guardians of the site, whilst Paul himself served as signalman until the Signal Station was transferred to Port Chalmers when he became Harbour Control Officer.

Looming high above the southern side of the entrance to Otago Harbour are the bluffs of Pukekura, so named in the oral history of the original people’s literal translation means “Red Hill” which could refer to the banded red volcanic outcrops around the headland, an obvious landmark for earliest voyagers. Europeans renamed it Taiaroa Head after the then chief of the area. A waiata (song) relates to the legendary Polynesian navigator Maui taking refuge in the lee of Pukekura, the sails of his great waka rendered to tatters by strong Southerlies.

During his first voyage, Captain James Cook on 26th February 1770 logged: “From 1 to 4 Leagues north of the Cape (Saunders) the shore seem’d to form 2 or 3 Bays wherein there appeared to be Anchorage and Shelter from South-West, Westerly and North West winds. I had some thoughts of bearing up for one of these places in the morning when the Wind came to South-West, but fear of losing time and the desire I had of pushing to the Southward, in order to see as much of the Coast as possible.” Thus the greatest explorer of the age completely missed Otago Harbour and its headland.

Maori habitation began in the 17th century, continuous until the 1900s. The early era was marked by a fortified palisade (Pa) protection from warring neighbours and sea raiders. Europeans settled the harbour from 19th century as sealers and whalers. The first pilot was Richard Driver first arrived as 2nd mate on a whale ship: Driver went ashore for fresh water and was the sole survivor of an invitation to be lunch, saved by the
intervention of the chief’s daughter Motoitoi whom he gratefully married. Later, pilots and launch crews were
based at Pilots’ Beach (just inside the heads). In 1849 a flagstaff was erected on Taiaroa Head to send signals
to vessels reporting tide and bar conditions. This ascendant single Signal Master commenced a lineage of duty
dedicated to protecting the safety of life at sea and on Otago Harbour that continued during an unbroken
occupation of Taiaroa Head until 2002 when the role of communications was transferred to Port Chalmers.

During that continuous 153 years of service, titles altered as duty, roles and functions developed with
technology. The original Signal Master’s flags and wicker balls were replaced by radio telephony; his
descendants became RT Operators, his flagstaff removed (apparently a hazard for the Royal Albatross) and
replaced by ever smaller aerials. Over time, duties diversified into Lighthouse Keeper, Artificer, Watch
Keeper, and Radar Operator - but especially Honorary Rangers.

The dominant construction on the Otago harbour headland is the beautifully classic 11m stone lighthouse
which became operational in 2 January 1865. This is New Zealand’s only remaining stone lighthouse.
Designed and supervised by the highly gifted engineer James Melville Balfour (1831-1869) maternal uncle to
Robert Lewis Stevenson (who was himself third generation “Lighthouse Stevenson”). Balfour was first
employed in September 1863 by Otago Provincial Council as Marine Engineer. His expertise was quickly
recognised by Central Government and he was appointed Inspector by the Marine Board to establish a
national program to light the New Zealand coast. Balfour’s expertise led to a rational and cohesive program:
he located and designed a further seven nationally strategic lighthouses before his tragic drowning in the surf
off Timaru en route to a colleague’s funeral. But Taiaroa was his first and most idealistic creation
unconstrained by limitations of national funding.

During the 1880s, the British Empire was engaged in “The Great Game” with Russia (an earlier echo of the
Cold War). Unscrupulous arms manufacturers used newspapers to create fear of Russian invasion: public
opinion then put pressure on government to establish better protection of the colonies and commerce i.e.
shipping’s trade routes. (The manipulation of public opinion by the armaments industry has a long pedigree).
Thus Taiaroa Head (like many promontories around Australasia) bristles with gun emplacements - including
the famous “Disappearing Gun”, built by Armstrongs in 1886 (and the only example still in working order).
This anti-naval gun fires smokeless rounds whose recoil returns the gun underground, thereby concealing the
source of the shot fired at the approaching Russian fleet. Russians still shake their heads in disbelief…

Europeans first noted Royal Southern Albatross in 1890’s at Taiaroa Head, but archaeologists have discovered
their remains in the earliest Maori middens throughout the Peninsula. Archived in Otago Museum are
beautiful artifacts of carved albatross bone, fine needles, fishing lures, buttons, adornments, even the webbed
feet preserved and hollowed-out for storage containers. This abundance with no known breeding sites
is explained by the albatross being lured at sea thence taken ashore, since no archeological evidence of eggs or
bones of chicks has ever been found. Yet the absence of evidence is not evidence of absence! So the return of
albatross to breed and raise young at Taiaroa Head may be a return to pre-history when colonies of albatross
flourished along Otago peninsula. Likewise, occasionally Southern Right Whales enter Otago harbour; in the
1830’s a large population used the harbour as a nursery (only females with calves) hence their easy
extermination by the highly profitable - thus extremely short-lived - whaling industry.

NZ ornithologist Dr. L.E Richdale recognised in the 1930’s the significance of the Royal Albatross attempting
to establish a colony and gained the support of the Signalmen and Lighthouse keepers to protect them from
poachers of eggs and vandals’ killing the helpless chicks (who for 8 months are unable to fly). The permanent
presence of watchful eyes was pivotal to establishing the colony. In 1937, the Harbour Board provided
fencing and declared a Reserve, with the Signalmen as honorary wardens - a position of immense pride.

