The Hue & Cry

June 6th marked the 70th Anniversary of the Normandy Landings, which turned the tide of Fascism from Western Europe. The Axis powers were already waning due to the combined assaults from Russia on the Eastern Front and the British and Americans pushing up through Italy, all racing towards Berlin. This was also a race between Communism and Capitalism for the future mastery of Europe. The amphibious assault of a hostile and fortified shore is (and always has been) a most precarious business, requiring massive resources, huge planning and the combination of land, sea and air forces: Gallipoli was a classic example of Churchill’s gross ineptitude and inability to learn - hence the numerous debacles of WWII.

Gallipoli (from the Greek “Kalli Polis” meaning beautiful city) is not too far from Troy. When Agamemnon sought to regain Helen of Troy in 1200 BC, he assembled a fleet of a thousand ships but fought unsuccessfully for 10 years. It was the cunning subterfuge of Odysseus, which succeeded where force of arms had failed. Both cunning and subterfuge are major elements of every battle and D-Day was no different. Knowing that an attack upon a peninsula could be too easily contained, and ports too well defended, the Allies chose the Normandy shore and conceived the Mulberry Harbour (see p.17).

But how to get ashore when the waters were mined and the beach heavily fortified? Precise navigation was essential for the trailblazing fleets of minesweepers, which then marked safe channels for the subsequent waves of invasion fleets. The hyperbolic Radio Navigation system first deployed on D-Day became the Decca Navigator we seafarers grew up with and to which many owe their lives. (p. 8)

Close inshore from the beaches lies Bayeux, home to the eponymous tapestry, commemorating the amphibious assault in 1066 when the Normans conquered England. Normans were once Norsemen, for whom amphibious landings were just another day at the beach. A topical reminder that combined assaults by land, sea and air are planned for Wellington on 7th November for the NZMPA Conference.
Port Taranaki’s new Pilot Boat - “Mikotahi”

On the 31st of May, the Mikotahi was delivered from Wanganui’s Q-West and marked the completion of a 12-month build. Its general description is as follows:

- Length (overall) 19.5m
- Length (LWL) 15.8m
- Beam (Overall) 5.7m
- Displacement 31 tonnes (approx. full load)
- Draught (DWL) 1.0m
- Engines 2 x Scania Dl 16
- Rating 662 kW @ 2300rpm 552kW @ 1800rpm
- Propulsion 2 x Hamilton HM461 Waterjets
- Operational Speed 23kts
- Fuel Capacity 4000lt
- Crew 2
- Pilots 5
- Construction Marine Grade Aluminium
- Classification Lloyds Register Special Service Class Rules +100A1 SSC, PILOT,MONO,HSC,G3 MCH.
- Restricted Coastal Limits
- Fendering Popsure System

It has been built to comply with both Australian and Maritime New Zealand’s specifications especially their rule Rule 40C so that in every way it can be classified as ‘Fit for Purpose”. Port Taranaki prides itself on its safety culture and this vessel exemplifies this commitment. Mikotahi is fitted with the latest Garmin electronic wizardry to the point of FLIR infra-red cameras to assist with night-time rescues. If a major engine refit is needed, then the whole cabin can be disconnected and lifted-off to give access to the Engine Room. The Engine Room itself has sufficient head height to walk around which makes day-to-day maintenance that much easier. The main cabin has been sound-proofed to 70db which means a much quieter and less stressful working environment. There has been significant interest in it already from other New Zealand Ports and we welcome the chance to show it off to any interested parties. “Bring on the Weather”.
Profession, Vocation or Job?

I feel that we as an association need to keep reminding ourselves of why we exist, what we stand for and how we need to interact with the world at large. Gone are the days of the solitary old barnacle with his title of ‘God’s Advisor’ creating an aura of infallibility, gruffly barking orders to a terrified bridge team as the Master stares on with a raised eyebrow and a cup of tea. We are in the brave new world of BRM, electronica and political correctness, that not only requires, but demands the sharing of knowledge, the input of all, and the reflections of many. Change is the only constant, knowledge the only winner and success the only palatable outcome. It is in this vein we operate and it is therefore vital to have an understanding of the role we perform to keep the wheels of commerce turning.

Pilots are first and foremost the protectors of life and limb; secondly, guardians of the coast; and thirdly, taps in the conduits of industry. We are a repository of Maritime Knowledge, a haven of collective wisdom, and - some would say - the original purveyors of FIG JAM, but I won’t go there. Now that we are suitably impressed with ourselves, I think it timely to remind ourselves that the association was formed as an advisory body to promote, support and further the safety of coastal shipping first & foremost. As a by-product of this - and a by-product only - our professional status and commercial worth is enhanced. However, for this to happen, we cannot forget the importance of retaining the trust and confidence of regulatory bodies, the shipping industry as a whole, and last - but by no means least - the public. For advice to be successful, it needs to be empirically objective and given when asked for. We have all come from maritime backgrounds that have very strong union affiliations. Don’t get me wrong: unions are necessary and do important social and political work, but it must be said that objectivity has never been their strong suit.

There have been some suggestions made recently that we should use the NZMPA as a representative for our award talks and other union functions. On face value, this would have some short-term appeal, however I feel that in the long-term, our credibility would be seriously undermined. It would also remove any trust we have had with the public and this would flow into our political and regulatory influence, which would steadily be eroded. Being steadily undermined on all sides - and thereby steadily undervalued - our union negotiations would default to the ‘them and us’ mentality resulting in battles of attrition and making it all the harder to achieve anything of real value.

I hope this stimulates some debate because it is important for us to distinguish between the roles of Advisor and Negotiator: they are both very different. However I think in the long run Edward Bulwer-Lytton’s statement “The Pen is Mightier than the Sword” sums up the benefits of respect and societal trust better than I can, so I leave you all with that thought.
On April 6th I set off on a voyage to Panama for the biannual IMPA Congress. It proved to be a long trip to get to Panama City as the simplest route is via Los Angeles and involves sitting on a plane for two nights. It wasn't helped as my bag decided to go to Indianapolis for a couple of days. Anyway all the tales of problems getting to Panama seemed to drift away as I booked into the Hard Rock Megapolis Hotel where I could already hear the murmur of ships being berthed in multitudes of ports while the story tellers sipped on the local brews. The Congress started with a registration on the 62nd floor. This open-air venue was well into the haze and little could be seen. Still the city looked much larger than the last time I was there in 1978.

The evening gathering involved a bus trip to the Miraflores Visitor Centre, which was located only a few metres away from the upper level lock. It was quite amazing to have dinner with ships passing close enough to converse with the pilot. The local pilots all interacted with those unfortunate to be working and the passing ships crews must have wondered the reason for their ship to be sounding strange sound signals as they transited the lock.

