**The Hue & Cry**

The Transit of Venus on 6th June was of astronomical interest globally, and of particular historical resonance for Australasia. Captain Cook’s 1769 expedition to Tahiti to observe the transit was driven by the Age of Enlightenment’s quest for knowledge - not just of our own planet but also of its place within the universe. These Royal Society men stood on the shoulders of giants like Copernicus, Kepler, Horrocks and Halley - all seeking to find the distance of the Earth from the Sun. After Tahiti, Cook then charted New Zealand in the secret part of his mission i.e. to search for the imagined continent Terra Australis Incognita. Despite his best efforts, half of Endeavour’s crew died of fever in Batavia whilst homeward-bound.

Similar scientific expeditions by the French met with even greater hardships: the best observations were obtained by d’Autretoche in California but only one person survived the expedition. Likewise, Guillaume de Gentil, forced by war to make his 1761 observation on board ship - an unstable platform - remained abroad another 8 years only to have cloud obscure the 1769 transit. He finally returned home to find that he had been declared dead, his fortune lost and his wife re-married.

The fleetingness of Life may be poignant: both the lovely Simonetta Vespucci (related by marriage to Amerigo) and Jeremiah Horrocks (first to observe the Transit in 1639) died aged only 22. Talking of youth: instead of editing, I went sailing on “Spirit of New Zealand” for 10 days - hence the 6th June “D-Day” for Ports of Call (observed in the breach by Craig Colven). The 1944 Normandy landing was the first time that the Hyperbolic Navigation system we knew as Decca Navigator was first deployed. (This subject may feature in 2014). Meanwhile we approach the 70th anniversary of the abortive 1942 Dieppe Raid in which 60% of the mainly Canadian troops were casualties. A thousand young men died to appease Stalin and open a 2nd front against the Axis. Looking at my Spirit shipmates, one can imagine their pointless loss utterly devoid of any poignancy. Montgomery felt Dieppe was in vain. **Sic Transit Gloria Mundi**

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

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Sandro Botticelli’s “Birth of Venus” was painted in Florence in 1486 for the Medici Family. The model was the lovely Simonetta Vespucci, born in Portovenere (port of Venus) in 1453 but died of TB in 1476. She was considered the most beautiful woman of The Renaissance.
IMPA has just promulgated the above poster but with the caveat that the arrangements only apply to ships built after 1\textsuperscript{st} July 2012. Since pilots’ safety is such a major concern, it is perhaps timely to remind pilots of the value of the portandpilots.com website started by the remarkable Warren Wood. Abridged below is a recent message from Warren.

On behalf of all our pilots, I’d like to welcome those who have joined over the last few months. Please spread the word among your colleagues! Pilots are finding our service through word of mouth, Linked In, and the Apple AppStore. In less than six months, we’ve collectively shared almost 1000 messages about ships, many with photos and ratings. That’s good and steady progress, but as usual, our product development team has been hard at work on some exciting new capability that I wish to announce today.

PILOTAGE PICS

We’ve got to make it easier for pilots to take a photo and upload it to our servers, perhaps with some comments. A picture of a pilot ladder, piece of equipment, pilot card, bridge layout, or just the view for the bridge can be very valuable when shared with other pilots. In the next few weeks we will be launching a far more capable iPhone app called ‘Pilotage Pics’ that allows a pilot to engage with our site 100\% via iPhone. Increasingly, this will become the future focus of the ‘shared messages about ships’ website – much more visual, more feedback to individual pilots, and a stronger sense of community. If you are interested in helping us test our Pilotage Pics app (iPhone only at this stage), please send me an email.

DUTY PILOT

At the end of May we will be launching a new commercial product ‘Duty Pilot’, the world’s first paperless pilotage app. This incredible software promises to connect a pilot to all scheduling, rostering, pre-arrival, planning, regulatory and reporting information – all on an iPad, iPhone, or via web browser. With this product, we are offering pilotage providers a robust system for running their entire pilotage operation from the cloud, making it extremely efficient, scaleable, and accessible. It can be easily connected to existing scheduling databases used by your organisation. Duty Pilot can be up and running inside 24 hours, and pilots will soon be able to download the apps for free from the Apple AppStore. It is a world first, fully supported by Microsoft, and very inexpensive at only A$30 per pilot per month. Duty Pilot has taken 18 months to develop and will be available for 30 day trial from 1\textsuperscript{st} June. Leading up to the launch of our Duty Pilot product, we were fortunate enough to be profiled globally by Microsoft in a recent success case study.

http://www.microsoft.com/casestudies/Case_Study_Detail.aspx?CaseStudyID=710000000517
Please feel free to contact me personally via email with any questions or feedback. Alternatively, you can always log an issue with our support desk at support@portsandpilots.com. We’d be happy to help. Warren Wood 0413406600
Understanding the demands of a vital role & New boats for Torres Straits

I 
PILOTAGE still has the potential to be extremely hazardous, despite the inspections, detentions, training, assessments, decades of experience and all the safety bells and whistles that are available today. In the modern industry, there are concerns in relation to what Sydney Ports Corporation describes encompassingly, yet concisely, as the “perceived lack of stakeholder understanding of the seamanship required for the proper compliance with SOLAS with respect to pilot ladders. There is also concern for the standards of pilot transfer equipment such as pilot cutters.”

