Welcome to the Easter edition and the resurrection of History (1913,’38,’63,’88): Oamaru celebrated the centenary of the arrival of Captain Scott’s *Terra Nova* on 10th February 1913 which broke the news of the tragic death of Captain Robert F. Scott and four companions in their ill-fated journey to “conquer the South Pole”. Much has been written about Scott and the era of sporting gentlemen and heroic failures. Scott died 1 month before the *Titanic* tragedy with resonant themes of heroic failure. Twenty Five years later (1938), British PM Chamberlain signed the misbegotten Munich Agreement, which ultimately was the product of a peace loving gentleman capitulating to a ruthless and dishonest megalomaniac. Both Germany and Britain feared Communism but War makes for unusual bedfellows when USSR joined the Allies.

After WWII came the Cold War when the two remaining super-powers were ideologically-opposed, but armed with too many nuclear weapons. Stepping back from the brink of nuclear holocaust over Cuba, both USSR and USA signed the Nuclear Test Ban Treaty in 1963. Unlike Munich 25 years before, this was relatively “Peace in our time”. US and N. Korea’s current sabre-rattling is ominous. 1988 saw the re-emergence of Solidarnosc in Poland which led to the collapse of the USSR without any revolutionary violence: people power from the shipyards of Gdansk (*tenuous link to matters nautical?). Finally, Auckland has reasons to celebrate: the city of sails (not *asset sales yet*) will host a Tall Ships Festival over Labour Day weekend. (The festival follows Australia’s International Fleet Review celebrating RAN’s first arrival in Sydney on 4th October 1913). A further example of trans-Tasman amity was the AMPI/NZMPA workshop at MIT hosted by Kees Buckens. Glowing reports inside…

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

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As part of my ASD Tug Master training for Centreport, I attended a course at the Transas/Seaways training facility in Portsmouth. This training was to cover the Seaways ASD ‘Module 1’ and the simulator component of ‘Module 2’. My trip involved departing New Zealand on the 12 January and travelling to Portsmouth for 10 days of simulator training, on the ‘world’s most advanced tug simulator’. The weather for the duration of my stay was very cold, with quantities of snow that caused significant disruption in Portsmouth and the UK.
Outlined below is a daily summary:

12 Jan: Departed Wellington and flew north to Auckland with Charles and Dave who were going to China. I flew with Air New Zealand via Los Angeles and had a reasonable flight despite both flights being full.

13 Jan: Arrived at London Heathrow and was met by the Seaways arranged Taxi for the 1hr drive to Portsmouth, I checked into the Innlodge - which was the closest hotel to the course and arranged to meet the course instructor and other course participants that afternoon for an informal ‘get to know each other’. The Innlodge was a basic but very comfortable hotel: a quiet warm room and a soft bed ticked all the boxes.

There were 6 trainees for the first week of the course, the other course participants were 2 Tug masters from P & O Mozambique (Mugage and Mathias), Sean from ASP Melbourne, Rod from Bhagwan Marine in Brisbane, Pete from Serco in Portsmouth and me. The course instructors were Steve Sandy and Rob Hinton, both Seaways Trainers and Serco Tug Masters based in Portsmouth.

As the week progressed I found that 6 trainees was a good number to have because of the demanding nature of the course, standing in front of bright LED screens all day is hard on the eyes and the training was mentally draining so to have a bit of down time between scenarios, and having the opportunity to observe the other trainees and their progress was of benefit.

14 Jan: The first morning involved learning how to operate the coffee machine and familiarising ourselves with the 3 simulators. The 3 simulators were very different, the 360 degree tug simulator was immediately everyone’s favourite; there was also a ‘ships bridge’ simulator that was set up as an ASD tug and a ‘desktop’ simulator which was the most basic. So between 6 trainees there were 3 simulators.

The tug model used across the 3 simulators was the Damen 2509, Steve described this tug as being particularly tricky to handle and would provide us with an excellent ASD simulator experience, this was the most realistic and accurate model that they had available.

Steve ran us through the ‘circuit’ which we were required to complete by the end of the week. We were all to complete 4 of these circuits and each to be completed within a time of less than 20 minutes. The circuit can best be described as an obstacle course for tugs during which time all of the basic manoeuvring skills are used and tested.

The afternoon session involved learning how to turn the tug using the ‘pod open/pod close’ technique, then starting to add engine rpm to increase the turn speed. There was certainly a focus on accuracy and getting the tug to stop exactly where it was required. This time was also spent further familiarising on the different simulators.

15 Jan – The second day involved further practice of the turning methods and introduction to the 3 ‘stages of backing’, This involved turning into narrow harbour basins and driving up to a buoy, stopping and then running astern out of the basin. The 3 stages of backing was a difficult task to complete in the bridge and desktop simulators, the 360 degree simulator was the best
for this task – as it was for all astern operations.

16 Jan – Wednesday introduced us to side stepping the tug, inertia turns and stepping in and out at 45 degrees.

17 Jan – Thursday we practised the final skills required before starting on the circuits, backing around and berthing.

18 Jan – Friday was assessment day. I successfully completed module 1 with 4 circuits inside the required time limit of 20 minutes. Given the opportunity to do more circuits I am sure the times could be improved even more. My first circuit was completed in 19m35s, the second circuit in 18m30s; the third was 17m40s and the final circuit 17m20s.