The Monday morning saw the Congress start in the large convention centre next to the hotel. The first day was to start with a welcome from the Panamanian Canal Authority (the host organisers), their IMO representative, and the IMO Secretary General. There followed a local welcome ceremony before lunch. After lunch was a closed session with addresses by the IMPA President and IMPA Secretary General: lots of speeches but not much content. Typical nice friendly stuff.

Then we got on with the real stuff. The voting for President and 3 vice Presidents took a while as it seemed to be quite complicated. It was very good to be representing New Zealand although a little lonely on my table. I voted as per our executive committees instructions, which was much in line with the Aussies. The President, Mike Watson from Maryland Pilots (US), was standing down after 8 years in the role and the new President is now Simon Pelletier, St. Lawrence Pilots (Canada). Simon was already a Vice-President thus 3 new Vice-Presidents were required - from Brazil, Korea, and UK. The senior Vice-President was elected unopposed from France. The two remaining Vice-Presidents are from Germany and Panama.

It was a pity that there are no executives from Australia or NZ, however the organisations in the Americas and Europe are huge and have a lot of voting influence. Canada fielded more than 50 delegates, US 15, UK 10, and most European organisations had 4 or 5. Japan and Korea had a strong presence, but few from the rest of Asia. The Aussies sent 5 so our one country vote still had a value. It was important that we were seen to be there and to cast our vote, although it would have been great to see more Kiwis there than just me. (Other Kiwis there included 2 from Navicom and 1 from Cavotec).

The morning finished with the finances - generally boring stuff: there are 7,556 pilots in IMPA and our fees will increase slightly over the next couple of years from £55 to £60 in 2016.

The main points of the addresses were:-

From IMO Sec Gen Koji Sekimizu (a recorded speech due to wife being ill)

Safety - especially of large passenger ships in light of Costa Concordia
Structural failures - such as MOL Comfort
SOLAS - needs to be kept updated, be risk and goal based and be relevant
Ballast convention - transfer of bio mass
Ships energy - consideration to future sources of power
Mandatory Polar Code - passenger and eco tourism as well as polar cargo routes
Pirate activities - some reductions but changing areas and focus on cargoes now
World Maritime Day - a focus on IMO activities - slow to implement and accept by Countries
That Pilots still have an important role in safety - becoming more technical but still an individual skill-based operation

From Mike Watson (President IMPA)
Pilotage areas all different - one size does not fit all
Challenge ourselves to move ahead
Safety, professionalism and the future - all with IMPA involvement

From Nick Cutmore (IMPA Secretary General)
Work continues on Procedures, pilot ladders - still poor standards of compliance
Need to maintain vigilance and pressure on ships and port states to improve

The afternoon saw discussions on Civil and Criminal Liability: the main crux of this was to be prepared for all eventualities.
If you are involved in a problem, seek legal advice - and that may not be in the same direction as employers, port, or state authorities. Most countries offer limited liability for Pilotage but minor errors may be seen as gross negligence and treated outside such liability.
A paper on the different system in the Panama Canal was given. The system was not always understood by ships’ crews and was sometimes a challenge for Canal Pilots.
The Tuesday session started with a trip to the Gatun Lock development area of the Canal Expansion Project. It was spectacular to observe the new locks under construction. The channel was a couple of kilometres long with the 3 levels stretching to the Caribbean. Ships were awaiting the North-transit through the Gatun Locks after the end of the South-bound convoy. About 20 vessels waiting in the lake - a most impressive sight. The scale of the project was mind-blowing. Spending over US$5 Billion required a national referendum to get the Government behind the Canal Authority.
The project is well-advanced: both entrances dredged and formed, the cut widened and dredged, the lake passages widened and depth increased by 45cm. The locks being the only part behind schedule and as yet incomplete. The new Gatun locks are planned for operation in December 2015 with passenger ships planning to transit into the lake and out again before the Pacific end is complete. The new Panamax size will be 366 x 49 x 15 m (which is 19 boxes wide). But already one builder is looking to push to 20 boxes wide as the actual usable width of the locks is 55m less fenders leaves 53m. So the present 0.3m clearance each side will once again be a factor. The rest of the day was given to reports on Canal operations.

The Panama Canal is celebrating its centenary this year and a presentation covered its construction, history and operation. Amazingly, although it is 100-years old, much of the equipment and infrastructure is still original. All driven by water pressure from the man-made lakes. The Pilots Organisation expressed its concerns that the new system in the new locks will not use loco engines to hold the vessels in position as they transit. The authority has purchased 14 new ASD tugs to achieve this. The Pilots see this as a bad move and cite that 100 years of a

The first transit in 1914
successful system should mean something. Anyway the proof will be in the operation next year. I personally see problems with ASD tugs trying to hold the vessel steady and not react with the lock walls (or each other if 2 are required).

A presentation on the Welland Canal in the Great Lakes, Canada, was most enlightening. Certainly not for the faint-hearted: narrow and confined. In some cases the bow is within a metre of the gate and virtually no clearance on the ships’ sides. The Kiel Canal was also interesting as it is considerably older than the Panama Canal. This only saves steaming time for vessels, so has to operate on strict commercial lines. The transit is only about 4 hours and vessels must not be forced to wait unless space is unavailable. The pilots must attend whenever a ship requests. To squeeze them in they sometimes have 3 in the lock at a time. Passing is a challenge and bank effect is horrendous - and then the fog. Sounded like a nightmare.

Lastly was the Manchester Canal which is becoming busier than before. It still has limitations on height as well as draft. At 35 miles long (still all statute measurements...) it has 5 locks. There are no tugs except 2 very old ones in the Manchester Basin. Some of the images were staggering with only a couple of meters clearance each side in the long canal passages. Generally very interesting - made me glad we don’t have any canals here.

At the end of the day, Peter Selwyn from Navicom gave a presentation on their wares. Most of us are familiar with this equipment. It amazed me how many Pilot organisations are not using anything at all in the way of PPUs or electronic aids.

We were so stressed out by then that the Wednesday was a social day at a nearby beach resort. Someone had to keep the flag flying...

On the Thursday the morning was dedicated to technical issues. Discussions on pilot boat construction and safety design. A very interesting paper was presented by the UK section on problems and design of safety rails and tether systems. They have looked at the incidents involving pilots on tethers to safety rails and found them to be more dangerous than when not secured. The idea is our jackets are not designed as fall arrest harnesses and the common system of waist high rails with long tethers may result in a person over the edge supported in a dangerous harness. To do it right they suggest the rail should be along the cabin top, all harnesses should be short and have a quick release system, and the clips should be simple (not double acting with a safety catch). All good ideas. They also talked about hard hats and lifejackets and felt we are reactive to pressure from our safety teams without proper consideration of the correct equipment for our specific purpose. They did note it was more common for the deck hand to get into trouble than the pilot - which means we have to look after our whole team not just ourselves.