Getting on and off the vessel safely appears to be first and foremost concern on most pilots’ minds. “It is sad that the number of deficiencies on pilot boarding arrangements on ships remains very high. Every year there are several, often mortal, accidents,” explains Capt. Chris Lefevre of the European Marine Pilots Association. A pilot was killed in Germany this year because of a fall from a ladder, according to Nick Cutmore, the secretary general of the International Marine Pilots Association (IMPA), and a further eight pilots died worldwide in 2006 – again, owing to boarding accidents. Mr Cutmore argues that “Australia, as a nation outperforms almost any other country in terms of its attention to the quality of ladders offered to pilots. And it is perhaps significant that Australia does not figure in statistics relating to ladder fatalities.” It’s a view that is, to some degree, backed up by other observers. Several sources, pointed to the activities of the Australian Maritime Safety Authority (AMSA) in helping to make ladder safety less of an issue than elsewhere. Still there are issues. “There’s the never ending saga of ship ladders,” says Simon Meyjes, CEO of Australian Reef Pilots. Mr Meyjes argues that good crews and good quality ships equal carefully rigged and managed ladders. But not every ship has a good quality crew. From time to time, he says, Australian Reef Pilots refuses to let pilots board vessels because the ladders have been poorly rigged. It’s a view backed up by other pilots. “Crewing standards have in some cases declined with poor basic seamanship resulting in dangerously rigged ladders and poor English language skills making radio communications difficult at times when arranging ladders prior to boarding,” comments a spokesman from the New Zealand Marine Pilots Association. And that can cause a legion of issues – if ladders are rigged incorrectly, they can be at a poor height, or there can be a risk of crushing pilots. “There’s a constant risk of man overboard,” adds Mr Meyjes. Which is why modern commercial pilots, such as those working with Australian Reef Pilots, are kitted out with thousands of dollars worth of tracking systems. It may be a while yet before pilot ladder boarding problems are regarded as the saga that did, in fact, come to an end.

II 
Australian Reef Pilots and Torres Pilots, are looking at multi-million dollar boat investments. Torres is building a 42 to 43 foot vessel and a 55 foot vessel, director Perry Sutton reveals. The vessels will be aluminium, built through sub-contractors. Extensive design input and customisation will be provided to take account of local conditions i.e. 35 knot winds, 5-6 knot current and shallow seas. The design has self-righting features to safely operate in short, sharp 3m swells requiring big ‘V’ on the vessels and twin skegs for extra stability. Each boat will cost $1m.

Meanwhile, Australian Reef Pilots has within the last four weeks imported a new $2m, Netherlands-built, 2011, pilot boat. It’s 18 metres long, 1200hp and is the first fully, Lloyd’s classed, pilot boat. It can operate up to 200nm offshore and includes all the latest safety, man overboard, tracking and recovery systems and better built-in redundancy. A further $1.8m vessel is being built in Norman Wright’s Yard, Cairns. It is a 14.2 metre, 1200hp, and can operate up to 50nm offshore. A third, $1.5m vessel is to be built and stationed at Yorke Island. Smaller launches simply cannot operate when the weather is bad. In turn, that causes ships to be delayed while they wait for pilots.
“Ol’ Stormy he is dead and gone”  
(From an 1840’s Sea Shanty)

Following John Clarke’s article in the March 2012 issue describing tests of 3 different PFDs, Helen Moore (CEO of Stormy Pilot Coats) very quickly got in touch with John to investigate why his Stormy coat performed so badly. Her explanations are contained in her letter (published in full below). John has since tested the new improved version and was happy to report a more satisfactory result. Thanks to both Helen and John in acting together to rectify a serious design flaw. Older Stormies, please note the need for bigger gas cartridges.

John’s original article (6th March 2012)

The next jacket trialed was my Stormy Sea Pilot Coat. The Stormy coat is in widespread use in NZ pilotage services and will be familiar to many of you. It retails for around $1,100 plus GST.

The Stormy coat inflated quickly in the water. The bladder is a different shape to that used in the traditional inflatable vests, and a lot of the air was contained in the shoulder area behind my head, with a much smaller amount of air in the chest region. This, I assume, is because the bladder is internal, and there would not be enough room to contain an inflated bladder in the chest area without the jacket being very baggy when un-inflated.

The jacket does not feel like it gives 165kN of buoyancy but that is the quoted spec for the coat so I can’t question that. However I floated noticeably lower in the water so that when the wake rolled over me I took each wave in the face. The Stormy coat did not positively turn me onto my back but if I put myself on my back it did keep me there. Unfortunately if I turned face down, the Stormy coat kept me face down in the water. This was particularly concerning so, in addition to me trying this half a dozen times, a second swimmer was used to check the results dressed in a boiler suit rather than a wetsuit as we were concerned that the buoyancy in the suit might be affecting the coat’s performance. The second swimmer had the same experience as me and shares my opinion – after trying it in the water neither of us would use the Stormy Sea Pilot Coat as a lifejacket in future.