21 Jan - The second Monday of the course was the first day of the simulator component of Module 2. This week there were 4 trainees and 2 instructors. The day began with Steve showing us the new circuit that we would be completing this week.

This new circuit involved working around a ‘Type 45 destroyer’ at a speed of 7 knots. This destroyer was used for this task as it was a very light ship with a thin hull and was easily deviated from its course or damaged by rough tug handling.

The circuit started with the tug running forward on the port shoulder of the ship, the tug was to then move off and touch down on the port quarter, starboard quarter and starboard bow, then the same points back to the port bow where the circuits time stops. The interaction between the tug and the ship had an impact on the handling of the tug and the pressure zones around the destroyer were significant at 7 knots but due to the shape of the hull were not extreme enough to making lifting off very difficult.

The day was spent doing circuits on the destroyer, we were all doing times over 20 minutes and our target time for the end of the week was better than 16 minutes.

There were only 4 trainees on this week of the course as Sean from ASP was only going to do week 1, and Pete from Serco had returned to duties as Mate on a Voith Tug.

22 Jan – Tuesday consisted of more circuits working the ‘type 42’, I managed to get my circuit time down to 17 minutes.

23 Jan – Wednesday consisted of more circuits and an introduction to the ‘flipping out’ technique, putting lines up and starting to work ships.

24 Jan – Thursday’s training consisted of more circuits, running astern and an intro to ‘bow to bow’ operations.

25 Jan – Friday more circuits on the type 42, my circuit time was now down into the 12 minute range which I was really pleased with. We also did some fairly complicated Bow to Bow work, the ship used for this task was the RFA Fort Victoria class.

Overall I found the course very good, the proof in the benefit of the course will be my first few weeks back on the ‘Tiaki’, and whether or not I can settle into driving the tug with the same confidence that I had in the simulator. The opportunity to complete basic and difficult manoeuvres with no chance of doing damage to anyone or anything was fantastic. I am sure the savings in crew hours, bunkers, machinery hours and the cost of trainers, not to mention the potential cost savings of any incidents and accidents that can occur during the training process will pay for the course instantly. The 2-week course was an excellent introduction to handling ASD tugs and will provide a strong base for a new career in port operations.

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**The Evolution of Propulsion:**

HMS “Rattler” was pitted against a number of paddle-wheelers from 1843 to 1845. These extended trials were to prove conclusively that the screw propeller was as good as, indeed superior to, the paddlewheel. The most famous of these trials took place in March 1845, with Rattler conclusively beating HMS Alecto in a series of races, followed by a tug-of-war contest in which Rattler towed Alecto backwards at a speed of 2 knots. These trials took place in Portsmouth - an appropriate location for the Transas/Seaways state-of-the-art Training Facility.
UK authorities failing maritime industry, says committee

Pilotage reforms show that shipping minister must rebuild industry confidence

Liz McMahon Friday 8 March 2013

(Ed: My thanks to Maritime Sage Ian Farquhar for spotting and submitting this article)

UK SHIPPING minister Stephen Hammond faces a major task to persuade maritime professionals that the Department for Transport understands their concerns and shares their aim to enhance maritime safety, a parliamentary watchdog said yesterday. A report from the House of Commons transport select committee published on Thursday examines three issues relating to marine pilotage: pilots’ qualifications, training and standards, a proposal to change the law on granting pilotage exemption certificates and port safety. The committee has called on the government to provide a list of harbour authorities that authorise pilots who have agreed to use the national occupational standards and those that have not.

“We expect the government to use its influence to persuade harbour authorities not initially keen to accept the national standards to sign up. If national standards are not adopted by competent harbour authorities which have authorised pilots the case for legislation will be compelling,” the report said. The committee urged the government to work with ports to set a realistic target date for introducing the marine pilotage certificate and to use its influence to encourage ports to use the certificate to recruit new pilots.

“We do not think it is unrealistic to expect the new certificates to be available by the end of 2015,” the committee said. The report said the committee was not convinced that the proposal to make pilot exemption certificates more widely available took proper account of the complexities and risks involved in marine pilotage. It called on the government to retain the status quo and omit clause 2 from the Marine Navigation (No. 2) Bill in the House of Lords.

“However, if ministers intend to press ahead with this change, its impact must be closely monitored,” the report said. “We recommend that, if the law relating to PECs is changed, the government should publish an assessment of the impact of the change one year after implementation. “This assessment should include the number of PECs granted to officers other than those eligible under the previous arrangements, the numbers of PECs suspended or revoked, and the government’s view of the adequacy of CHAs’ arrangements for examining the credentials of PEC applicants.

“A commitment to produce such an assessment could be included in the bill and we recommend that this should be done.” Turning to port safety, the report said that a voluntary safety code must offer an effective system of independent, risk-based inspections and provide reliable information about accidents and near misses. Neither of these arrangements exists in relation to the Port Marine Safety Code.

The report said: “We recommend that the Maritime and Coastguard Agency consider developing a broader programme of port health checks, focused on ports which show signs of noncompliance with aspects of the code. “The MCA should consider ways of reducing the cost of its inspections so that it can investigate at least eight ports each year.” The committee called for the next draft of the Port Marine Safety Code to require ports to publish statistics about accidents and near misses.