A radical Pilot Boat design was floated but without much interest. In general discussion it appears many organisations now design boats with a raised boarding platform and cut-outs on the boat’s side to help reduce damage to the ladder by the boat gunwale.

Two papers were delivered on pilot training in Japan and their push for younger pilots. Also, innovative ideas to use AIS and playbacks on large screens as a useful training and feedback system. This requires a visual and voice recording to accompany the AIS track. Quite easy to arrange and would be very helpful in training and accident investigation.

There followed an interesting paper from Shanghai about the relevance of the Collision Regs. The summation is the existing rules were based on 2 ships in clear water taking action - both understanding the rules and probably in the same language. The reality in congested waters like Shanghai is very different and as the Chinese now dominate the crews and shipping world in Asia, maybe they should look at a new set of rules. Possibly being more suited to many ships in congested waters with reduced manoeuvring options, English as a second language (if any) and only some abiding by any rule at all. Food for thought.

A short paper then discussed the manoeuvring characteristic of VLCS (Very large container ships) and ULCS and comparing them with VLCC and ULCC hulls. Quite interesting, as not all the conventional thoughts apply. Something for the simulator I think.

The afternoon was termed an industry session. INTERCARGO and INTERTANKO gave their views on life followed by a French Professor giving a run-down on where they believe shipping trends are headed. China dominating in our area with mega-ports and mega-ships. Some of the plans floated make the Panama Canal seem a small project. Not sure if it would have much effect on us in NZ.
Marimatech gave their presentation with some quite neat gadgets for pilot navigation: I even tried the Google Glass option with data in the eye-viewer. Quite amazing but I think I looked a dork with the glasses on.
The final day had a section on E-Nav which is the new President’s special topic. Basically he preached caution as the whole process has been derailed by others with different agenda and Pilots are being left out of much of the future planning and systems.
A lady from CRIM (Integrated Radio Communication Systems) discussed how the future would look with all the system on the bridge working in harmony. ECDIS, E-Nav, shore comms, GMDSS all working together. Sounded fine but not likely in our lifetimes.
Peter Liley from Aussie gave his paper about Human Factors (basically the same paper he presented at the Auckland workshop last year). Still relevant and important.
The day ended with a roundup from several countries where there were competition problems and a update from the EMPA.
Then the traditional speeches from the departing President and the incoming one. Mike Watson was thanked for his past 8 years service as President and his speech looked forwards rather than dwelling on past achievements.
A pep-talk from the IMPA General Secretary and a thank-you to the organisers. Korea then presented their plan for Congress 2016 and Senegal was selected for Congress 2018.
Overall, a fantastic Congress: the Panamanians did the event proud with great venues and coordination. The social side was great and the networking fantastic. I had a couple of nights on the town with the Aussies and ventured to those same places I would have gone in 1978. The rum and scenery were just as I remembered.
The trip back was uneventful, made a little more enjoyable by an upgrade by Air NZ. At least my bag came home with me. All up a fantastic week.
I must thank the executive committee in supporting my trip there. It is normal for delegates to have their costs covered but it is a significant amount for a small organisation like ours. It is certainly important that we are seen to have a presence at these Congresses. Also my thanks to CentrePort for their generous assistance and my wife for letting me go that far without her.
Although I get a buzz out of these types of events it would be great to see some more members at the next one in Korea. Maybe a quiet word in your company’s ear regarding personal development might get some funding. It could be a topic for our own Conference & AGM in November. I hope to see you all there when I can elaborate on any of these topics and information.

Lew Henderson
CentrePort, Wellington
Decca Navigator – Setting the Record Straight

Just before Christmas 1999, we moved into a house half-way down a country lane in the village of Meopham in Kent. In the woods below us was a Lutyens style cottage called “The Haven” belonging to a fine old lady named Leonora Schwarz. A few months later, Leonora invited us to afternoon tea and then showed us around her home. In one of the rooms was a large photograph of her late husband, Harvey Schwarz, receiving a medal from the Duke of Edinburgh. When I asked her what the award was for, she replied that her husband was the co-inventor of Decca Navigator - but she doubted whether I had ever heard of it! Like most Master Mariners of a certain vintage, not only did we grow up with Decca, we had to learn its theory intimately for our Nav-Aids examination. Though the theory can be a bit obtuse, the history of its genesis bears re-telling.

The story starts in America with Bill O’Brien (1907-84) a radio engineer of precocious ability who was Chief Engineer for Brunswick Records by the age of 18. It was at Brunswick that he met Harvey Schwarz of a similar age but from an academic background. In 1932, Schwarz went to England with Brunswick who were then taken over by Decca. O’Brien meanwhile worked for various companies on diverse subjects, including designing the electronics for the Hammond organ. In 1938, whilst recovering from TB, he was asked to consider a method for accurately measuring air speed of aircraft. From this thought process came the idea of a navigation system based on measuring the phase difference between master and slave stations – since both the frequency and the speed were known, then the time taken was a measure of distance which would give a hyperbolic line of position (lop). A second measurement from another master/slave pair would give a 2nd lop, whose intersection provided position fixing.

O’Brien immediately saw the value of his system but could evoke no interest whatsoever in American military circles. When war broke out in Europe on 3rd September 1939, O’Brien wrote to his American friend Schwarz in England to see if the Allies could make use of it. The RAF boffins were jealously developing their own system (called Gee) and did not wish their thunder stolen. Undeterred, O’Brien & Schwarz knew the idea was sound and spent 2 more years developing and testing it before finally attracting the interest of the British Admiralty who even in 1941 were planning for the eventual invasion of Europe. (See also “Mulberry Harbours” page 2)

After many trials and tribulations, the system was further improved and tested with orders placed in March 1944 to have 27 receiver units ready before mid-May. This was duly accomplished by a small team, which included 6 girls led by Leonora all under Harvey’s indefatigable enthusiasm. The beauty of the Decca system was its accuracy, its constant display and its ease of operation. Just 2 weeks before D-Day, the navigators of the leading mine-sweepers and landing craft were introduced to the new system: they knew how crucial it was to be able to sweep the invasion approach channels clear of mines, buoy the channels and then guide the leading landing craft to the correct beaches. In an
area swept by very strong cross winds and tides, conventional navigation would have been impossible. The success of the British forces in hitting the right beaches contrasted with the Americans under General Theodore Roosevelt Jr. who landed 2km too far West of Juno beach, but happily met less resistance. Sadly, this brave veteran of past wars died 5 weeks later of a heart attack having survived the most dangerous part of the campaign.