Perhaps because many of the Signalmen and Lighthouse Keepers were mariners come ashore to raise their
own families, they shared a kinship for both sea and family (as do the Royal Albatross) or perhaps it was deep
ingrained superstition (See Samuel Taylor Coleridge’s “Rime of the Ancient Mariner”*) Whatever the reason,
this reconciliation of man with nature has allowed the Royal Southern Albatross to flourish, to soar across
Southern Seas safe and to be secure at its most vulnerable time, caring for its offspring. The visitor centre at
Taiaroa Head reports 160,000 visitors a year.

One day perhaps Otago Harbour will return to being a haven and nursery for the Southern Right Whale, and
further reconciliation of Man with Nature accomplished.

(Ed: “Thar she blows…!”)
The sheets were frozen hard, and they cut the naked hand;  
The decks were like a slide, where a seaman scarce could stand;  
The wind was a nor'-wester, blowing squally off the sea;  
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day; But 'twas only with the peep of light we saw how ill we lay. We tumbled every hand on deck instanter, with a shout, And we gave her the main tops'l, and stood by to go about.

All day we tacked and tacked between the South Head and the North; All day we hauled the frozen sheets, and got no further forth; All day as cold as charity, in bitter pain and dread, For very life and nature we tacked from head to head.

We gave the South a wider berth, for there the tide-race roared; But every tack we made we brought the North Head close aboard. So's we saw the cliff and houses and the breakers running high, And the coastguard in his garden, with his glass against his eye.

The frost was on the village roofs as white as ocean foam; The good red fires were burning bright in every longshore home; The windows sparkled clear, and the chimneys volleyed out; And I vow we sniffed the victuals as the vessel went about.

The bells upon the church were rung with a mighty jovial cheer; For it's just that I should tell you how (of all days in the year) This day of our adversity was blessed Christmas morn, And the house above the coastguard's was the house where I was born.

O well I saw the pleasant room, the pleasant faces there, My mother's silver spectacles, my father's silver hair; And well I saw the firelight, like a flight of homely elves, Go dancing round the china plates that stand upon the shelves.

And well I knew the talk they had, the talk that was of me, Of the shadow on the household and the son that went to sea; And O the wicked fool I seemed, in every kind of way, To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall. "All hands to loose topgallant sails," I heard the captain call. "By the Lord, she'll never stand it," our first mate, Jackson, cried. . . ."It's the one way or the other, Mr. Jackson," he replied.

She staggered to her bearings, but the sails were new and good, And the ship smelt up to windward just as though she understood; As the winter's day was ending, in the entry of the night, We cleared the weary headland, and passed below the light.

And they heaved a mighty breath, every soul on board but me, As they saw her nose again pointing handsome out to sea; But all that I could think of, in the darkness and the cold, Was just that I was leaving home and my folks were growing old.

PEER ASSISTANCE NETWORK (PAN) – NZMPA NEEDS YOUR HELP!  
"PAN" Caring for the well-being of Marine Pilots and their families is a Confidential Counselling & Support Network sponsored by AMPI, run by Rod Jepsen and Marcus Romanic. At the last NZMPA Conference, it was proposed that we create an NZ equivalent. President Neil Armitage (Email: narm@xtra.co.nz) will collate this voluntary service.
Manned Model Course

Waldemar Coetzee

We carried out a half an Hour Classroom session, first thing in the morning/afternoon followed by practical work including some of the following:

- Pivot point manoeuvres
- Handling ships with anchors
- Stemming the tide + following tide in a narrow channel
- Emergencies – engine failure; blockage in the channel etc.
- Bank effect with different types of ships.
- Trim the vessel by the head and the stern – Then checking out how the vessel handles with bank effect.
- Handled ship with bow and stern thrusters.
- Handled ships with Bow thruster alone.
- Handled ships with 2 tugs
- Handled ships with 1 tugs and bowthruster
- Handled ships with 1 tug alone
- Dead ship manoeuvres with 2 tugs
- Berthing stern 1st with the current
- Handled a Tug (ASD) - Familiarization only
- Steered a AZIPOD vessel – Familiarization only

Each topic above is a book by itself. Every vessel had a Pilot and an engineer (who did engine and steering). We took turns between these 2 roles. The assessor (Senior Pilot) was seated in the front of the vessel. He would assess our performance and advise us how to improve a specific manoeuvre. During tug operations, other senior pilots would be seated fwd and aft of the vessel in order to operate the tugs via remote-control. The current was simulated by means of little outboard engines.

The course is full-on and mentally draining. Everything happens 5 times faster. Here you can try new techniques and make mistakes without paying millions. The last day you were allowed to simulate your own port and try new manoeuvres. This was by far the best course I have attended during my sea-going career. I would highly recommended it to any pilot. All Australian pilots automatically have to complete this course every 5 years. The wind unfortunately did from time to time was gusting from 20-25kts (=120kts). So try avoiding the month of August (windiest month). There is a wealth of knowledge on tap: if in doubt, just ask for help.
Is your judgement clouded?

Make it clear

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