Readers will doubtless recall the article by Marlborough’s John Clarke (The Pilot – Mar 2012) detailing his in-water testing of pilot coats and PFDs. John found that his Stormy pilot coat, when inflated, would turn an unconscious wearer face-down. There then ensued a correspondence between John and the manufacturers (The Pilot – June 2012) to the effect that the product has been re-designed, and that older versions simply needed a larger gas cartridge. However, one of Port Otago’s pilots looked into this claim with our servicing agents only to find that the solution was not quite so simple. To clarify matters, Dunedin’s Olympic pool was the venue for a ‘synchronized drowning’ event. The report on these tests has been widely promulgated to all NZMPA pilots, marine managers, and is on the website. This report prompted some re-thinking in our operations and represents an advance in our safety awareness. Timaru began this process of re-assessing pilot boarding safety in 2010 (their report is likewise available on the website).

STOP PRESS: Jim Varney (honorary Life Member of NZMPA) was admitted to hospital after a series of small heart attacks. Though Jim is sanguine about his experience, he was miffed at having to cancel his attendance at the London IMPA conference.

Talking of which, please note NZMPA Conference on 22nd 23rd November (See p.13)
I was fortunate to be invited to attend a one-day taster at the Australian Ship handling centre at Port Ash - just north of Newcastle. There are numerous models for pilots to work in a few that are most suitable for Otago pilots are as follows:-

“Triton” 180m LOA, 32.2m Beam, with bowthruster. (Kakariki)

“Centurion” which can be configured as a twin screw and single rudder vessel (pacific pearl/jewel/dawn)

“Un-named” - a new twin azipod vessel with 2 bow-thrusters (cruise ship).

“ASD Tug” A sit-in ASD tug with controls very similar to Port Otago’s.

A break down in the full course structure is available online, but courses can be tailored to the individual port’s needs e.g. Napier recently has their harbour built at Port Ash so that the pilots could practice bringing in the large cruise ships.

The “harbour” at Port Ash is a 2 Ha lake comprising of many parts including deep water channel, anchorage grounds, and SPM moorings. The area that would be of most benefit to Otago pilots is the narrow channel. This channel is scaled to a channel width of between 70-100m with steep banks on both side a couple of large turns and a 300m swing area with berths on 3 sides. The channel has a lot of very similar characteristics to the Victoria channel and this coupled with the “Kakariki” model provide an experience close to what we could expect here. Due to the scaling of the models 1:25, then time is also scaled so that all times become 5 times faster this also affects the wind meaning a true wind of 5 knots affects the model like a 25 knot wind. The trainers are all very senior pilots from around Australia: my trainer had been Chief pilot in Sydney for many years.

The course is an excellent learning opportunity for pilots; Of course we have been talking about manned model courses for some time but without any progress. Perhaps we should look at the situation from another angle: the carriage of a pilot in NZ waters is compulsory under maritime rule 90. The master and ship owner have no choice in the matter, however they demand and expect that the pilot who attends their vessel is trained to “best practice” standards. IMO resA960 section 5.56 states that “competent pilotage providers provide training including courses in ship handling training centres using manned models”. Rule 90 also refers to manned model training. It is now accepted in Australasia that manned model training is a part of best practice for pilots. Even though the initial cost of sending a pilot on a manned model course is fairly high, it is a mere drop in the ocean to the potential cost of being found to have not provided a pilot who is trained to industry best practice. This cost could be enormous - financially, commercially and PR-wise. In an age of increasing litigation, it becomes more and more risky for a pilotage provider to choose to not train their pilots to the accepted industry best practice. (See photos on p.15)
Would Compulsory Tracks Prevent Another Rena?

Dave MacIntyre

One of the issues that the Rena disaster has thrown up for debate is the question of mandatory vessel routeing — should compulsory tracks be set for vessels to follow around the New Zealand coastline?

The reason this arises is that the Rena took short cuts in her track from Napier northbound, and of course ultimately got it tragically wrong in plotting a safe course to Tauranga. Had there been a mandatory course to follow, such short-cuts would have been illegal.

The cause of compulsory tracks is being championed by maritime consultant John Riding, director of Wellington-based Marico Marine, whose company is heavily involved in maritime risk assessments and safety management.

Marico has worked extensively with automatic identification systems (AIS), analysing vessel tracks over a period of years and Riding now feels that this analysis should be extended, to form the base of a mandatory routeing system, particularly in areas with hazardous features.