Helen Moore’s Response (11th May 2012)

Thank you for the opportunity to respond to some of the questions raised by your in water testing and your rating on the Stormy Pilot Jacket. My apologies in the delay getting back to you, we have been undertaking some additional product testing which has been conclusive in being able to make the following comments with confidence. I have received the jacket used for the trial in the Pilot Newsletter. It was manufactured in 2010 and is therefore of the older standard AS/NZ AS1512. The buoyancy rating for that particular standard and model was 100N, however, these jackets had a 25gm cylinder and when tested actually offered 122N of buoyancy. The jacket was accredited AS1512 PFD type 1.

Stormy have always been committed to product innovation, and recently became the first ever company to attain International safety accreditation for inflatable clothing. We have attained ISO12402-3 150N accreditation for our full range of Life Jackets and ISO 12401 for our deck harness with lifting loop. We were accredited in 25/5/2011 with Fleetwood Laboratories in the UK. We now use this design in all our Jackets (including the Pilots Jacket). The new design can incorporate a waist belt and lifting loop to aid rescue or an integrated harness that is in the Sea Pilots Jacket.

The main changes in our design were primarily to our inflatable chamber. We increased its capacity to meet the 150N standard for Off-shore use. We passed all criteria of the standard with the 33gm cylinder offering a minimum buoyancy level of 161N in our smaller chamber that is incorporated in our XS, S and Medium sized jackets and vests and a minimum buoyancy level of 172N in our larger inflation system incorporated into our Jackets and vest size L-3xl. We developed the two different sized chambers to achieve the best floatation performance for different body types. As you can appreciate, different sized bodies react differently in the water: ISO testing has confirmed that our two chambers, when used in the different sized jackets, exceed the minimum standards required for ISO accreditation.
The Pilot Jacket can also be activated by a 38gm cylinder, in effect it increases the buoyancy level substantially; the smaller jackets XS, S and M achieve 177N of buoyancy, and the larger sizes L, XL, 2XL and 3XL achieve 191N of buoyancy.

The other major change in the inflation chamber was the floatation angle, which determines the self-righting ability. Previous standards required the user to sit more vertically with their head above water. ISO12402-3 requires more inflation on the chest, which keeps the user’s head above water and the subject on his back. The more buoyancy offered in the chamber, the faster the jacket will self-right the subject.

The products that have been tested and reviewed have all complied with AS/NZ1512, however they do not meet the new standards (ISO12402-3 and AS/NZ4758 150N for offshore use) that has superseded the older standard.

I note from the records that Steven Sargent from Southern Ocean Safety Equipment has provided from his servicing records, that a lot of the jackets in use in NZ date back as far 2002 when we manufactured them. As is evident from the records our Pilots Jackets do have longevity and the harness system has a life span of 10 years before it needs replacing, however if the harness is put under load then it should be replaced immediately.

In fact from reviewing the sale and service records, all but 2 jackets currently in NZ are not the current ISO accredited design. Some are over 8 years old which although they are in good condition (and regularly serviced), their safety rating has been superseded and the jackets could be replaced. The material we have provided (video and product sheets) will not represent what is currently worn in NZ, therefore the older jackets that have been tested should not be directly compared with the new model linked to our product page in the publication.

The older jackets will still be an effective life saving device if they are in good working order. My recommendations for your consideration :-

· We upgrade the cylinders in the 2 new ISO products in use at Port Nelson to 38gm cylinders offering 191N of buoyancy

· We upgrade all superseded certified products in use in the Ports of New Zealand to meet the new International Standard.

· The pilots familiarise themselves with their product and undertake quick, basic and regular checks on the CO2 cylinder being tight in the valve.

Our goal remains to offer you good practical products that you will have confidence in to maximise your safety and comfort to enable you to carry out your duties. The original Sea Pilot jacket was designed with Captain McCleod from Newcastle Ports Corp in 1995. We have continued to consult closely with Sea Pilots to improve the design and customise the manufacture of the jacket to be the best possible PFD. We appreciate your concerns and the feedback that you have provided. We welcome any more suggestions that will lead to us developing the best jacket we can for your safety.

http://youtu.be/6ZH052a4BC0 link to Sea Pilot video

John’s Response to Helen Moore (11th June 2012)

Late last week I put the new Sea Pilot jacket on and tested it. I am pleased to say it performed flawlessly and did everything it should. As a long-time user of your products I am happy to continue relying on Stormy for my safety.

Our next magazine issue is being drafted now. Our editor intends publishing your letter below in full, along with my positive review of the new standard Stormy jacket. Thanks for your response to the initial review.

Best Regards, John.
“Empathy – The two-edged sword”

“Empathy is an aspect of the human mind that gets really good press, but as so with many of the qualities esteemed in our celebrity culture it’s a trait that starts to send up warning signals when looked at more than superficially. We all tend to think we know intuitively what empathy is, and in some sense we do — empathy is that well known mental sense of “making a connection” with other people. It seems so warm and fuzzy. But problems start when we go a little deeper and realize that empathy is a lot more than merely connecting with others. Empathy is in fact a skill, and can very much be a cultivated ability, namely the ability to discern what other people are thinking and feeling. Well, what’s the problem with that you might ask? Just this: there need be no particular emotion involved in that discernment. Empathy can be practiced very effectively in an entirely cold-blooded, almost reptilian like way.