Decca had proved itself at D-Day and was next deployed in the foggy Scheldt Estuary to keep open the supply routes to Antwerp. Decca developed a portable unit which the pilot carried thus PPU's were invented by Decca in 1944. After the war, the system was further developed and Merchant Ships hired the receivers, shipped aboard at Brixham when coming up-Channel. Decca’s 300-mile range removed the inherent danger in making landfall - especially when poor weather had prevented astronomical fixes. As in its genesis, petty politics was the principal reason behind its closure, but in some parts of the world, it is being brought back into usage. Unlike GPS, it is much harder to jam the signal, and avoids over-dependence on 1 system.

There is no doubt whatsoever that Decca Navigator was of fundamental importance in the success of the Normandy Landings. Had the channels not been cleared of mines and safe passage clearly marked there would have been carnage. In the difficult navigation conditions of operating beam onto wind and strong tides, fewer troops would have landed as planned, and casualties sufficient to halt the invasion – as happened to the Canadians at Dieppe in 1942. There is also no doubt that in the post-war period until 2000, Decca Navigator saved thousands of ships from foundering blindly onto ill-marked low-lying coasts. Our debt to this system is phenomenal and yet it was all down to one man who conceived of the idea, and his friend who believed in him and persuaded his bosses at Decca to perfect the system despite the universal dismissal by officials in both US and UK government ministries. Seafarers worldwide also owe these remarkable men our sincerest thanks.

It is arguable that had the RAF adopted Decca rather than Gee, they might have improved the precision of RAF bombing of military targets, thus negating the reason to annihilate cities with massed bomber raids supposedly to demoralise the enemy into Unconditional Surrender. Bill Reid and Harvey Schwarz, despite the successful application to Marine Navigation, had always believed that air navigation was their goal. Vested interests proved too powerful, despite a mid-air collision over New York in 1960. Notwithstanding Reid & Schwarz being Americans, the system had been developed in Britain and so was opposed by the American civil aviation lobby. However, Decca was adopted successfully for American military helicopters in Vietnam collecting the wounded.

There is often a peace dividend post-war when inventions developed find value in other applications e.g. Decca, radar, echo-sounding, nuclear fission, jet engines, rocketry, computers, penicillin, plastic surgery, chemo-therapy etc. GPS developed from the 1960’s US ICBM delivery systems but was made available in 1983 after the shooting down of Korean airlines KAL 007. Words from the Book of Isaiah have a certain resonance:

“…and they shall beat their swords into plowshares, and their spears into pruning hooks: nation shall not lift up sword against nation, neither shall they learn war any more”.

Rather than provoking wars via the ‘black ops’ of clandestine government agencies (with full spectrum propaganda) the MIC ought henceforth become the Acme Plow & Prune Hook Co. Ltd.
The title chosen by Rose George will evoke memories for readers of "The Pilot" and seafarers in general. However, as an investigative reporter, she is aiming for a far wider readership - as the subtitle: "Inside Shipping: the invisible industry that brings you 90% of everything" suggests. Acclaimed as "A stunningly detailed and absorbing piece of investigative journalism combined with a gripping and very human account of a long sea journey" this book is her experience of life on board during a 5-week voyage of the K-class (6,477 TEU) "Maersk Kendal" - a mid-sized container ship built in 2007/8, with a crew of mixed nationalities comprising 20 men and 1 woman. From the moment of her boarding in Felixstowe to her departure in Singapore - only missing-out the final port of the outward-bound leg (Laem Chabang in Thailand) - we are given a rare insight to the range of personalities which comprise the multinational crew. In the Kendal's case, it is the deck and engine room officers that are the multinationals, while all other positions are held by Filipinos - including the female cook. Without exception, all were open and frank about their work, families, expectations and aims in life. In Rotterdam, the South African Master (who was 4 days short of his 2-month stint) was relieved by the Senior Master of the Maersk fleet of 600 Container ships, Captain Glenn who had - at the time of this voyage - clocked up 42 years at sea and was embarking on his 2-months roster for the round voyage. It is perhaps no surprise that Rose sums up her time on board by recording his comments and thoughts for the future generations of seafarers, and I am sure that few of you would disagree with his assessments. However, her narrative contains much more than the time spent with the crew and observing them at their work, as well as during their time-off both aboard and ashore. She skilfully weaves in many other aspects that influence the manner in which the Shipping Industry operates: International agreements, Government legislation, Flags of Convenience, industrial disputes, Unions, Missions to Seaman, and the rise in piracy over the last 15 years, as well as the ever present weather threats. All are mentioned and recorded in a clear, precise style that should enable a lay person to better understand the workings of an industry that rarely makes the headlines - apart from when disaster strikes. With regard to preparation for this voyage, Rose George (whose previous knowledge of ships was limited to cross-channel ferries) visited 6 Maersk container vessels laid up in the middle of Loch Striven for long-term parking after coming to a special rate with Clydeport. They were not old rust buckets. Five of these vessels were only 4-year old B-Class, specially built for their shuttle service between China and the US – sleek, fast vessels capable of 32 knots, costing $22,000 dollars a day to run, they were the first to lay-up in the downturn in 2007. Rose also visited the Headquarters of the EU-NAVFOR, where it was arranged for her to join the then current flagship the Meko Class Frigate "Vasco da Gama" of the Portuguese Navy, which was scheduled to undertake escort duty lasting a week: Mombasa to Mogadishu and back, escorting a ship with a humanitarian cargo for the UN. During her week with them, she also flew with the helicopter crew and rode with the Marines in their RIB. Her research entailed much more than scanning the web. I thoroughly enjoyed every page of this book which reveals what life today entails for the crews of these vessels, as well as for the multinational anti-piracy Task Force. Equally important is the clear and concise way she states the facts concerning the manner in which International and National agreements and laws regulate (or attempt to control) how owners operate their vessels: Safety of Life & Property and Protection of the Environment are the driving forces of legislation. Buy the book - or at least borrow it from the library: you will not regret the time spent on reading it and I am certain that in the process, you will come across a few "facts" of which you were totally unaware and perhaps enlighten others on the essential part that these vessels play in all our lives.