I will make clear that Riding has a commercial interest in convincing Maritime NZ and the government, because his firm would be in a prime position to do some of the analytical work required.

That however is immaterial to whether or not he has a valid argument. Therefore I will outline his case so readers can make their own minds up.

Riding presented a paper on vessel monitoring systems on the NZ coast to the conference of MLAANZ (the Maritime Law Association of Australia and New Zealand) held in Taupo recently, in which he began by explaining the basics of how AIS works.

Transponders are fitted to ships and transmit the vessel’s identity along with GPS coordinates and almost 80 fields of data, across a range of between 50-75 nautical miles. These signals are received at coastal sites such as Marico’s. It is the analysis of this data against maritime chart information that expands its usefulness.

Riding says the root of NZ’s problem is that many charts are based on older surveys. Chart data sourced from the 1960s is common. On these charts, underwater features can be as much as 100 metres out from their true position.

In the 1960s, this did not matter too much. We did not have satellite and GPS systems. So a more cautious approach was taken to navigation because mariners knew there was a risk factor. Now, however, some are prepared to trust in GPS positioning.

This trust becomes acute with passenger cruise vessels. The crew will take the vessel close to coastline features of beauty because the cruise’s purpose is to maximise the passenger entertainment value.

Marico’s analysis of one 248-metre cruise vessel showed it to have taken five transits in and out of the Hauraki Gulf where it passed within 100 metres of charted rocks. Such precision is satellite-based but, says Riding, it is not supported by underlying chart data. The GPS will tell the ship exactly where it is, and the master and officers can plot that position against charted hazards, but if the hazards are wrong by 100 metres, there is patently a great possibility of casualty.

Another area where a cruise ship of 238 metres carrying over 2000 passengers and crew was plotted close to a hazard was the Mercury Islands off the Coromandel coast (close to the Hole in the Wall).

The trend is for cruise ships visiting NZ to get bigger, with lengths over 250 metres the average and the largest close to 350 metres.

Riding also analysed AIS data for vessels transiting near Astrolabe Reef, prior to the Rena ploughing straight into it at full speed. The analysis showed several going within two nautical miles and one about one nautical mile. Another actually tracked to the south of the reef, between it and the coastline.

Again, if the 100 metre rule is applied, this vessel was transiting by GPS navigation past reefs at distances that the underlying chart data could not support. And, of course,
Astrolabe Reef is by no means the only such volcanic feature on our coastline. This leads him to ask whether we are simply “rolling the dice” with our approach to the movement of vessels, or whether we should look to mandatory routeing.

The design of such tracks would involve more than just traffic separation schemes. Part of the concept would be to move vessels further off the coast where there would be safe “drifting time” in case of a breakdown, giving time for repairs to be effected without the danger of the ship drifting towards the coast.

The other fundamental is to determine the tracks which are best used for inbound and outbound vessels depending on factors such as which courses the majority of vessels normally use to enter and exit a port; where pilots need to board and whether some vessels are pilot-exempt; consideration of areas where conflicting traffic may be occurring such as dredging or fishing vessels; the location of reefs and other hazards; and then plotting hydrographic data such as safe deepwater paths.

All this leads to prescribed inbound and outbound tracks.

This was the approach used in Harwich, in the English Channel and along its headlands and port approaches, which Riding says has been a success in reducing near-miss incidents. If nothing else, a broken down vessel has drifting time to make repairs if it is placed a safe distance off the coast.

As to how to proceed in NZ, he says it would cost millions of dollars for Land Information New Zealand to bring our chart source data up to modern GPS standards and it cannot be done immediately. This is a problem facing every Hydrographic Office in the world.

However he argues that with traffic analysis data to inform the surveying, and with IMO-compliant routeing in place, LINZ need survey only along recommended routes, saving considerably on cost.

Once in place, ships’ compliance with the compulsory tracks can be monitored by AIS or through periodic checks.

Does this case stack up or not? I’ll leave it for readers to debate, and feedback will be appreciated.

One thing to note is that any mandatory routeing measures would have to go through the IMO Navigation Subcommittee to be universally accepted. Once that occurs they would be printed on the world’s charts.

Footnote: Further reader feedback has been received regarding the debate on the ageing transportation workforce.

A university graduate who is now a master mariner writes to say it is most definitely not all doom and gloom and that a seafaring career does have much to offer the youth of New Zealand. His experience is that the industry attracts many talented cadets and that deck officers of today are as skilled as they have ever been, albeit in different ways.