Think of the classic example of the highly skilled but unscrupulous used car salesman. As he assesses his “mark,” the poor sap standing in front of him needing a car but perhaps short on cash and sophistication, the shark-like aspects of homo empathicus kick in: the salesman, using skills honed with thousands of previous suckers, starts assessing the emotional, educational, cognitive strengths and weaknesses of his potential patsy. He, in some very real sense, gets to “know” him. If he’s really talented at his craft, he actually gets “inside” his mind. We all know the game, for we have all been on both sides of it in various ways all our lives. It’s a deep intrinsic part of the human experience.

The problems arise when we fail to see that this salesman is using empathy just as much as the most charitable and well-intentioned social worker, in fact maybe more so. Because the cold-blooded variant of homo empathicus is not projecting her own good will onto the other person, she is just observing and discerning what’s actually there in the other person. All for the purpose of advancing one’s own narrow self-interest. All very non-judgmental in its own way. Just cold-blooded insight in action — seeing what’s actually there. Clearly people who are especially adept at this skill set tend to end up in politics and law, where they can really make a killing.

Recent advances in brain science are highly supportive of this take on homo empathicus. For instance, key developments in research on the hormone oxytocin, recently called the “goody-goody hormone” in Scientific American magazine. To be sure, oxytocin is clearly linked with maternal bonding to infants in breast-feeding mothers, and has been tied to various experimental models of enhanced positive empathy (or “mind-reading”) in social neuroscience research. But the most recent work is digging a little deeper and disclosing the darker sides of intensified social connectedness. For example, work in 2009 at University of Haifa showed that a dose of oxytocin increases both greed and gloating in competitive situations. The same group of researchers followed up this study by showing that a dose of oxytocin significantly increased the ability of healthy male subjects to recognize fear in facial expressions, but not other emotions such as happiness, sadness, anger or surprise.

So yes, empathy is real and has clear biological aspects to it that are important to understand, but by no means is it always used for good or pro-social cognitive-behavioral outcomes. It also has deep relevance to understanding conflict and the will to power that all humans share.

From our perspective, the key to understanding pro-social mental states and behaviors comes from enhancing one’s moral judgment and deepening our faith in the power of wholesome action. And my advice to anyone standing face to face with homo empathicus is this: assess his or her commitment to moral action and wholesome behavior, not the capacity to empathize, before you engage any serious interactions. Try not to learn the hard way that empathy is a two-edged sword.

Geoffrey Schwartz, MD
It all happens in the West. While boarding an Offshore Support Vessel our new trainee missed his footing and fell between the Pilot Boat and the Ship, where he held onto the Manrope briefly before letting go and drifting astern. We are going through the accident investigation procedure at present so I can’t say more than this at this stage but in the fullness of time all will be revealed. Suffice to say he was successfully rescued and apart from getting wet he is ok. Offshore Support Vessels are boarded through their rescue zones and for those who don’t know them, this is a bi-folding door on the main deck through which the ladder is rigged. Man-ropes are usually made fast to the Pipe work that runs above this entrance and, depending on the freeboard and attendant swell, are used to swing through this entrance. The key to this, as in all boarding, is timing. So be careful out there.

For those of you who aren’t aware, I am intending to attend the IMPA congress in London and I have to thank Port Taranaki for having the magnanimity and foresight to see the benefit of helping me to get there. I feel it is important to keep in touch with our Parent body to not only reinforce contacts and other bonds, but to be seen internationally as a country that takes Pilotage seriously and one that it is prepared to participate at the highest level to ensure standards and professionalism aren’t compromised by the agenda of others. Emerging nations look to IMPA as the advisory body on Pilotage and we need to make sure that we are on the pedestal with IMPA to maintain our Mana internationally. It is also worth mentioning again that as a separate body we still get to vote individually on remits put forward during the closed sessions of the Congress.

Another gathering for the diary is the NZMPA AGM to be held in Wellington in November. I would like to thank Steve Banks ahead of time for all the effort he and his Wife are putting into this The date is to be confirmed mindful of the USSCo Cadets’ Reunion in Napier on the 4th of November, but from what I’ve been hearing the AGM will be a ‘must go’ *

I will leave you with the latest on our most vital pieces of equipment from IMPA this can be found on their website at http://www.impahq.org downloads, but it is handy to have as a quick reference tool knowing that we tend to overlook changes.

Also here is a link to

Maritime Rules Part 53: Pilot Transfer Arrangements and Ship–Helicopter Pilot Transfers
MNZ Consolidation
1 April 2011
Remember, it is for the safety of all of us to begin refusing to use ladders that don’t comply.

* Editor’s Note: Steve has tentatively suggested Conference dates as 23-24/Nov/2012.
BLUFF
Once upon a time it was generally held that Bluff was the training ground from which other New Zealand ports got their pilots, but more recently we have enjoyed years of comparative stability with little throughput of marine staff. Now, when it might be generally held that New Zealand ports are the training ground from which Australian ports get their pilots, it seems we are reverting to days of yore and once again other New Zealand ports are getting their pilots from Bluff. Following Roy Skucek’s departure for Wellington mentioned in the last issue we have now received the devastating news that Ruslan Mitlash is also moving on, in his case to Napier. This leaves Bluff with only two fully qualified pilots, one of whom is intending to retire. It is often said that “When one door closes another door opens”. In fact the full quotation from Alexander Graham Bell is, “When one door closes another door opens, but we so often look so long and so regretfully upon the closed door, that we do not see the ones which open for us.” Perhaps he had a point because just at the moment we are struggling to see the ones that are opening for us. With many finding life across the Tasman a more attractive proposition we may not be the only New Zealand port wondering where new pilots are to be found.