JTV Gulf Harbour 28/5/2014
**BAY OF ISLANDS**

Shipping all finished for the Season in the Bay of Islands, with *The World* leaving on the 15th April. Bookings now coming in for 3 years time with no outlook for any reduction in cruise liners visiting NZ. We had one of our best weather summers, the local tour operators very happy. Attended the ECDIS course at Auckland Maritime School for the forthcoming revalidation of my ticket. Great to meet up with a mixed bunch of pilots and west coast Australia offshore guys. (Lucky they were there, as they knew how to use the equipment pretty well.) First ship the Solstice due on 20th Oct. In the meanwhile we are catching up with maintenance around the rest of the region. Our pilot/work boat for once running without problems. Hope the winter treats you guys further south kindly! (JL)

**BLUFF**

This edition finds me in a much better mood: winter has arrived and I no longer care about the 3 in of frozen hail outside or my flooded garage. All is as it should be in the Deep South. The downside of this latest blast though is the ruining of the annual Bluff Oyster Festival. It’s a shame the major event of the year for our township was literally blown off the calendar - and after such a promising start to the day. Although forecast, the ferocity of the cold front to hit us was unexpected and caused no small amount of chaos for a time - especially when the power lines came down on some poor unfortunate’s car blocking the only road out for some time. You will be pleased to know that I have it on first hand authority, that after the event was cancelled and people managed to leave, the locals put up a warmer front in the pub and made a better than good fist at finishing-off the oysters and beer that had been left. ‘Waste not, want not’ after all.

I can't tell you much of what's been happening in the port as I haven't really been there that much: I took an extended leave and joined the coastal fleet as a relief 2nd mate on the Milburn Carrier II for a swing. Great fun to see some of the ports around NZ again and visit some new ones. Although if I am honest in my heart of hearts, the Westport Bar was not what I had thought it would be although that could come from the ease which John McKenna made it look each crossing. Westport itself didn't disappoint when we had to break the anchor cable and secure ourselves to the berth with it during the last polar blast: 88 kts was the highest reading I saw. Dodging flying roof iron was not one of the items covered in the JHA for mooring stations, although I think it has been added since. It was great fun and a pleasure seeing some of you in action. I recommend it to one and all.

We say good-bye to our port General Manager, Russell Slaughter, who is moving to Central Otago after 30-plus years of service. He will be missed by the whole team, not just the pilots.

With the addition of some new commercial development in the region, the port has seen fit to order another container crane, which is due for delivery sometime in July. MSC will be happy as it means they can reduce their stay from a 36hr window to 24hrs; now if they would just stick to the timetable...

Josh has just sat his A Class exam and we await MNZ to issue his new licence. We are but a few short months away from a full roster - something that hasn't happened since 2007. Wrap-up warm. All the best from us in rough and tough - and windy – Bluff. (SG)

**OTAGO**

It’s a snowy day here in Otago as I write this. Although the snow flurries have ceased, the drifts in places are almost 5mm deep and quite understandably, the whole region is batten down for a bleak and miserable few hours and we bravely battle the elements and focus on basic survival by staying indoors
and watching Bear Grylls on DVD. Life is tough in the South. The marine services department remainsundaunted at the prospect of a snowstorm induced backlog of shipping, mainly because it’s the quiet time of year and there is no queue outside in the roads but also due to the fact that our PPU's now relieve us of the anxiety of getting caught in a whiteout halfway up the Victoria Channel to Dunners. The go/no-go decision-making process is no longer fraught with the prospect of being proven dramatically wrong 10 minutes into the job.

The prize for best weather forecaster in Otago (a return ticket for one to Vietnam to watch a tug being built) goes unequivocally to our recently imposed Chief Pilot, Hugh Marshall, who skipped the country as the cold front approached with the coincidental excuse that he had a tug build to oversee. Timing is everything. Indeed, the timing of the ‘Taiaroa’ arrival to Otago harbour has never gone back from that forecast at the outset and she is now due to appear over the horizon in July. We look forward eagerly to the event and the prospect of more grunt for our shunt, as ‘Rangi’ and ‘Karetai’ - collectively termed “The old girls” - are getting very tired shoving the L class Maersk ships around.

Also new on the scene down here is our new trainee pilot, Shaun Hopkins whom we welcome into the fold. Prospects are looking good as he shows an early ability to tell the sharp end from the blunt end. Also, he’s a local boy, so fortunately a trawl of the northern hemisphere pilotage districts was not required in order to find a suitable candidate and Lex Lane has a colleague who now speaks the same language.

Fiordland pilotage would not normally be part of the Otago harbour hack’s remit, especially during the close season, but it is fit and proper that all those pilots that ply their trade around the bottom end should wish John Henderson a fast and full recovery from his recent illness. John was hospitalized up in Auckland after taking ill during a course (not Ship Captains’ Medical!) at the Maritime College. It is understood that he was suffering from a form of malicious prosecution, which is a recent stress-inducing malaise of epidemic proportions affecting those who have the temerity to sail as master of a ship during port state scapegoat-hunting season. Outbreaks have occurred around the world including here in New Zealand where it is colloquially known as Cook Strait fever and has been rampant in recent weeks. Unlike many malign growths, there are cures available. Remedies, it would seem, include systemic error theory acceptance, collective responsibility or a correction of the master’s authority/responsibility imbalance: a combination of all three is seen by right thinking people to be something of a panacea for this and related illnesses. (CH)

PICTON

On 17th April, wild SE’ly winds up to 70 knots hit Picton. The tug Maungatea assisted three separate ferries to berth: an interesting morning! The naval vessel Canterbury visited on 19th April to load stores for Stephens Island. John Davis now has a full license for the port.

Your correspondent suffered a heart attack about 5 weeks ago. This happened in Auckland. I am being transferred to Dunedin to "finish off the treatment" then home to build up strength again. (JH)

GISBORNE

Currently, the port is undertaking studies to improve the long-wave forecasting model. The study includes putting additional wave rider buoys in strategic locations and will form a part of a measurement program for long-wave and swell-wave conditions in the Port of Gisborne. This will also give us a better picture in terms of optimum channel usage, as its safe use is dictated to a large extent by the long-wave forecasting.

We are currently having a vessel in port which has had a generator breakdown: the
ship is basically dead. With the surge forecast touching the absolute maximums in terms of safety margins for the vessel in port, the nights do become long monitoring the infragravity graphs. Luckily, it did not exceed the parameters, but it does make it interesting. With the additional buoys around the place, it will hopefully make it easier.

The company is also looking at moving towards using a dedicated HSE system. I guess its time we did it especially the way the HSE culture is moving in New Zealand at the moment. It is a big project and many thanks to my colleagues from Port Taranaki and Southport for endorsing some of the ideas.

The Kiwi fruit season is over and we are seeing less and less of the smaller ships which makes it harder for me to keep clocking my numbers for Class C license - but will get there one way or the other. That's all from Gizzy town, safe piloting to all. (RD)

**TIMARU**

The early onset of winter conditions is surely one of the less attractive facets of our profession and only slightly mitigated with the addition of thermals to the uniform. Southerly blasts producing heavy swells in the entrance channel have become a regular feature here this year. Consequently there has been a slight reduction in channel depth which the Pelican is currently working on to restore normal operating draught.