In his case, he started his cadetship as one of 14 deck cadets in the early 2000s. Of these, three did not complete their second mate’s certificates (one due to health problems) and of the remaining 11 all are still at sea in fields as diverse as the offshore industry, the cruise industry, NZ coastal shipping and the superyacht industry.

“A pretty good retention rate and something I would suggest is testament to a high level of job satisfaction. Such satisfaction being driven by: enjoyment of the challenges and lifestyle found at sea; a good work/life balance with work/leave ratios after a few years’ experience being one-to-one, therefore six months’ leave per year; and salaries much in advance of the national average,” he says.

He feels that while the deck officers of today may not gain the cargo-planning skills learned on a general cargo ship, their skills can be as diverse and exacting. From the technical understanding required to run cargo on a large LNG carrier, to the seamanship required on the back deck of an offshore vessel, the management skills required to run a cruise ship with passengers and crew numbering into the thousands, the organisational challenges needed to run multiple cargoes simultaneously on a product tanker and the increased understanding of legal and regulatory requirements across the maritime spectrum.

An interesting personal view. The floor remains open for other comments.

Dave MacIntyre can be contacted at d.macintyre@xtra.co.nz
UK Marine Pilotage Inquiry
(Liz McMahon - Friday 13 July 2012 Lloyds List)

Marine pilotage inquiry seeks industry submissions

UKMPA opposes new Bill to allow junior officers to navigate ports without pilots. The UK Transport Select Committee has called on the shipping industry to submit written evidence on issues affecting marine pilotage. The deadline for submissions is September 2012. Lloyd’s List understands that the committee inquiry into this area is the result of industry lobbying.

UKMPA chairman Don Cockrill said that while the body had not instigated the inquiry, it would seize the opportunity to raise long-term issues. The UKMPA will call for the Port Safety Code to become obligatory and effectively regulated. Mr. Cockrill said that the code is open to interpretation and, while there are many very good port operations, others are more questionable. The MPA will also argue against provision in the Marine Navigation Bill 2008 relating to pilotage exemption certificates. Only masters or chief operating officers can obtain the certificates, which allow vessels to operate in and out of a port without needing a pilot. Under the new Bill this exemption could be extended to more junior officers, which Mr. Cockrill calls a “flawed proposal”: “The holder needs to have the same level of knowledge and expertise as would be applicable to the pilot,” he said. “Pilotage is a risk-mitigation measure and therefore the alternative must be the same.” He also said that the MPA would raise the issue of training and qualifications, as there is no national qualification and the underlying international structure is an implied obligation, not a statutory requirement.

Better regulation for ships’ pilots has been a focus for the International Group of P&I Clubs for some time. Clubs have appealed to the IMO to follow up on guidelines issued eight years ago for countries to ensure training and monitoring for pilots. In 2005, the IG began a major study of the problem by compiling data on serious accidents at least partly attributable to pilot error that resulted in claims of at least $100,000. Initially for incidents in the period 1999-2003, the study was recently extended with data up to 2007. Over the full nine-year period, the US had easily the highest number of incidents with 63, ahead of second-placed China with 22, followed by Brazil, Japan, Argentina and Australia.

Ed: The above item was spotted by Dave Edge. The same topic inspired Barry Youde (ex-Blue Flue middie, ex-Liverpool pilot, turned lawyer and poet) and was submitted by Ravi Nijjer. Thanks to all.

Barry Youde writes: “Readers will be pleased at the decision of the Select Committee on Transport at the UK Parliament (announced on 10th July 2012) to call for evidence of the many concerns raised in pilotage in the last ten years, not least at the Department for Transport and at two commercial trading companies, each nominated locally as a "Competent Harbour Authority" (or CHA). It is a cause for concern that any Harbour Authority might be less than competent, but the possibility clearly arises. For reasons which I hope that the effort below might make clear, it seemed a good idea on 29th July to visit the Isle of Oleron on the Biscay coast”.

The Code of Oléron

J'ai visité l'Isle d'Oléron. Et qu'est-ce que je fait là?
I simply drove across a bridge, just sitting in my car.
Pourquoi? You might well ask, for what is there at Oléron?
A Codè, bien sûr, of common law - as used in days long gone.

"Off with his head!" 'Twas written, of a pilot in neglect, Who, by his careless conduct caused his vessel to be wrecked. Part of the law enacted. Eleanor of Aquitaine, When France and England were combined, in part, in one domain.