The report concluded: “At the end of our short inquiry into marine pilotage we were left with two main impressions. The first concerns whether the DfT has struck an appropriate balance between its role as the regulator of port safety and its aim to promote the commercial attractiveness of ports.
“The Port Marine Safety Code was praised as a world leader but scant resources are devoted to monitoring compliance with the code, and the requirement on ports to confirm every three years that they comply is mostly overlooked.” The committee said it was unclear whether the minister’s most recent letter to CHAs on this point would make any difference. “In our view this takes light-touch regulation too far,” it added. The aim of the report at this stage is to address this without advocating that the code be made statutory. The committee was also concerned by evidence that pilot organisations lack confidence in the DfT.

Pilots have argued that there is much closer collaboration between pilot organisations and national government in other countries. However, Mr Hammond denied that the DfT did not engage with pilot organisations, arguing that it held a regular dialogue with the UK Marine Pilot Association over the Marine Navigation (No. 2) Bill. “This may be unfair on the department but perceptions matter, affecting the confidence of professionals when they engage with government,” the committee said.

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**Vital and Little Known**

Vital is our body. Little are we known.
Children of the statute Acts. Subjects of the Throne.
Independent serving. Thus we watch and wait.
Do you want a pilot? We are here to navigate.

Older than all politics. Some might wonder why?
The first to say Good-morrow and the last to say Goodbye.
To have the conduct of a ship, belonging not thereto.
This is what a pilot does. It’s what he’s trained to do.

Called to action by the Crown, all those years ago, Triggered by the premise that a pilot ought to know What to do where others don’t; and thus to save much loss.
Vital, are we? Little known? Thus we bear our cross.

Grateful for our privileges. Independent serving.
Authorised by statute: therefore nought can be un-nerving.
Licensed for the ultimate in vessels of all sizes.
Vigilance the watchword. May there never be surprises.

Vital is our body. Little are we known.
Free to speak. Obliged to do so. That is what we’re there for.
Let this be your answer when it’s questioned, “Why?” and “Wherefore?”

(Barrie Youde 9th March 2013 (Former Pilot, Marine Lawyer and Campaigner) submitted by Ravi Nijjer.)
Well what a great couple of days we’ve just had in Auckland at the inaugural NZMPA/AMPI Workshop. For those of you who weren’t aware and hopefully that was very few, we have been very generously hosted by the Maritime School and have spent Monday and Tuesday of this week listening and participating in a range of activities culminating in a demonstration of the potential of the new simulator. The initiative was conceived last year at a similar workshop in Brisbane where it was thought that it would be a great platform to breath life into Australasian Pilotage and hence the theme C.P.R. or Closer Pilotage Relationships.

Warren Wood, the founder of Voyage Bank, kicked us off in his usual enthusiastic style. His website, www.voyagebank.com explains the concepts and ideas behind this initiative and I encourage you to visit it. It is the first ECDIS planning exchange for ship owners, operators, masters, ports and pilots. It is getting to the point when it will be able to automatically email you all the details of every ship you may be piloting in your upcoming rostered week. The following has been lifted off their website to whet your appetite:

AUSTRALIAN AND GERMAN INNOVATION COMBINE TO IMPROVE SAFETY ON THE GREAT BARRIER REEF

An Australian start-up software company, VoyageBank, has partnered with German marine software giant, SevenCs GmbH, to deliver state of art Portable Pilot Unit (PPU) technology to 50 marine pilots charged with responsibility of keeping the Great Barrier Reef free of shipping disasters. The three year deal, signed recently with Australian Reef Pilots (ARP), will bring high precision navigation, standardised procedures, and collaborative knowledge management as part of the company’s Pilotage Safety Management System (PSMS). Simon Meyjes, Chief Executive Officer of Australian Reef Pilots, said: “we are excited to have chosen VoyageBank and SevenCs to help us raise pilotage safety to a new level within the reef. Our new PPUs are tablet devices that connect our pilots to ship systems, business systems, and each other, in ways that were impossible only a year ago. This investment in new technology will make a profound and immediate impact on shipping safety within the reef and further strengthen the quality of service ARP provides to its customers.”

The new PPUs are touch-screen devices that operate the SevenCs Orca Pilot G2 pilotage software. This is a high-precision navigation device that will be customised by SevenCs to suit the unique challenges of pilotage within the reef. However it is the mobile connectivity to VoyageBank’s cloud servers that makes these PPUs different from all other solutions. “It took some serious sharing of ideas to make this work”, says Warren Wood, founder of VoyageBank. “The SevenCs product team in Germany are exceptionally talented, and it has been a privilege to bring VoyageBank’s knowledge management capability into the SevenCs PPU via the Internet. The possibilities for centralised management of pilotage planning, reporting, and training within ARP are now quite incredible. VoyageBank plus Orca Pilot G2 is a very compelling solution for pilot services who wish to turn pilotage knowledge into a strategic asset.”

Rod Jepsen from Port Psych then kept us entertained with the serious subject of Peer Assistance Network. This company provides counseling services to Pilots of both the aviation and Marine persuasion. The idea I took away from this presentation was to ask for volunteers to become our Peer support person when required, nationally. For example if there was an incident then the NZMPA would dispatch this person to provide support to keep the individual from melting-down under the
probable substantial heat that would be generated. An idea to bat about.