On a brighter note, and speaking of opening doors, when Roy left he was quickly replaced by Pier Paolo Scala, who will be familiar to many New Zealand pilots from his time as a Lyttelton pilot a few years ago and as master of visiting cruise ships, most recently the “Seven Seas Voyager” during the 2010-2011 cruise season. He has now virtually completed his tug training and should soon begin pilot training. Steve Gikison, meanwhile, has qualified for his Class B licence and is regularly piloting larger ships under supervision. (DE)

LYTTELTON
Lyttelton pilots have recently updated their PPU to the Lightweight model retiring the original heavy orange case which will now only be used as a backup. With the aerial and notebook fitting in the one bag it is easier to carry around but it is still a reasonable weight and size to have over your shoulders. In light of the article on Pilot Jacket performance in the last issue it will still be going up the side of the ship on a heaving line and not on this Pilot’s back.

Robert and I attended the Auckland simulator for our training session on big ships in big winds. There seems to be plenty of opinions on the merits of the different simulators but I find the short flight to Auckland preferable to the haul across the Tasman to Launceston. It was a reunion of sorts as I had sailed with a couple of the Nav. school instructors and attended Nav. school the same time as another. With only the occasional tanker having a Kiwi crew it was another chance to catch up with what is
going on around the coast.

The Port Company has for a while been putting in place a drug testing procedure, not random at this stage, but applying to anyone involved in an accident. There have now been a few examples throughout the company of staff being tested and should a Pilot be involved in an accident then they too will be asked to supply the relevant sample. Candidates for Second Mates may need a new reminder of a bright red nose under a white cap to signify the lights on a pilot boat as the white caps have long gone and now the pickled nose is being driven from the industry. (FL)

**MARSDEN POINT**

It has been interesting last quarter. Lots happening Shipping-wise it is busiest period for some reason April-May are busy months, may be end of financial year and beginning of another has something to do! However we also had for first time suspension of shipping for nearly two days, because of Easterly gale force and Easterly swells of about 6m in the channel, ships were stuck in and out of the ports, even the Log Ships and failed DUKC.

NZ Refinery has got clearance for major $350 Million expansion this will ultimately result in increase in Crude and Product flows, reflecting on the shipping Numbers at the refinery.

We are in process to get our PPU, our long search for a rugged ‘Tablet’ did not come to anything and we will going for Panasonic Toughbook. We are in process of having a second Waver Rider Buoy, and our fairway Buoy has got AIS now, how tech-savvy is that! North Port (General cargo) is all the time undergoing a spirited expansion/re-organisation by the way of storage and log-handling facilities getting geared up for present and future growth Oracle Racing has selected NorthPort as the base to test its America Cups AC45 yachts and even much larger AC72 Yachts, team will set up a ‘big’ base by end of year and will stay till June 2013 adding colour and contrast to the Port.

Marsden B Power station near refinery built in 1970 but which was never fired-up, has been finally dismantled and shipped to India from NorthPort, we had an atypical visitor BigLift ship to take the station.

In recent past we had few ships calling on with several defects like, Propeller with two blades only, No anchor and Windlass winches not working. Masters have informed the authorities (MNZ or classification societies) and wherever required had clearances from “Authorities”. But we as Pilots have missed out on that information. Strange thing was all these ships were coming for another NZ Ports! I wonder we as Pilots should take the initiative and inform our colleagues in the next NZ port in case of major deficiencies! It is interesting to go on boardat 0200 and find out that ships Propeller has only two blades instead of four! It will surely wake you up…What do you do? Safe Piloting till next time. (KB)

**BAY OF ISLANDS**

Our cruise ship season finished with the last ship the *Regatta* on the 13th April. We had a total of 54 ships, including 3 superyachts, over the (inclement) season with an estimated 80,000 passengers visiting the area. We have the *Sun Princess* due in August for a chance winter visit, before the next season kicks off in October again. Time to catch up on some other work. And yes we did get to see Venus briefly through the clouds! (JL)

**NAPIER**

The Cruise ship season is only just behind us and already we are all looking ahead to the next one. Bigger is better apparently, it was only a few years ago when the Statendam was replaced by the Volendam and now she is being replaced by the Oosterdam which is a 294m. She will be in good company with another handful of Cruise ships all around the same size plus of course the mighty Voyager of the Seas coming in at around 311m. Although large in size these gals are just a few of the 80 odd Cruise ships we are going to squeeze into Napier next season.