The harshness of such law, thank God, no longer is applied, As most things have improved a bit. Yet pilots still are tried; And still are subject to the law; and likely always will be. The law which rules is mete and right and evermore will still be.

Are others subject to the laws of pilotage today? You bet. The bold shipmaster and the bolder CMA, With pilots and insurers, such commercial men are bound To answer every time a ship collides or runs aground.

What, then, when pure commercial greed seeks standards set aside? It cannot, in the public interest, be allowed to hide; And get away with charging ships for pilots green and raw. "Enforce developed standards, now", says International law.

And so I went to Oléron. I drove there in my car. Just down the road from La Rochelle. It isn't all that far; What did I do at Oléron? I wore no brass nor braid. I got down on my knees in Church and there I simply prayed.

Now I will go to Westminster in answer to the call, And testify to matters which cannot be right at all; Remembering those pilots who once served at Oléron, And set the standards then, to be maintained and built upon.

For pilotage is nothing if the pilot is not good, As common sense alone dictates to be well understood: As common sense in Parliament has noted all along And asks today for evidence, in putting right the wrong;

I'm glad I went to Oléron, of which I had but read. 1290, Anno Domini, Queen Eleanor was dead. 'Twas clear to her that pilotage requires state-control And properly - before marine disaster takes its toll.
Book Review: “Those in Peril” by Ian Cook

Editor’s Note: I received this lovely book from its author but thus far have only had time to dip in and scan. It has now been added to our pilots’ Technical Library since it appears to be a real gem of NZ piloting history with much more besides (other ports might see fit to augment their own libraries - for Ian’s sake). The review below is by John Clandillon-Baker (JCB) who edits the UK Pilot magazine.

This is a weighty hardback book of over 300 pages so I thought that reviewing it might be a somewhat daunting trial. I needn’t have worried because Ian writes well and the book is packed with readable detail of a full and interesting seafaring life!

Ian’s story begins in the unlikely setting of a Scottish estate during WW2 and having seen many RAF aircraft on training exercises as well as German bombers on raids to the Clyde, he had originally decided to join the RAF and in 1943 signed up to the Air Training Corps. However, by the time he was old enough to start formal training, the RAF were winding down recruitment and closing down their training centres. It was Ian’s sister who suggested the Merchant navy so in 1944 Ian joined Blue Funnel as a midshipman and on his first voyage he experienced both an Atlantic convoy to New York and a hurricane. After a couple more convoys, the war ended and the book describes in detail a return to peacetime trading and life at sea serving on many Blue Funnel vessels at a time when Britain still had an empire and the British MN dominated world shipping. With Ian moving to Singapore to work for Blue Funnel’s “Straits Steamship Company” the accounts of life trading in the Far East provide an interesting record of Asian countries in the 1950s. Ian’s pilotage career started in 1958 with a move to Penang and the accounts of life and piloting a variety of ships reveals that although politics, countries, trades and ships have changed beyond recognition, piloting ships hasn’t changed at all. However, living in an ex-pat community brings strains on a marriage that are described with candour in the book and it was this latter element that resulted in Ian leaving Penang. Inevitably for a Captain Cook, Ian decided to set his future in New Zealand and after an interesting interlude of job hunting around the Antipodes, Ian once again became a pilot in Greymouth on the exposed West Coast of South Island and the accounts of pilotage techniques there reveal how diverse pilotage can be.

Ian then moved to Gisborne in Poverty Bay. Again, the accounts of piloting are of interest but a drop in trade saw Ian move to Timaru and then, following another marriage breakdown, to Saudi Arabia until politics and a change of contractors saw a return to Gisborne. Here, with respect to Ian’s home life, the book has a happy ending but as for piloting in Gisborne, suffice to say here that the actions of local authorities and port companies had led to a deterioration in relationships with pilots and a chaotic organization which eventually forced Ian into retirement after 56 years at sea. The book also includes Ian’s expert opinions on two major incidents: the grounding and sinking of the Mikhail Lermontov off Cape Jackson in 1986 and the grounding of the Jody F. Millennium in 2002 which provide a revealing alternative analysis of the official reports! Those in Peril is therefore a very interesting and readable book, which will appeal to all those interested in ships and the sea but especially pilots. I would also recommend it as an essential information resource to any pilot considering piloting in New Zealand. At £35 the book isn’t cheap, but in my opinion well worth the cost. (Available from Nicola Asmussen at bargain price of $50 from - http://www.willsonscott.biz/)
Our Wellington conference is gathering steam and I extend my thanks again to Steve and his organizing committee (Marie) for stoking the fires so well. Like all companies or professional bodies we need a mission statement to hang our hats on. My feeling is to promote the NZMPA as:

"An apolitical body that will use its collective wisdom as and when required to aid and abet the safety of shipping on the NZ Coast."