Dr. Peter McComb (those that came to Wellington will remember) gave us his fascinating studies into Berth infragravity forecasting. His company, www.metocean.co.nz has been working to predict mooring stresses at individual berths for different sizes of vessels during infragravity events. The information can give up to 5 days advanced warning of impending problems for any particular ship in any particular berth. The immediate advantages to the current system will be come evident when the port can focus specifically on individual ships at individual berths and react accordingly rather than the rather blunt instrument of closing the Port entirely. John Ireland from Port Taranaki then highlighted the issues of minimizing the risks at a dynamic Port which had lead up to the need for Metocean’s work at the Port. His emphasis on safety and the importance of putting it above all else was not missed by those attending.

Steve Pelecanos who is the head of training at AMPI spoke of the reasons and methods for new training initiatives being undertaken in Australia. His *Black Swan* analogy, the planning for unexpected events, was masterfully presented and made absolute sense once we could understand the way brain synapsis, neurons, and the brain in general worked. Suffice to say some peoples’ synapses were getting a little stretched but everyone came away suitably enlightened.

A session on PPE then followed with emphasis on the wearing of “Golf Ball” Style Helmets, Seasafe coats and attendant equipment worn and successfully trialed by Port Taranaki. The NZ agents for Seasafe and the Baltic Commercial range of vests also helped with questions from the floor during this presentation. Personal AIS’s, strobes and VHF locating devices were demonstrated also.

Tuesday began with Richard Lough and Andrew Broad from MNZ explaining and highlighting the role of MNZ and explained the new management structure with Northern, Central and Southern regions. The questions were searching and they answered as best they could given they limitation of resources under which they suffered.

Peter Liley updated us on AMPI’s initiatives and invites those of us who want to go, to a workshop in Melbourne on the 21st and 22nd of November this year.

Psychologist Morry Shanahan then had us in some interesting positions, as a he primed us for a lesson in how to use empathy and understanding to improve management skills in our roles not just as Pilots but also managers in general. There were many an eye opened as to how to get the best out of your team by understanding what motivates them and harnessing this motivation. He correctly identified that people are more motivated by appreciation and being made to feel important than they were by wages and conditions. Although wages and conditions are important, the openness, accessibility and giving the feeling of worth to employees ensures loyalty, respect and a happy workforce. As he says, compromise is a lose/lose result, the only true way to ‘win’ as a team is through collaboration.

Kees Buckens wound us up with an introduction and demonstration of the simulator which, for those that haven’t been there, is a state-of-the-art and a wonderful asset to the NZ maritime scene.

Finally, Thanks must go where Thanks is due and praise must be heaped upon Dave Payne for his work in making this workshop an unrivalled success. Dave, together with Craig Colven and Geoff Roberts organized the cafeteria, venue and Restaurant, all of which were without fault. Kees Buckens for hosting us and evacuating a classroom for us for two days, a great big thank you. Helen Grey from AMPI who coordinated the registrations, certificates and the myriad of tasks required to make things run smoothly. And finally to the Port Companies that allowed their Pilots to attend and all those who did attend, I hope you got something out of it as I certainly did and I look forward to doing it again as and when circumstances allow.
Mike Birch was given the attached H&S Alert. Taranaki Pilots had reported another ship in the fleet to MNZ for pilot ladder deficiencies. It was reported back to the Management Company in Hong Kong and they sent this Alert out to their fleet of over 220 ships! Persistence in reporting ladder failings is working!

Alert
28th February 2013

HEALTH & SAFETY

PILOT LADDER FAILURE—SERIOUS NEARMISS!

One of our managed vessel reported a very serious near-miss involving vessels pilot ladder whereby the seizing rope used for securing the ladder “step”, parted when the pilot was boarding. Although, no undesired incident occurred on this occasion, failure of Pilot ladder can cause very serious human injuries or even fatality.

It should be kept in mind that in a few previous incidents, Master and Deck officers were charged with “manslaughter” after an accident with unsafe Pilot ladder. Therefore, following precautions must strictly be implemented onboard:-

AA) INSPECTION OF PILOT LADDERS

1) The Pilot ladder must be free from oil, grease or other substance which may affect the property of grip or the side ropes. Pilot ladders shall be regularly inspected to ensure that they are safe to use.

2) A high proportion of accidents to Pilots occur at the top of Pilot ladder due to poorly rigged access equipments. It should be ensured that access equipments are in good order and properly rigged.

3) Pilot ladders shall be renewed annually, unless condition warrants renewal at an earlier date. It is a Company policy that Pilot ladders are not prepared onboard but are supplied from an approved maker with proper certification confirming to ISO 799:2004(E).

4) Pilot ladders must be stowed on a raised platform and covered with a canvas cover to avoid exposure to weather elements, cargo, sprays etc. While on longer voyages, Pilot ladders shall be stowed in an enclosed deck store.

5) All Pilot ladders shall be clearly identified with a tag or other permanent marking.