Two of our number have recently completed a successful simulation course in Auckland. Emergency/contingency manoeuvres were practiced and modeling of wide beam product tankers was undertaken to assess possible operating parameters for the port.

We have also installed a new Vega PEL sector-light for our Inner Channel. Along with the trusty PPU, this is another tool in the kitbag for achieving optimum position-keeping in a critical part of the pilotage. The light operates on demand and switched on by text message when required. (TV)

**LYTTELTON**

Jamie Welford is moving through the Grades having just passed his Class B exam allowing him to pilot vessels up to 200m. He recently attended the Advanced Pilots Course in Auckland and on the following Saturday, Jamie and I used the simulator for a day’s training. With the prospect of larger vessels coming to load logs we confirmed the operational limits for bulk carriers up to 225m into the inner harbour and Jamie carried out a few runs to familiarize himself with handling vessels in winds at the ports limits. We welcome our latest recruit from Southampton Chris Coleman who will fill John Clarke’s position in the roster.

It is never fun to read an incident report as we all know it is a fine line between a miss, a near-miss and a hit; but the report from Wellington regarding the Trans Future was a comprehensive look into a wide range of factors. As we handle these vessels, the points raised will be beneficial should we find ourselves in a similar position. The report shows the advantage of having a Marine Manager who is an experienced pilot.

We had the pleasure of welcoming Chris Davies to the port for a transit visit when he was carried-over from Wellington. Although a rare occurrence, it did have the effect of spooking one of our own pilots who took a toothbrush and a few other essentials on a vessel in case he couldn’t disembark. Fortunately he made it home in time for tea.

After a last month’s strong winds, we have had a good run of calm days with a frost at night. Great weather for piloting, when the first decision is not whether to put on an extra tug but whether to put on extra thermals. (FL)

**NELSON**

I’m aware it’s been a while since any news has been sent in from Port Nelson and many changes have taken place since the last installment. So here’s a quick run-down of the last 12 months: Gavin Green left for pastures new in Dampier in September of last year, which gave me the opportunity to begin piloting in my adopted home port. I’ve now completed my 400 passages and have a brand new shiny Open License. Chris Geen remains the other full-time pilot, and provides the experience and gravitas for the operation. Leave relief is still provided by John Tredidga as a contract pilot.

Summer saw the calling of a few smaller cruise ships and super yachts. In the future the port is looking to increase the frequency of such calls, focusing initially on the boutique cruise and superyacht sector, but also looking to break into the 260m category. Since the weather bombs of March and April, we’ve had an excellent run of settled weather.
The Approach Beacon at the entrance to the cut was destroyed during the passing of the remains of Cyclone Lucy. Its replacement is being driven into the sea-bed as I write this piece.

We are coming towards the end of a successful fruit season for the region thus the empty reefer box stacks are reaching less Himalayan proportions. Only 2 more apple ships are left to call, and 2 more kiwi fruit ships.

The WH Parr was fitted with a new winch last year, which has proved a big success - particularly when being used on smaller tonnage with a single tug. The lightweight Dyneema tow-rope has proved very easy for tug and ships crews to handle.

Our DGPS transmitter was switched-on during December, allowing us to use the Navicom Harbour Pilot with a high level of accuracy and reliability, and both tugs have now been fitted with AIS transponders. Both of these upgrades have greatly improved situational awareness for pilots and tug crews particularly in poor weather at night.

That’s 2014 in a nutshell. Matt Conyers (MC)

AUCKLAND

For a change, my submission has been tendered at the 11th hour for the opposite reason: this time I have an overload of material to work with!

We have had a lot of projects underway within Marine including the completion of our new Tug “Hauraki” which as I write is heading for Shanghai for final acceptance trials and all going well will arrive Auckland in early August.

To help with the transition from our more nimble 50T tugs we have been putting the tug crews and ourselves through some fairly robust simulator training which has been very helpful in highlighting the advantages of the extra horses as well as the fact that they won’t be as quick around the paddock! It also added an extra layer of realism on the simulator hearing the actual skippers talking to you on the VHF; it was good for them to be able to see our view from the Bridge, as it was a bit of an eye-opener for some of them seeing the gaps from our perspective. We will also be attending a “Big Ship” training course later this year when Hydro complete the ADCP survey of the Harbour which will give us a highly accurate real time tide and current information to work with.

Another project that is gaining traction is the research for a replacement pilot vessel which was initiated at Allan D’Souza’s behest to examine all avenues for the best option (which was initially a Naiad or Striker design type concept). This created a quite remarkable surge of interest and energy from the blokes who will be operating it, and with Geoff Roberts at the Helm, they set up a panel, which has come up with a 15m Teknicraft-designed catamaran powered by Hamilton Jets. It is the same concept as the Auckland and Wellington Police Boats and provides a service speed around 30kts with a top speed of 40kts at the same time as delivering staggering fuel economy in excess of 30% of the Akarana’s. There are currently three of these designs in operation on our Harbour, one of them being the Pine Harbor Ferry , whose owner very generously and at no cost to us (for no reason other than to proudly show how good it was) let us trial her in boarding situations in various weather conditions. Suffice to say, the trial surpassed expectations, which led to Geoff and the team making a very impressive presentation to the CEO (I know this, because he said afterward…”Geoff, that was a very impressive presentation!”). There has been no decision made yet on the final outcome as all options are still on the table - and to be fair, there are still one or possibly two voices out there with their opinions still echoing proudly from years of experience built over the previous century. But at least the Boys were given a fair crack to come up with this innovative solution, and…fingers crossed!

We are still expressing various levels of satisfaction with our PPU’s with one or two providing faultless operation whilst others appear cursed by a demonic force activated by the simple expedient of switching-on. Meanwhile John Barker continues his tenacious search for the best practical solution in these matters, and has managed to convince the powers in the IT department (whilst I may jest - they do a great job for us) that our HP laptops, whilst meeting all of IT’s grueling standards, don’t always meet those of the Pilots’. Some examples being their propensity for uninitiated flight when left unattended on an open Bridge wing, or their stubborn resistance to operate whilst
immersed in liquid (coffee or rain) as well as the inability to see the screen in open daylight - which to be fair, is an unthinkable operating medium for most of these folks. The solution to the problem will be a gradual roll-out of Panasonic “Tough Pads” as well as purchasing 3 extra Navicom Channel Pilots. The “Tough Pads” will be issued on a replacement basis only, which one hopes won’t coincide with any increased occurrence of HP laptops engaging in unmanned flight, caffeine ingestion or underwater exploration.