Wikipedia defines the profession thus: “A pilot is a mariner who guides ships through dangerous or congested waters, such as harbors or river mouths. Pilots are expert ship-handlers who possess in-depth knowledge of local waterways. Pilots are responsible under the law and maritime custom for conducting the safe navigation of the vessel. With the exception of the Panama Canal, the pilot is only an advisor, as the captain remains in legal command of the vessel. In English Law Article 742 of the Merchant Shipping Act 1894 defines a pilot as "any person not belonging to a ship who has the conduct thereof". In other words someone, other than a member of the crew, who has control over the speed, direction and movement of the ship. Pilotage is one of the oldest, least-known professions, it is as old as sea travel itself. The oldest recorded history dates back to the 7th century BC yet it is one of the most important in maritime safety. The economic and environmental risk from today's large cargo ships makes the role of the pilot essential".

Given this is Wikipedia's definition this can then be translated into public perception. We therefore are thought of as a trusted mariner who has a challenging role that can only be filled after years of experience, training and on-going professional development. This trust should be enhanced by the promoting of our profession as one that is willing to use this collective wisdom to make the NZ coast a safer place for all. It will definitely raise our profile. I will raise this as a topic of discussion at the AGM along with the need to form a committee to discuss on-going training recommendations that can be offered as advice to Pilotage providers given trends and developments in modern shipping. I would also like to take this opportunity to thank Jim Varney for coming to London as an aide-de-camp during the IMPA conference which will double the NZ delegation and give a definite presence to our flag.

On a lighter note, this is a practice that John Ireland started in our port newsletter and was very popular: it was called "Did you know that?". It gave the origin of nautical terms and I have included two here to kick it off:-

**Starboard (right)**

The origin of the term *starboard* comes from early boating practices. Before ships had rudders on their centre-lines, they were steered by use of a specialized steering oar. This oar was held by an oarsman at the stern. However, similar to now, there were many more right-handed than left-handed sailors. This meant that the steering oar (which had been broadened to provide better control) used to be affixed to the right side of the ship. The word *starboard* comes from Old English *steorbord*, literally meaning the side on which the ship is steered, descendant from the Old Norsewords *stúr* meaning "rudder" (from the verb *stýra*, literally "being at the helm", "having a hand in") and *borð* meaning etymologically "board", then the "side of a ship".

**Port (left)**

*Port* is derived from the practice of sailors mooring ships on the left side at ports in order to prevent the steering oar from being crushed.

(Editor’s Note: I once heard that having the steering oar on the starboard side explained the origins of giving way to starboard since a helmsman had a vested interest in seeing that no damage occurred to his ability to steer. The "styrman" is the first mate in Nordic cultures.)
GISBORNE

June was one of the biggest months we have had with about 203.5k JAS through the port and 11 ship calls for the month. July was a good month as well with another 175k JAS for the month.

The tug Titirangi was on the slip at Nelson from the 14th of July to 06th of August, the old girl does need a bit of TLC!!!! In the interim we will be having the pleasure of having the company of the mighty Kaimai from Tauranga to carry around the chores of bringing in and taking our ships in the testing waters of sunny Gizzy .... bit too cold at the moment though. A new dual band echo sounder has been fitted on her to do our channel assessments when taking a fully laden logger out.

We have added a new dumb barge to our fleet to carry out the odd jobs around the wharves. We have not assigned a name to it yet.

We welcome our trainee pilot Capt Rahul Doshi to join our esteemed marine team. Rahul is an ex-WWL master and was a tug master with Ports of Auckland for about five and half years. He is presently undergoing his tug familiarisation plus the little projects that he likes. Rahul is definitely enjoying the quiet in Gisborne and we are confident that he will progress through his pilot licenses in the foreseeable future.