6) Date of putting the ladder in to service, record of subsequent monthly inspection and any repairs effected shall be maintained in QMS-56B.
Human Factors - With All Due ‘Respect’

Hugh O’Neill

At the 2012 AMPI workshop in Brisbane, Ravi Nijjer (the guru of BRM) asked me to write about the loss of respect being accorded to professionals in every walk of life. Ravi’s insight into the Human Condition is based on a lifetime’s study of Human Factors and his pioneering work in transferring the lessons of the aircraft industry to the marine. The term ‘respect’ is loaded with meaning and touches upon all Human activity. In its crudest sense, even animals have ‘respect’ for superior power since their very survival depends upon that awareness - even chickens have their pecking order. But that would be a respect born out of fear and should not be confused with the higher meaning of admiration, esteem and affection. However, one wonders if the military strength of America is wielded to create the wrong sort of respect i.e. we fear them rather than admire them. So it is important to understand ‘respect’.

Respect – the basis of Ancient Wisdom, Social Order & Morality?

The best-known moral/social code (within the Judaeo-Christian tradition) is the Ten Commandments, which, basically exhort that we respect God, recreation, parents, life, marriage, property, truth - warning against the ‘false god’ of materialism which diminishes and blocks the Human spirit. Just as in “manners maketh man” so it is with respecting the bigger picture and the interconnectedness of everything. Climate Change - and its denial - is testimony to this conflict of Ideology vs. Idealism.

Human Factors Awareness – The Advantages

In the marine pilotage world, we apply elements of Human Factors Science in BRM (Bridge Resource Management). But for BRM to work best, there has to be a better understanding of its value by the broader community. Pilots employ BRM to guard against one-man error - his own or anyone’s. Even when a job goes well, there are always lessons to be learnt and it is this culture of openness to learning, which promotes better safety awareness and greater efficiency of operations. In order to learn, we have to be free to honestly admit our failings or weaknesses and not be fearful of being judged adversely for our honesty. This ‘just culture’ is fundamental to accident prevention.

Human Factors – The Bigger Picture

At that Brisbane workshop, several of the topics went well beyond what one might expect marine pilots to discuss. Sydney Dekker explored moral and philosophical questions; psychologists explored themes of empathy, altruism, learned behaviour and mirror neurones; Steve Pelecanos delved into the workings of the brain itself and the formation of neural pathways in the process of cognition and the diverse methods of learning.

The awareness of Human Factors encompassing all the disciplines thus far mentioned (and probably others) has universal application and is particularly topical when we consider the lack of Human Factors awareness in the current crisis in North Korea. Sabre-rattling is hardly the smartest choice when these particular sabres are thermo-nuclear missiles.

For in the final analysis, our most common link is that we all inhabit this same small planet, we breathe the same air, we all cherish our children’s future, and we are all mortal.

John F. Kennedy was ahead of his time when we spoke those words in 1963. The even earlier voice of Matthew: “Do unto others as you would have them do unto you” fits equally well.
GISBORNE
As promised, the first dove out of my world was happy to take this away but had to wait for a nod before I leak out the news of the new tug to the world outside...officially.
With the sun shining beautifully in sunny Gizzy, my first taste of a good summer after moving to New Zealand about 7 years ago was realised. We actually felt the need of air conditioning on some days as it was really hot!! 30 deg C did remind me of my childhood summers back in India. No I am not complaining as the beaches here are just beautiful in summer and there is no reason for me to complain at all as the kids loved the outdoors and hogging away on the ice cream tubs was actually fun.
On this pleasant note, looks the end of financial year is pretty good for the port. We are looking to crack the 2 million JAS throughput for the year which will be an all-time high. A selection of cruise ships which have been visiting most ports and about 4 log ships per month. Not a lot you will all say but with the two pilots servicing the port both having other commitments it has kept John Henderson and Dick King busy. Dick has his compass adjusting plus cargo and draft surveys and John is busy as a Fiordland/Stewart Island pilot and also master with Bluebridge on the Cook Strait. John Davis continues his training and goes with John H to the simulator in Auckland (Navy) in April to complete requirements prior to being examined for B license. The ex-Tauranga re-engined pilot boat continues to perform to the highest standard (thanks Tauranga for selling this asset). The boat is maintained in excellent condition by the senior skipper, Alan Robjohns. The ex Napier tug - also under Alan's watch - is performing well. The only problem is not enough movements for the 3 skippers to get enough on the job training.
Pelorus Sound remains a pilotage district without any licensed pilots! Discussions are under way to hopefully see a way around this as the area is seen as a jewel particularly for the more adventure type cruise vessel and also for oil industry safe calm water operations.
Loss of the ferry service at Picton remains a talking point for the locals. My view says its a no-goer but government is involved - so in 10 years time there may be a new white elephant south of Picton. (JH) (Ed: a warm welcome to JH, our latest port correspondent)

PORT OTAGO
The first couple of months of the New Year seem to have flown by and we are already nearing the end of a bumper cruise ship season. All the regular visitors have been and a few newcomers. We have seen the Carnival Spirit, Voyager of the Seas, Celebrity Solstice, the Oosterdam, Caledonian Sky and Costa Neo Romantica all making maiden calls during the season. We have also seen a changing of the guard on the larger container vessels calling at