Unfortunately for us our faithful old Tractor tug ‘Maungatea’ will not be here to help in this achievement. The Port Company in their wisdom decided to sell her to Ports of Marlborough and she departed these fair shores on the 14th May 2012 having been with us since 2nd June 1977. A farewell service was held and tears were shed. Look after her well Marlborough, she was a faithful servant to Napier and I know she will be missed by Tugmasters and Pilots alike. Regarding next season’s Cruise ships we are looking at getting some of our guys across to Aus on the simulator to prepare for the Voyager of the Seas and to integrate some training runs at the same time. Prior to this two of the guys
will be at Port Ash on the Manned Model course. We welcome Robbie Jenson into our ranks as our latest Pilot trainee. Robbie was Interislander’s newest Master and it is our good fortune that we were able to entice him to Hawkes Bay and find a place for him here in Napier. We know he will do well and we are looking forward to him moving up through the ranks. Napier has just held the latest Marine Managers Forum. We managed to organise some interesting speakers namely: Wayne Rhodes, Richard Lough and Brian McJury from MNZ. Warren Woods from ‘Ports and Pilots’ and Peter Listrup from ‘Smartship Australia’

The MNZ guys gave us an interesting insight into the Rena disaster before Brian McJury gave us a run down on Pilotage Proiciency Plans, Harbour Master delegations, standard Proformas and Templates for a wide range of applications including relicensing and upgrading of Pilot licenses to name but a few.

Warren Wood gave us an interesting talk on Ports and Pilots and we recommend you to look into it not only as a reporting medium on ships but as a possible follow on to a system capable of scheduling ships and Passage Planning with interfacing from Weather reporting, DUKC programmes, Rostering and many more applicable inputs. Napier has signed up for a trial run. With our iPhones and Duty Pilot iPad it’s a pretty easy way of reporting deficiencies on ships and we are planning on integrating the Duty Pilot app into our present system.

For those of you who have completed your BRM and AMPT courses Peter Listrup needs no introduction although he is now the Director and Principal Instructor at Smartship Australia. A lot of you guys may be fortunate to use Smartship in the future as it is an amazing facility.

There is more to say but Acting Third Mate Ed is waiting to go sailing so until next time, safe piloting. (JP)

**WELLINGTON**

Things have settled down somewhat after our flood of containerships, courtesy of the Auckland strike. It was amazing to see how many containers could be relocated to Auckland almost overnight after Kiwi Rail supplied a steady stream of trains operating at maximum capacity. An interesting fact I hadn’t considered was that the length of the trains was limited to the length of the passing bays on the Main Trunk line.

Our latest member of the team, Roy Skucek, is well on track to gain his Wellington licence, and we expect he will sit this at the end of the month. With Paul and Peter less than 12 months from retirement, we are also looking ahead to new blood for the future. A likely possibility is to employ a local lad with a fairly fresh MFG, who will take up a tug masters position, with piloting as the eventual goal.

Lew and Charles have just arrived back from China, with the ink still drying on the contract, after signing up for our second Damen 2411, to match our 4 year old Tiaki. The Tapuhi (the name of the Union Company tug that served in Wellington for about 30 years, prior to our Voiths arrival, and assisted during the Wahine disaster) was already a complete hull and wheelhouse on the blocks. She should be delivered to us in Wellington by May next year. Tiaki was #64, so they are obviously a popular and well-proven design with less issues than encountered with some of the “one off” buildings. One of the major issues to deal with before her arrival is to have all tug masters trained for the ASDs as currently we have two Voith-only drivers.

On a less positive note with regards to our fleet we are forced to use our Naiad backup boat while our launch Tarakena is undergoing engine maintenance. What started out as a starboard engine rebuild has turned into a new engine installation after a lot of expensive problems were exposed. We look forward to this being completed so we can sit back in our comfortable seats, instead of hanging on like we’re on a ride at an entertainment park.

Our Naiad managed to hit the side of Torea as it came off a wave, bursting both bags and severely damaging the bow. Fortunately, Lew and Roy still managed to get aboard. We are now back to travelling in comfort, however boarding off a tug is a different story, and being over-carried is now a possibility in bad weather.

A bit of unexpected drama to hit us a couple of weeks ago, was to have our building, CentrePort House, deemed a serious earthquake risk. We are now faced with a shift to other premises, which may be permanent or temporary, while our building is either strengthened or demolished and subsequently re-built. This has scuppered my plans for a venue for this year’s NZMPA Conference, which we intended to hold in our meeting room overlooking the port and harbour. There are other plans afoot which may find us in more comfortable surroundings though without the view. (SB)
PORT OTAGO
Nothing much to report other than enjoying visits from firstly Tony Peeters (Brisbane) then George Hadley (Timaru). The great thing about such visits is the chance to compare notes and cross-fertilise ideas. Putting new ideas into action sometimes takes a lot longer. Is this Cultural Inertia - or dearth of imagination? (HO)

TIMARU
A while since my last report and much has taken place since. We lost a long-standing colleague at the end of February when Peter Brown took a position at the Gorgon Project in Western Australia. It’s hard to see how we can stem the steady flow of Pilots to Australia when they offer equal time swings, FIFO all-paid and spectacular salaries and inducements. In Timaru, we have lost to Australia three of the original four Pilots in two years - with me being the last one left.

Ken Wilson, our new Marine Manager, passed his C Class license a couple of months back. He has been busy with both piloting and his management tasks in recent months until an injury has seen him twice admitted to hospital. The details of the incident need not be printed here but suffice to say that we have all learnt a valuable lesson.

The overseas dredger Brage R arrived two months back to do a few test-runs. We have had regular infill on the corner, some of which can be difficult to shift. There has been a build up of gravel inside Evans Bay which has covered over some of the regular fishing spots creating a very nice ‘lounging area’; we have high hopes of increased activity in this area in the summer months.