The last storm surge on the 22nd June did leave a few scars on the inner harbour. The port experienced maximum wave heights up to 8 metres and infragravity of about 1.8m. We have has a couple of vessels who have turned up with navigational charts printed off the internet and still believed that they were safe for navigation!!! The HM has now issued a notice to all vessels that the vessels agents have to confirm in writing that the vessel has a legitimate copy of the NZ 5571 before entering Gisborne waters. (RD)

BAY OF ISLANDS

Little to report in the Bay of Islands, as the season has not started yet. All the buoys and beacons have had a clean, repairs and lick of paint, and Russell has a new pontoon for cruise tenders which will be an improvement and save a few fights on the wharf. We did have the Sun Princess call in August - it's last port on a world cruise. Amazingly it came in on a calm and fine Sunday, and the passengers had a good day. A few days either side would have been a different story. (JL)

BLUFF

Looking out the window at wall-to-wall white water- when you can see it between the frequent squally showers - it is difficult to recall that until a few hours ago we were enjoying some of the best weather in the country. We had just become accustomed to fine, sunny days, balmy breezes and deck chairs on the patio when along came September and the equinoctial gales. Fortunately we were still in fine, sunny days and balmy breezes mode when the oyster boat “Torea” struck rocks off Ruapuke Island in Foveaux Strait while on a fishing charter with 23 people aboard. She sent out a ‘Mayday’ but was subsequently beached on Ruapuke Island. Our pilot boat “Takitimu” rushed to the rescue and returned all 23 persons to Bluff without them even getting their feet wet. With a vessel named “Torea” transmitting a ‘Mayday’ when the coastal tanker “Torea” was expected in Bluff, however, presented a scenario which could have led to a snafu of monumental proportions. It all ended well with the “Torea” refloated a few days later and towed back to Bluff for repairs. “Torea” is interesting as the first purpose-built oyster boat in Bluff. It seems she was built in Auckland in 1940 and was intended to be steel hulled but as a result of steel shortages ended up with a wooden hull over steel frames. She was also completed as a steamer, perhaps also a wartime measure as there is plenty of coal down here but not a lot of oil – or so the oil companies
would have us believe. In fact record oil and fertiliser imports more than compensated for a downturn in throughput at the Tiwai Point Aluminium Smelter and contributed to a record year for South Port. On the pilotage front Pier Paolo Scala will shortly be sitting his ‘C’ Licence while Steve Gikison should have completed enough movements to go for his ‘A’ Licence. We are in the process of upgrading our PPU’s so should no longer have to drag around the dreaded orange ‘lunch boxes’. It was often difficult to believe that something that small and that heavy would actually float and the temptation to establish the truth of this was sometimes almost overwhelming, generally on a foul night in Foveaux Strait. (DE)

**PICTON**

Winter in Picton is typically a quiet period for the pilots so we have taken the opportunity to carry out our first Rule 90 annual assessments. This was a new experience for some of our number, but all approached it with a constructive attitude and took away something from the process. I always find that reviewing other pilots offers a fresh perspective on the way I do things and I generally always go away having seen something I can try differently. John Davis is progressing steadily towards his B licence and is showing all the good habits we would want in a pilot as he develops his experience with log ships. Our Marine Manager has offered to fund his attendance at the Pilot's Conference in November in Wellington which will give John an insight into issues involving pilotage throughout New Zealand.

Like many other pilots I was very interested in the "ECDIS assisted error" experienced in Wellington recently. I'm sure we all have observed that the practice of using standard GPS as the sole means of navigation in pilotage waters is becoming increasingly common despite the risks. The little ship shape on a screen version of our chart can be so reassuring on "a dark and stormy night" yet potentially it can be catastrophically misleading. The latest Nautical Institute magazine contained a link to an excellent presentation by a radio-navigation scientist where he shows how for a few dollars, anyone can buy a device on Ebay that can jam GPS signals. Even more concerning are the devices which can "fake" a GPS signal and fool receivers with huge errors. Just as there seems to be no shortage of people prepared to point lasers at the cockpits of aircraft on approach to airports, we should expect that malicious use of GPS jamming or faking technology is inevitable. You can see the 15-minute video at [http://www.ted.com/talks/lang/en/todd_humphreys_how_to_fool_a_gps.html](http://www.ted.com/talks/lang/en/todd_humphreys_how_to_fool_a_gps.html) but the best part starts at 07:45. (JC)

**LYTTELTON**

We recently had a visit from Lou Henderson to peer review our Tug Masters. The initial reaction of the Tug Masters ranged from seeing this as a good chance to improve tug handling skills to an immediate desire to take to the hills. It was a bit hard for the latter to argue against efforts to improve practical competency and by the time Lou left most of the Tug Masters had been through extensive training maneuvers and feedback was given. Evidently the reaction to the feedback varied from seeing this as a worthwhile exercise to wanting to see Lou take to the hills.