PORT OF CALLO

PICTON
January saw 22 shipping pilotage movements for the port and February topping 30. A selection of cruise ships which have been visiting most ports and about 4 log ships per month. Not a lot you will all say but with the two pilots servicing the port both having other commitments it has kept John Henderson and Dick King busy. Dick has his compass adjusting plus cargo and draft surveys and John is busy as a Fiordland/Stewart Island pilot and also master with Bluebridge on the Cook Strait. John Davis continues his training and goes with John H to the simulator in Auckland (Navy) in April to complete requirements prior to being examined for B license. The ex-Tauranga re-engined pilot boat continues to perform to the highest standard (thanks Tauranga for selling this asset). The boat is maintained in excellent condition by the senior skipper, Alan Robjohns. The ex Napier tug - also under Alan's watch - is performing well. The only problem is not enough movements for the 3 skippers to get enough on the job training.
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Loss of the ferry service at Picton remains a talking point for the locals. My view says its a no-goer but government is involved - so in 10 years time there may be a new white elephant south of Picton. (JH) (Ed: a warm welcome to JH, our latest port correspondent)
Port Chalmers with MSC chartered ships now becoming the largest container vessels presently calling here. On the training front we are pleased that we have managed to get 3 pilots through the examination process to the next grade and are just waiting for the paperwork to come back from Maritime NZ. Congratulations to Waldemar Coetzee on his progression to Grade 2 and to Craig Holmes and Tony Lawrence on their progression to Grade 4.

Craig and I are looking forward to our trip to Auckland in a couple of weeks for the shared NZMPA/AMPI workshop at the NZ maritime school and hope to come back to Otago filled with new ideas to share. Presently we are working through a process to formalize a long term training plan for all the pilots to fulfill the requirements of Rule 90, hopefully this will see us undertaking more planned training and result in providing an even more professional, safe pilotage to the ships that call here.

Look forward to seeing a few of you in Auckland. (MA)

**AUCKLAND**

It’s been another hectic Summer and we’re all pretty relieved to see the end of what has become the annual “biggest ever cruise season”. I lost count of the 2 and 3-ship visit days but, no doubt the good folks in invoicing will have taken note.

There have been a couple of changes around here since my last report: CEO announced in his weekly update on the 8th March that Wayne Mill’s role as GM Marine and Multi-Cargo would end on April 1st and he was particularly excited about his new direction with Sea Fuels and North Tugz and other things involving “pursuing other directions within POAL”.

The announcement didn’t go into a lot of detail about the other directions, but being that it was said in the plural rather than singular he’s sure to be kept busy heading in one or the other and we wish him well in them.

We are still a bit in the dark over our change of command and I am at the moment a little unsure of who’s my Boss, but seeing as I spend a large part of my working day in the dark of night, its a situation that I find myself being not totally unfamiliar with.

We’ve also found ourselves as the victim of another act of “poaching”: we are sad to lose one of our keenest and able Marine team members. Erik Ashton is soon to leave us to start Tug Training in Wellington, but hats off to the guys down there, who were far better in appreciating and utilising his prodigious talents which include among other things an ability to design and manufacture things around the place that you didn’t realise you needed until you started using them! You’ve got a Good Man.

Perry D’Souza has resumed his Pilot training after a 12-month hiatus whilst things were being re-organised. So he is now back in the saddle and picking up where he left off.

Finally and very sadly, I must relay to any of our former colleagues who haven’t heard the sad news about Keith Studd who passed away on 17th March in the hospice surrounded by his family. Keith, or “Studdley” as he was affectionately known, was a great bloke, an extremely competent Pilot boat skipper and engineer. The high regard in which he was held by his workmates showed in the huge turnout for his funeral. (CC)

**BLUFF**

Like our esteemed editor I have spent little time indoors this summer past as sunshine, calm weather and constant cajoling to ‘mow the lawns, dig the garden, paint the fence’ have left scarcely enough indoor hours for a decent deckhead survey. Which leads to one of the great unsolved mysteries of our times – why, in such beautiful growing conditions as this summer produced, is it only weeds that flourish? I don’t even remember planting them but they have come up everywhere. Quite a few ships have come up too, including the first of the 260 metres-long container ships that MSC is deploying on its Capricorn Service through Bluff, the longest to date being the “Mare Phoenicium” at 260.65m. The lack of wind made handling them a breeze but the arrival of Autumn and ‘The Equinoctials’ is not something we look forward to with fond anticipation.

If the presence of a container ship in port rather dominates the nautical scene and puts other ships in the shade a number of smaller callers did manage to enjoy some time in the sun. The latest incarnation of the “Rainbow Warrior” included Bluff in her New Zealand tour and probably attracted the most attention, although the “Spirit of New Zealand” also had an enthusiastic fan club. As usual during the Antarctic cruise season several ships based themselves here including the “Bremen”, “Ortelius” and “Prof. Khromov”. Heritage Expeditions has always based its Antarctic Cruise programme out of Bluff, latterly with “Professor
exceptional weather, and it has been blessed by the ships has been absent this year, and monotonous regularity seem to depressions that hit us with tropical latitude. The usual market. Having previously visited as “Marina Tsvetayeva”, “Ortelius” was making her first call under that name. She is named for Abraham Ortelius who published the first modern world atlas in 1570. This was the ‘Theatrum Orbis Terrarum’, at the time the most expensive book ever printed, a record now held by the books Solid Energy produced.