The Maersk/Hamburg Sud/MSC weekly-slot changed rotation a while back with the first port into NZ now being Port Chalmers. Coming onto this run was the Balthasar Schulte. At 261m, it was bigger than anything we had ever handled in Timaru. As part of the risk-mitigation, I travelled down to Port Chalmers in the early hours of the 5th May to board with Hugh O’Neill and Craig Holmes for the arrival. This was the first time for me into this port from the sea and it was enlightening. After the safe berthing, Hugh and I headed back to ‘Casa O’Neill’ for hot porridge and a warm welcome. I spent a very enjoyable day with Hugh and his family before we sailed the ship at 2100. I remained onboard for the transit up the coast to Timaru. I have to say I was a little un-nerved watching the pilot boat take off without me!

On arrival at the Pilot station Tom Veitch came on board with the PPU and acted as second Pilot. The berthing went without a hitch. However, it was clear to both of us that this really was the maximum for this port.

Hadleigh Ford successfully passed his Class C in mid May and has now done quite a few jobs solo. Both he and Ken continue to accompany Tom and myself on the Class B and Unlimited vessels. Ship numbers fluctuate, however, we do seem to be getting busier overall.

I have just returned from the latest version of Ravi’s AMPT course, conducted at the Smartship Australia simulator in Brisbane. Our old colleague Jeremy Brew was there making things tricky to keep us awake! The new course is excellent with a much-adjusted format. It is now presented as a Professional Development course and I can safely report that it meets its aims 100%. Highly recommended: it was also good to swap stories and experiences with the other 18 participants. That’s all from here. (GH)

AUCKLAND
After my all too brief contribution to the previous issue, I was hoping this time to be able to inform you in more detail about the operational benefits of our new and improved re-structure. Alas, I am no more enlightened than previously. Suffice to say, at one stage there was (is?) a plan to make bold and radical change to the Marine Operations section which could result in the loss of a senior management position.

On a different note, it was good to see the Boss dusting off his radio and lifejacket. As fortuitous gaps in his diary provided him with the time to achieve the job numbers to quickly maintain his license currency.

This opportune coincidence further extended to allow him time to attend the Advanced Pilot course at the nautical school. Which through another remarkable chain of events had a sudden vacancy owing to the previously booked Auckland Pilot (Nigel) being unable to attend.

Fortunately for Nigel he was able to go on the very next course on offer, which happened to be at Smartship in Brisbane. Up until now, no one from Auckland has attended this establishment. So it was good to see Nigel lead from the front, not expecting others to do something he was not prepared to do himself first.

I have since read (about 40 seconds ago) a glowing report from Nigel, about the course. He cannot praise highly
enough the equipment available, as well as the course content and standard of tuition and he will be sending the next Pilot over there later this year. Which is fabulous news for Geoff, but not quite so fabulous for the rest of us, as we have all recently attended the local courses…ah well fingers crossed in a few years…

Another very fortunate consequence from the Boss heading back to school was his startling realization, of the recent huge leaps in electronic navigation technology, with the upshot being approval for a plan (to be expedited by John Barker) to roll out an issue of a Navicom AISP with Qastor interface and customized ‘high-density ENC” to every Pilot and to back up this technology, we will all be attending an ECDIS course at MIT to sit for a certificate that attending an ECDIS course at Newcastle

... 

One of the more remarkable observations was the efficient way they wound up the party. They did this with a very impressive military ritual involving a smart young officer with a sword leading an armed guard out onto the poop deck. The captain explained to the assembled guests that it was a tradition called “clear muskets” harking back to the days of old when the guns that had been loaded all day in readiness, were fired off in the evening, before the gunpowder in the barrels became too damp and ineffective. (To be honest, I would have thought it a very opportune signal for any waiting enemy to have a crack at them. But history does show that none of them had thought of it). Suffice to say, the assembled guests observing the ceremony were quite surprised by the noise from a dozen assault rifles being fired simultaneously; but when the cannon (hidden up by the funnel) was fired immediately afterward, I think some may even have shit themselves.

If you think this all came as a bit of a shock to those who had been briefed on what to expect, you can only imagine the surprise felt by the tug crew, quietly carrying out their fatigue management at the berth just forward of the warship, in the rough direction of where the cannon was pointing.

The resulting shockwave actually shook the windows in the wheelhouse with the concussion propelling the sleeping incumbents into the upright position before their legs were ready to fully extend for re-entry & landing resulting in a crumpled heap of totally bewildered tug-operators. One of them told me later he didn’t know if it had been a crankcase explosion, al Qaeda, Armageddon or his mate just had a dodgy curry!

Up until now our tug SSM manuals haven’t covered coping with hazards from Naval gunfire. But watch this space…

ARACAJU (BRAZIL)

Readers may be aware of the passing of the diminutive but high-flying marine pilot Jose Rebeiro Nunes (a.k.a. Ze Peixe) at the grand old age of 85. When Capitan Nunes had completed his outward pilotage, he would pass his bag down to the pilot boat retaining only his swimming shorts. He then swallowed-dived from the bridge wing (over 100 feet) and swam to shore – 3 hours through shark-infested waters. There are numerous films of his exploits on You-Tube.