We had a very interesting lunchtime meeting a couple of weeks ago (yea I know…all meetings are supposed to be interesting…but this time lunch was included!). Allan organized a get-together with our Pilots, our Risk-Manager and some other senior managers for an opportunity to be briefed by Alastair Irving from P&I Services. I think we all got a lot out of the really informative discussion. We highlighted to Alastair our concerns regarding liability and the whole grey area of Pilots’ responsibility on Passenger Ships, Warships and Super-yachts when the Master/Commanders go DIY, as well as the legal responsibility and ramifications of Pilots guiding in vessels from the Pilot Boat. Alastair was very interested in what we had to say on this developing situation of who actually has the con and he seemed keen to take the issues further by getting a national poll from Pilots and perhaps instigating a road-show. (He’ll make a great speaker at the conference, Steve). It was also a great opportunity for the others at the meeting to hear from Pilots first-hand why we insisted on minimum safe distances from cranes and just how easy it was to tilt one. I couldn’t help notice our new Risk Manger taking a wide-eyed interest in our discussions on what could happen to us on a bad day…and judging by his copious note-taking, went away with a new-found understanding of our line of work! (CC)

It was good to have Lew give up some of his leave recently to attend the IMPA Conference in Panama on behalf of our organization. CentrePort contributed some financial support also, which was appreciated. He found it very beneficial, as described in his article in this issue.

Although we had expected our Old Girls, Toia and Ngahue, to have left for foreign shores by now, they are still with us. This proved beneficial for both Napier and us, as Toia has just finished a charter up there while work was done on their fleet.

I was fortunate to go up to Wanganui a couple of weeks ago with others from our marine team, to inspect Port Taranaki’s fine new pilot launch, Mikotahi. The vessel had just been launched and was still to be officially handed over, with teething problems and survey still being addressed. Although designed for Taranaki’s needs, which differ somewhat from ours, it was great to see how she performed and the fit-out options chosen. Q-West had done a fine job building the vessel to a very high standard, reassuring us that we don’t need to look overseas to meet our needs, as is the case with tugs these days. (See report p.2)

It’s only 5 months to our conference in Wellington again, so look at your rosters and start planning: we have a great line-up of presenters from across the ditch as well as locally, so don’t miss out! (SB)

MARSDEN POINT

I missed out on the previous contribution due to Tropical Storm ‘Lucy’ looming large - as was the deadline for The Pilot magazine: Lucy got the better of me! Lucy did deliver some strong winds and swell: our wave-rider buoy survived to record Max Wave height of 10.2 Mtr! (An all-time record so far). However, it failed to deliver as much rain as was expected which was a relief to many!! It has been busy shipping-wise: our numbers have hit an all-time high. The General Cargo/Log berth is keeping us busy. Refinery has its usual traffic increasing slowly but surely. Amidst all this, we managed to get the ECDIS and Advance Pilotage courses done. Winter is on the doorstep! Hoping it will be short and mild one up here.

The recent Idas Bulker TAIC report about Napier threw some important light on the actual Pilot disembarking positions: I suspect
most ports will be reviewing this topic. The practices followed breached Maritime rules - even though tacitly approved. I am sure this has everybody thinking! There was mention of “remote pilotage”: what is remote Pilotage and when is it permitted - if at all? It would be interesting to hear how other ports are addressing these issues: do we still have the discussion forum in the NZMPA website? Nothing more: Safe Piloting to all. (KB)

NAPIER

D-Day is a good day for a deadline, as it is also my birthday! 50 again - if you can believe that! What has happened in Napier since our last communication? There has been a gradual easing of trade as the busiest season ever is resigned to the annals of history. The effort of trying to manage it with two of our ‘Unrestricted’ pilots leading-up to and recovering-from accidents & operations has left the Pilot team slightly shell-shocked. A whole month of superb weather in Napier has helped the wind-down as the whole port tries to evaluate the way we all managed to cope and come out of the other end still smiling and talking to each other! Pro-active planning was the key: bringing Management and Agents onboard at an early stage with fatigue-planning and an acceptance by all parties that we all had to get through the season unscathed! Disruption to normal schedules was kept to a minimum by trying to highlight potential fatigue hot-spots early on every week. The 2pm meetings between Operations, Commercial and Marine were critical, especially the Friday meetings to ensure we had all our ducks in a row for the weekend. We certainly had our moments during the season, but good support from up the tree ensured we all got through it.

Our Pilot Launch Pania has had 6 new seats after a pretty thorough search of available options. A carefully worded business plan to Management has resulted in 6 KAB 524 seats supplied by TRT in Hamilton. We trialed two models, the 514 (50-120kg) and the 524 (80-150kg). Even though we are a relatively trim bunch, the 524 came out on top with a far better movement in the sea condition we experience off Napier. The seats came through pretty quickly and were fitted to Pania a couple of weeks ago; a good choice, and everyone is happy – I think!

We have had CentrePort’s ‘Toia’ with us for the last 5 weeks as both Ahuriri and Te Mata have been put out of action one-by-one with major maintenance to Te Mata and a new Engine control system for Ahuriri. I have only used the old lady twice as I have been away for 5 weeks myself! I have been told though that she did well, probably helped by the superb weather and the decrease in ship numbers. We adjusted the weather limits to allow for the Toia’s 28 tonnes but I believe there were no real dramas over the 5 weeks. She is off back to CentrePort tomorrow morning (D Day!) and will be welcome back here again, even though a little more grunt would have been preferred by the Pilots!

We have been troubled once more by the shocking state of some of our visiting vessels’ pilot ladders. Even with our very thorough testing regime, yours truly was left hanging by one hand as the rope on the left hand side of the ladder completely parted 3 rungs above me whilst boarding a log vessel. Self-preservation kicked-in and I was able to go hand over hand up the remaining side. What I said on the deck and when I reached the bridge is unprintable, but it made me feel better! Apart from self-preservation, what really got me up the ladder was the fact we were flying to North America the day after, and what the Hell was I going to say to the wife if I didn’t make it! Joking aside, we really have to keep on top of our testing and reporting of these defective ladders and manropes. MNZ were sympathetic, but I was told there would have to be a change in legislation to enable more frequent testing.

August will see Robbie Jenson attending the ECDIS course in Auckland and at Smartship to evaluate the most suitable course for our needs. The information gained by Robbie will then enable us to present a case to Management for that course. Ruslan Mitlash will be attending the AMPT course at Smartship later on in August.

Our dredging program is progressing well and is on course to finish on time. The new turning basin for turning and backing of large vessels has been completed and we are working with our surveyor Pete Frizzell to set up new bridge transit leads before the start of the next Cruise season. Enjoy the winter breaks, guys: Summer is just around the corner! Safe Piloting. (JP)
Oil tankers are not usually considered the most environmentally friendly floating objects on the ocean but one that recently did the rounds of New Zealand during her maiden voyage is friendlier than most. This was the “High Discovery”, second to be completed of a new class of chemical/products tanker from the Hyundai Mipo shipyard. In most respects the class is typical of its type: deadweight of just under 50,000 tonnes, the mandatory double-hull, twelve cargo tanks arranged in pairs port and starboard (plus three slop tanks), each with its own cargo pump and protected by seven coatings of epoxy phenolic and an Inert Gas System; but in fuel economy it sets new standards. The main engine is an MAN-B&W 6GG50ME-B9 and at a loaded speed of 13 knots fuel consumption is just 15 tonnes per day, said to be about 30% less than the norm for such ships.