Cruising closer to home Pier Paolo Scala had the unusual pleasure of piloting a former command, the “Carnival Spirit”, through Fiordland when she became the first ship actually owned by the world’s biggest cruise line, rather than one of its subsidiaries, to visit New Zealand. Pier Paolo has also passed his ‘B’ Grade pilot licence for Bluff while Josh Osborne has completed his tug training and is working towards his ‘C’ Grade pilot certificate. As Steve Gilkison has agreed to take over the Bluff contribution this will be my last ‘Port of Call’, so best wishes and safe piloting to you all and my heartfelt thanks for your support during my time in the editor’s chair. (DE)

**WELLINGTON**

It’s hard to believe Autumn is settling in after a summer that seems to come from some tropical latitude. The usual depressions that hit us with monotonous regularity seem to have been absent this year, and the statistics seem to confirm it. Our record year for cruise ships has been blessed by the exceptional weather, and it has been with some pride I have observed the passengers who choose to walk into the city, being able to do so with a near vertical stance.

February saw the retirement of Peter Stacey who has been here since leaving Blue Star in the 80’s. Retirement didn’t mean immediate rest though, as Peter was the main organiser of the Blue Star reunion held here earlier this month, which saw participants from Aussie, UK, North America and all over NZ. Our recent import from Capetown, Chris Davies, is settling in well, and the isolation has eased with the arrival of his family last month. They are presently living in an apartment across the road from the “Cake Tin”, so there is a great opportunity for them to support their new local team. Once their container arrives we’ll help them dispose of any green and yellow attire, before handing out their yellow and black scarves.

Our new tug, Tapuhi is on its way from China, and hopefully she’ll arrive around Wahine Day. The earlier Tapuhi was the Union Company tug which stood by the Wahine on that fateful day 45 years ago. It is almost 4 months since the NZMPA Conference, and I have finally had a chance to put some numbers forward. Of the 28 questionnaires that were returned out of 60 handed out, all rated the conference as excellent, with a split of 21 excellent/7 good with respect to the venue. All presenters received good feedback, with some highly popular. The decision to invite PEC masters and HM’s was also well received. Many indicated they would be keen to attend workshops if suitable subject matter was involved. All sponsors and trade suppliers also gave good feedback, and indicated they would be keen to be involved next time. Financially the conference ran close to breaking even, with a budget of nearly $11,500. CentrePort’s generous contribution of $4k allowed us to host the event in a very popular venue, and keep registration fees down. We hope this event can be repeated around August next year, so start looking at sponsorship options and consider who may be potential speakers. (SB)

**LYTTELTON**

Fresh from McMurdo Sound we have had a visit from the Ocean Giant, a 166m long three-crane vessel which supplies the American Antarctic base. She calls for bunkers on the way south and in the last few years this visit has conveniently coincided with Super Bowl weekend. For some unknown reason the vessels which fill this charter always have minimal mooring capacity and they take a while to tie up and let go. The vessel discharges onto an ice pier which is made by freezing layers of sea water. They start by building upon the naturally occurring pack ice once it has reached a thickness of 0.6 m. A snow berm is built around the desired perimeter and pumps flood the pack ice with sea water to a depth of 10 cm at a time, this water freezing within 24 hours. Three layers of reinforcing steel mat are laid during the build up at 1.5m spacing and when complete the pier is 6.7m thick with thousands of metres of steel cable embedded. The pier is held in position by steel cables attached to the shore. Wooden posts are inserted to carry electrical services and short poles are placed at the edge for bollards. A 20cm layer of volcanic gravel tops off the

Khromov’, and “Bremen” has been a regular caller here since she was completed in 1990 as “Frontier Spirit”, one of the first Japanese-built cruise ships for the international market. Having previously visited as “Marina Tsvetayeva”, “Ortelius” was making her first call under that name. She is named for Abraham Ortelius who published the first modern world atlas in 1570. This was the ‘Theatrum Orbis Terrarum’, at the time the most expensive book ever printed, a record now held by the books Solid Energy produced.
pier to provide a non-slip surface and to insulate the ice from the sun.
At the end of summer the gravel is stored for next season and water is frozen on the surface to sustain the strength. The pier has a lifespan of three to five years and when no longer useable is stripped down, cut from the shore and towed into McMurdo Sound and cast adrift. It is marked with a beacon and is tracked as it drifts in the pack ice until the ice eventually melts and the embedded cables sink.
The original ice pier was over 200m long but the present version is about 100m, following the world-wide trend to shorter berths. There is 20m ahead to the mud and the bow thruster isn’t the most powerful but they still got her alongside with a reasonable onshore wind. Evidently a bit of sea ice is helpful for taking off the way and increasing control in the approach.
The Korean research vessel Arson calls in when heading down and on the way back for bunkers, supplies and to transfer personnel. Three cruise vessels that tour Antarctica call in: the Orion, Bremen and the Professor Khromov, which is at present in the dry dock. (FL)

**MARSDEN POINT**

It has been a warm and dry summer, we are loving every bit of it. Shipping numbers-wise there has been no let down to log shipments whilst steady refinery traffic has kept our shipping jobs to record high - at times, showing as a warning on our Fatigue chart! Bunker Tanker Awamua has been a more frequent visitor during summer months. I am sure Auckland Pilot must have put on a show for the recent AMPI & NZMPA Workshop, looking forward to hear more about the exchange. Nothing much to report otherwise. Safe Piloting till next time. (KB)

**TIMARU**

While not experiencing the cruise vessel volumes of other ports, Timaru has nevertheless received a few calls this season. The pretty Seabourne Odyssey called a number of times and last week the 239m Marina graced our shores. The industry has indicated they would like us to accept larger vessels and enquired if we would contemplate the "flip-flop" manoeuvre (or is that the back flip) a la Napier. As a first step in the process, Thejs P will observe an arrival at Napier in the near future.