After twelve years with Environment Canterbury Tony Whitely has retired as Regional Harbour Master, the position covering both Lyttelton and Timaru plus the waterways in-between. His replacement is Jim Dilley who will be known to the Auckland pilots as he was Auckland Regional Council Deputy Harbour Master for seven years. If a Pilot has to call the Harbour Master outside of work hours it is not usually with good news and when the phone went I would assume Tony would wonder what was about to be reported, hoping it was a minor oil spill and not a major grounding. Regardless of the incident I found Tony understanding and easy to work with and we wish him a happy retirement.

Sanford vessel Ocean Breeze visited Lyttelton to enter the dry-dock to work on her shaft as facilities up north were unavailable. There was a fire onboard in the early evening after the shore workforce had gone home for the night. Thirteen appliances attended the vessel and took twelve hours to extinguish the fire which was in the for'd hold. Ammonia from the refrigeration system was leaking and a hole was cut in the hull to provide access. The cause of the fire and extent of damage has yet to be officially stated but it seems she will be having a longer stay than originally planned. (FL)

**WELLINGTON**

The Windy City has failed to live up to it’s name through August, with what must be a
record number of days with light to moderate winds, and a lack of gales. However we have tried to make up for it with some days of storm force winds over the last week. Only a month until the flood of cruise ships begins again, with much bigger ones this year, and even bigger ones expected next year. But this isn’t news anymore as most of us are seeing the same flood. The only preparation I have made for them is to get a fresh tin of shoe polish, as I don’t seem to go through so much when doing the log ships! Plans are well on track here for the NZMPA conference and AGM, which is now only 2 months away. We are fortunate to have managed to pull in a great variety of speakers, plus a number of trade suppliers who will be flaunting their goods and have even been convinced to offer some sponsorship for food and drinks. CentrePort has been very generous, contributing a significant amount which has allowed us to book a great venue for the 2 days. Neil Armitage is canvassing Marine Managers and Harbour Masters, as this should be seen as an event for professional development, and also an opportunity for networking between not only pilots, but a broad cross-section of our industry. I hope we will see as many of our members as possible, and for those few who don’t get financial support from their companies, we will waive the registration fee. We are also putting a strong social emphasis on the event, and hope to see some wives/partners join us. We are planning some activities for them while the members are being enlightened at the conference.

There has been a lot of discussion lately, and articles in various publications about issues with over-reliance on electronic aids. This became only too apparent on 12 August, when I boarded an inbound ship (only 2 years old) to find a bridge team totally focused on an ECS, into which they had entered their harbour courses. Prior to boarding, I had instructed them to “proceed up the leading line, maintaining a course of 016, once they arrived at the pilot station”. On arriving on the bridge, I found that instead of the leads in line ahead of us as expected, we were well to the east, with Pencarrow Lighthouse and the rocky eastern shoreline fine to starboard! I commented to the master that we were off track, to which he responded, that he was off track due to the tides and was allowing for it. A glance at the gyro showed that rather than having altered back to the west, he had altered more towards the east. If this wasn’t confusing enough, a glance at the ECS which the master was firmly positioned behind, showed an ENC with reasonable tracks on it, and the ship’s GPS position heading up slightly west of the leading line.

However what immediately jumped out at me was a massive offset of the radar overlay. Strangely though, the bridge team didn’t seem bothered by this when I mentioned it. A master/pilot briefing and taking the con was the last thing on my mind when I gave them an alteration of course to port. They didn’t challenge me on this, and once we were back on the leads, they didn’t seem unduly bothered that their GPS position was now moving parallel to us, but 3 cables to the west, over Barrett’s Reef! Once things settled down, I had a look at their chart, on which only the cadet had been plotting, and saw the plotted GPS positions leading to the pilot boarding position, as they would normally appear. Although there were no positions after the boarding position, those that were there were in error by the same amount as on the ECS, as the ship was subsequently found to be 600 meters east of it’s GPS position. Nowhere did I see signs of any terrestrial navigation. The surprises didn’t stop there though. The vessel carried 3 deck and 2 engine cadets, with a dedicated training officer (MFG), and other than gazing out of the window (the same one I used to navigate through!) he didn’t appear to give any guidance to the cadet. The cadet used GPS positions (erroneous) for his coastal navigation down through Cook Strait, from what I could see on the chart.