Something over fifty years ago I joined my first ship as deck apprentice, as it happens a tanker of just under 50,000 tonnes, a very popular size of tanker at the time as it was the largest that could get through the Suez Canal fully loaded. She had a single hull, thirty-six cargo tanks (with 12 centre used as a slop tank), four main cargo pumps and two stripping pumps, no tank coatings, no inert gas system and a fuel consumption of about 45 tonnes per day, in those days about the norm for such ships. (And when tank cleaning, all cargo residue was pumped overboard. Clean Seas – What Clean Seas?).

Of D-Day’s Mulberry Harbours & Cunning Engineers

Success has a thousand fathers, but failure is an orphan: there are several who claim the credit for having invented the concept – including Winston Churchill. Engineer Guy Maunsell (the designer of the ferro-cement forts still extant in the Thames Estuary) was asked by the War Ministry in 1941 to investigate the feasibility of Churchill’s idea of 1917 whereby: “a number of flat-bottomed barges or caissons, made not of steel but of concrete could be towed into place and sunk, so that a torpedo and weather-proof harbour, like an atoll, would be created in the open sea”. Napoleon’s dictum that “an army marches on its stomach”, stresses the importance of support and replenishment to keep armies in the field. Maunsell’s plans were taken up by Commodore Hughes-Hallett, though Maunsell himself was non-grata on the design committee (he held such committees in contempt). The concrete barges were constructed from 1943 at various UK ports under strict secrecy and disguised from the air; in 1944 they were assembled in the Solent for subsequent deployment in the invasion of Normandy to create 2 harbours (A&B) to serve the US and British respectively. The US port only served a few weeks before being destroyed in yet another storm. Remnants of A were used to develop B which served for 3 months i.e. much longer than planned. After stiff fighting, Cherbourg was eventually captured and cleared for action, the Mulberry Harbour at Arromanches had served its purpose. Maunsell also designed floating drydocks, still in use today - as are some of his Thames seaforts (looking uncannily like offshore oil platforms). If necessity is the mother of invention, then cunning engineers are the midwives.
Of Homographs & Heteronyms: English Tongue (in cheek)

The following piece was submitted by Katja Morrison, for whom English is her second tongue

Homographs are words of like spelling but with more than one meaning. A homograph that is also pronounced differently is a heteronym.

1) The bandage was wound around the wound.
2) The farm was used to produce produce.
3) The dump was so full that it had to refuse more refuse.
4) We must polish the Polish furniture.
5) He could lead if he would get the lead out.
6) The soldier decided to desert his dessert in the desert.
7) Since there is no time like the present, he thought it was time to present the present.
8) A bass was painted on the head of the bass drum.
9) When shot at, the dove dove into the bushes.
10) I did not object to the object.
11) The insurance was invalid for the invalid.
12) There was a row among the oarsmen about how to row.
13) They were too close to the door to close it.
14) The buck does funny things when the does are present.
15) A seamstress and a sewer fell down into a sewer line.
16) To help with planting, the farmer taught his sow to sow.
17) The wind was too strong for me to wind the sail.
18) Upon seeing the tear in the painting I shed a tear.
19) I had to subject the subject to a series of tests.
20) How can I intimate this to my most intimate friend?
21) Bare your own soul to bear a friend's burdens, but never go bare-naked!

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger, neither apple nor pine in pineapple. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat. Quicksand works slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig. But don't give up yet...

There is a two-letter word that perhaps has more meanings than any other two-letter word, and that is 'UP.' It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP? At a meeting, why does a topic come UP? Why do we speak UP and why are the officers UP for election and why is it UP to the secretary to write UP a report? We call UP our friends. And we use it to brighten UP a room, polish UP the silver; we warm UP the leftovers and clean UP the kitchen. We lock UP the house and some guys fix UP the old car. At other times the little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses. To be dressed is one thing, but to be dressed UP is special. A drain must be opened UP because it is stopped UP. We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP! To be knowledgeable about the proper uses of UP, look the word UP in the dictionary.

In a desk-sized dictionary, it takes UP almost 1/4 of the page and can add UP to about thirty definitions. If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more. When it threatens to rain, we say it is clouding UP. When the sun comes out we say it is clearing UP. When it rains, it wets the earth and often messes things UP. When it doesn't rain for a while, things dry UP. One could go on and on, but I'll wrap it UP, for now my time is UP, so...it is time to put UP or shut UP!
Charting your course
The New Zealand Maritime School’s professional development programmes 2014

NaviCom Dynamics Advanced Portable Pilot Unit training programme
Developed by Ports of Auckland, and now proudly offered by the NZ Maritime School for all current and trainee pilots. Training is co-delivered by a senior POAL pilot and NZMS instructors, using a full mission bridge simulator (NaviCom 2.5 model).

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<td>3-4 November 2014</td>
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Podded propulsion training
Specific ship-handling training in the use of podded propulsion. Delivered in the School’s full mission ship simulator equipped with both a Lilas and AquaMaster pod controls, and using three large ship cruise ship models (MSC Lyrica – LOA:249m; MS ASE – LOA:246m; MS Quantum of the Seas – LOA:347m/beam:41m).

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Advanced pilot training
This five day course will be delivered twice in 2014, confirmed speakers for 28 April are Matthew Flynn LLB (Partner, McElroys and NZ chair of MLAANZ) and Charles Tortise (MaritimeNZ). Matthew Flynn is an experienced litigation lawyer specialising in maritime law. He will address the pilot’s personal liability issues, Charles Tortise is the recently appointed manager of licensing and certification at MaritimeNZ.

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<td>23 April 2014 and 24 November 2014</td>
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Security Awareness
Per 1 January 2014, STCW requires that all personnel working on board seagoing vessels will have completed security Awareness training. New Zealand Maritime School will be delivering this MaritimeNZ approved 1-day training programme monthly from February 2014.

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<td>19 March 2014, 8 April 2014, 6 May 2014, 8 July 2014, 2 September 2014, 4 November 2014</td>
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Mandatory generic ECDIS training
This MaritimeNZ approved training programme is based on the IMO model course 1.28.

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For further information contact Kees.Buckens@manukau.ac.nz or 09 379 4997 ext 6706
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