There have been a number of interesting vessels calling of late, the most noteworthy being the large super yacht Octopus which came in for bunkers as a result of some inspired marketing by the aforementioned Thejs who had served on the vessel in a previous life. MSC continue to call on the weekly Capricorn service and the introduction of 260m vessels on a regular basis keeps us on our toes. We are grateful to our colleagues in Port Otago for the loan of their back-up pilot launch Potiki while our venerable Ohau undergoes refurbishment. The speedy trip out to the pilot station in relative comfort is most appreciated. The dilemma for the port when contemplating replacement for the Ohau is that she is also used as a tug for fishing vessels and small tankers and is ideal for this task whereas a pure pilot launch would not be able to fulfill this role. I hope the upcoming Auckland workshop is well supported: it is great to see the momentum of recent times maintained. Congratulations the executive for producing the interesting looking program. (TV)

**TAURANGA**

A change in the scenery at the port (in addition to the scenery of passengers walking off the passenger ships past our office!), the extension to the container terminal is now complete and the area operational. This gives us another 170m of wharf which will extend the berth capacity by 28% together with another Liebherr crane (assembled on site here) now operational bringing a total of 6 cranes at the terminal with another on order for this time next year.

After 4 years of consent hearings and the associated expected objections, consent has finally been obtained to widen and deepen the channel. This will be in 2 stages: the first being to accommodate vessels up to 6000 teu; then stage 2 for vessels up to 8500 teu. This means another trip to Launceston for Richard Haxell, Tony Hepburn and Phil Julian to determine the appropriate channel width. The 85 passenger vessel visits have been pretty uneventful this year although there were raised voices heard between Captain and Staff captain over a certain manoeuvre with one of the parties being Greek - you could imagine the animation.

Troy Evans and Craig Bennet have just have a successful week in Port Ash and are currently licensed to 210m with the next step to 225m not too far away.

We are in the process of acquiring a new tug, which can't come soon enough: the next time I have to turn a 260m container ship at 12m draft, I
will take a cut lunch with me. Shipping numbers still steady at around 125 per month plus numerous shift-ships which keeps us busy. Happy Easter from Tauranga and Chiefs’ Country. (TH)

NAPIER
It’s that time again apparently and Ed is banging the jungle drums again for our words of wisdom. It only seems like a week ago the same message was banging its way to the respective outposts where a dozen or so Pilots were racking their brains for original thoughts.

Napier and the Hawkes Bay have been basking in sunshine since I last wrote, not so good for our farmers like plenty of other regions, but great for our Cruise vessels and the City. Passengers have been hot but generally happy as they queue to get back onboard at the end of their stay, most of them saying the same thing ‘Why can’t we stay longer in Napier?’

I had the dubious pleasure of our penultimate Cruise liner today, the Oosterdam and our team backed our way from ‘A’ buoy to alongside 2 wharf just after 0600 and then took her out again at 1400. We do the same with her again next Tuesday morning and then that is it for another season. Next season starts even earlier in October and ends later in May!

Trevor Morrison, Richard Mackie and myself are off to Smartship in July in preparation for the above and to finish off Richard’s Unrestricted training. Trevor will then take Robbie Jenson and Ruslan Mitlash later on in the year to finish off ‘B’ and ‘A’ Class training respectively. At some time in the near future we are hoping to get a couple of Tug Masters over there with us as we now have Te Mata modelled on the simulator.

I have just completed my second AMPT over at Smartship with Ravi & Co and the pearls of wisdom just keep on coming. If any of you guys are due then I recommend you get across to Ravi while he is still in the chair.

Our new dredging program starts at the end of April. We have a harbor-deepening program plus the creation of a turning pocket in the region of ‘C’ buoy just outside the harbour entrance. This will enable us to turn the larger cruise vessels in that area instead of backing all the way down the channel. The program will run for about ten months and will include a fair amount of logistical control to ensure ships and dredging craft work seamlessly together throughout the weeks and months to come.

Napier Port has a new name and later this year the builders will be starting on our new port building over at the west gate. Various plans have been passed around over the last 18 months but it looks as if we are getting down to the final versions. We will be rubbing shoulders with people we knew existed in name only over the other side of the port. Open plan is the way to go apparently. Confusion between Pilots and Container planners is going to be a thing of the past!

Last but not least, the Global Corporate Challenge is almost upon us. Last year I believe one of our teams came first in NZ and something like 15th in the world. Does anyone fancy taking us on?

Have a good Easter. (JP)

This picture was submitted by Dave Edge. The unlucky ship went ashore in PNG in the wee small hours of Christmas Eve. Speculation that the crew simply wanted a tree for their Christmas decorations has been denied. Likewise the suggestion that the crew preferred a beach BBQ to the traditional fare. Did the children of PNG think though that Santa had arrived early?
Is your judgement clouded?

Make it clear

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