It has been suggested that there may be savings to the port in such an arrangement so we would ask you to keep this man’s exploits from your port’s accountant. Rumours that Tarzanaki has conducted trials are viewed with skepticism… (Marcio Beber)
“As one door closes, another one slams shut in your face”

Submitted by Brisbane Pilot, Tony Peeters

A “Paraprosdokian” is a figure of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently used in a humorous situation e.g. "Where there's a will, I want to be in it"

1. Do not argue with an idiot. He will drag you down to his level and beat you with experience.
2. The last thing I want to do is hurt you. But it's still on my list.
3. Light travels faster than sound. This is why some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up; we only learn how to act in public.
6. War does not determine who is right - only who is left.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
8. Evening news is where they begin with 'Good Evening,' and then proceed to tell you why it isn't.
9. To steal ideas from one person is plagiarism. To steal from many is research.
10. A bus station is where a bus stops. A train station is where a train stops. On my desk, I have a work station.
11. I thought I wanted a career. Turns out I just wanted paychecks.
12. Whenever I fill out an application, in the part that says: “In case of emergency, notify:” I put 'DOCTOR.'
13. I didn't say it was your fault, I said I was blaming you.
14. Women will never be equal to men until they can walk down the street with a bald head and a beer gut and still think they are sexy.
15. Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.
16. A clear conscience is the sign of a fuzzy memory.
17. You do not need a parachute to skydive. You only need a parachute to skydive twice.
18. Money can't buy happiness, but it sure makes misery easier to live with.
19. There's a fine line between cuddling and holding someone down so they can't get away.
20. I used to be indecisive. Now I'm not so sure.
21. You're never too old to learn something stupid.
22. To be sure of hitting the target, shoot first and call whatever you hit the target.
23. Nostalgia isn't what it used to be.
24. Change is inevitable, except from a vending machine.
25. Going to church doesn't make you Christian any more than standing in a garage makes you a car
On Seamanship, History & Democracy

Published in 2009, John R. Hales’ book entitled “Lords of the Seas – The epic story of the Athenian Navy and the birth of democracy” is a superlative combination of scholarship, insight and observation. He masterfully conveys the sight and sounds (and flatus) of a 120-foot Athenian trireme powered by 170 oarsmen able to maintain speeds of 10 knots for a whole day. The Greek word trireme refers to the three banks of oars but the ship itself was known as a naus from which we derive words such as nautical, navigation and nausea - the Greek word for the ‘feeling of being on a ship’.

All who served on these warships were free men – civilians not slaves, rich and poor, noble and labourer. The camaraderie of shared hardship, victory and loss was the glue which bound these men into a society where every man’s opinion counted irrespective of his station in life. The principal weapon in the naus was the bronze ram used to sink enemy ships, therefore ship-handling was highly esteemed and was the catalyst towards Athenian democracy – since such a skill was not the preserve of the privileged few: this was a genuine meritocracy.

These formidable black warships were the basis of the Athenian defence against the Persian King Xerxes (son of Darius) whose vastly superior fleet they defeated at the Battle of Salamis in 480 BC. This victory brought power and peace thus heralding the Golden Age of Athenian Democracy. To quote the author directly: “Without the Athenian Navy there would have been no Parthenon, no tragedies of Sophocles, no Republic of Plato or Politics of Aristotle”. This same Golden Age produced schools of art, sculpture, philosophy, architecture, drama, political science, medicine and historical writing that still form the basis of all intellectual thought. Among many who served with distinction in the Athenian Navy were Themistocles, Pericles, and Aeschylus. Thucydides was the founder of modern political history, concentrating on eyewitness accounts and abjuring mention of Gods or fables. His “History of the Peloponnesian Wars” is his definitive work and is as fresh today as when first written:

Seamanship, just like anything else, is an art. It is not something that can be picked up and studied in one’s spare time. Indeed, it allows one no spare time for anything else.

Returning to an earlier theme i.e. my recent voyage on “Spirit of New Zealand” there is no better opportunity for cadets who undergo a 15-month cadetship to immerse themselves in the art of seamanship; it enhances their self-confidence, best practice, small-boat handling, safety, navigation, engineering, technology, communications, psychology etc. With such a superb start to a nautical career, these cadets will make a success at most professions but particularly in pilotage, tugs and pilot boats. It would be a smart move for NZ ports to become more involved with this unique training scheme for there could be no better recruiting ground to ensure the high quality personnel required to keep NZ ports safe. I have met several highly-motivated seafarers who have built their nautical career beyond their initial ILM certificate: some have already made it to the rank of pilot. The danger is that Spirit of Adventure Trust can recruit and train these young people but unless they are offered opportunities at home, then they will have no choice but to offer their skills abroad. Once again, there is a lack of imagination and joined-up thinking in the NZ ports industry.

Finally, a trip on Spirit is a chance to rekindle and share those same seamanship skills; it restores one’s faith in Human Nature and young people in particular. Being removed from one’s normal routine allows reconnection with the immediate community. I strongly recommend it to my fellow pilots – though the morning dip is more than just spiritually refreshing...

Hugh O’Neill
Greek Trireme under sail. Before battle, masts and sails were landed ashore. The bronze ram created new windows of opportunity – “Hands to bathe, anyone?”
IS YOUR JUDGEMENT CLOUDED?

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