Upon getting back to the office, I lodged an incident report with MNZ, and the following day they placed a detention order on the ship, over this and another couple of issues. They started an investigation into the incident, and one interesting comment made by the training officer, when questioned about why the cadet did not practice any terrestrial navigation, was that it was not his job to tell him to do that!! The hair I pulled out when I heard this is starting to grow again! I happily agreed to be informally interviewed by MNZ about the incident, and even provided photos I took of the ECS display, showing the massive offset of the radar overlay at the time. I had only taken my camera because of
some interesting weather at the time, but it has been in my pocket for every job since. To date MNZ have not come back to me with details of their findings, or their decision. Maybe by conference time there will be something to discuss further.

By the time of the next issue, we hope we will have hosted a successful conference and AGM, and caught up with a lot of our counterparts from all over the country. (SB)

PORT OTAGO

It has been a fairly quiet couple of months as we await the start of a new cruise season. One notable vessel that is having a lay over in Dunedin is the French research vessel L’Astrolabe, she is generally laid up in Hobart, but this year has decided to prepare for the Antarctic season in Dunedin.

A couple of pilots have been up to the simulator in Devonport for some testing of the new larger cruise vessels and hopefully some of the other un restricted pilots will get a chance to go and have a practice on the simulator before this next class of vessel arrives in November. Having had the new pilots training manual approved by MNZ, we are now trying to get three pilots pushed up a grade, with a bit of luck within the next couple of weeks we will have the 3 of them doing slightly bigger vessels.

Arie Nygh from seaways visited us last month to do some initial tug training on the “Otago” with Craig, Hugh, Valdi and Paul (GBO), they all got a lot out of the 10 days, but it would have been good if they could have spent more time practicing, but shipping has a habit of interfering with these things.

I also had the opportunity of attending the manned model course at Port Ash for a one day tester and came back full of enthusiasm for this course and hope to try and get all the Otago pilots onto the 5 day course.

Presently the container terminal berth at Port Chalmers is closed to shipping whilst the crane rails are replaced, so all container vessels are calling to multi purpose berth, this has meant a few times that ships have had to berth on beach street and then shift across to MP. The container berth is due to re open in time for the cruise season. (MA)

TIMARU

Nothing heard from Timaru. We understand that George Hadley has been accepted for Brisbane Pilots so we wish him every success. As mentioned on the cover, Timaru has lost its container trade resulting in the lay-off of 50 workers there.

NAPIER

On the face of things Team Napier has been cruising through the usual quiet period, behind the scenes though there has been a lot going on. As all of you guys know we lost our Marine Manager Paul Hines some time back when the manager’s position was ‘deconstructed’. This did not cause too great a stir as the Pilot team had been quietly getting on with things as Paul had been absent for some time building the Te Mata in Vietnam. We have managed with all of the pilots taking on more responsibility and reporting directly to our Port Service Manager Bruce Lochhead, usually but not exclusively through the two Senior Pilots Trevor and Gary.

To strengthen the team we pinched Ruslan Mitlash from Bluff – sorry guys! We welcome him and his family to the team and hope they are very happy here in Hawkes Bay.

We have been subsidising Air New Zealand and Qantas just recently as our guys have been travelling back and forwards across the pond to Port Ash and Smartship with more trips booked on forthcoming BRM and AMPT courses. Trevor and Gus met up with Charles Teige the Master of the Voyager of the Seas at Smartship in August, the trip coincided with training for Robbie for his ‘C’ licence. The runs with the Voyager of the Seas were a huge success, so much so that Charles decided to stay an extra day so he could watch the guys run through various cruise ship familiarisation runs. We cannot emphasise enough how beneficial these places are for training and experienced pilots alike. We have BRM and AMPT courses booked for October coinciding with more simulator training booked for November.

Napier has strengthened its ties to Marimatec with the order of another Cat 111 PPU. Hopefully we will have two sets up and running for the start of the Cruise ship season, which for us starts on 30th Oct with the arrival of the Sun Princess followed by the Dawn Princess and the Oosterdam.

Last and by no means least, the country’s worse kept secret is out and official: Gary Neill has decided to leave Port of Napier for distant shores – the place will not be the same without him! We have had to share out his numerous duties amongst all of us mere mortal pilots to keep the place going. We wish
him well for the future but I know we will be seeing him now and again as he drops in to give us a hand when we are busy. That’s all for now, so until next time, safe piloting. (JP)

**AUCKLAND**
I have been wracking my brains for anything worthy of mention since my last contribution and can honestly say that I can’t think of a damn thing. Even my usual arm-twisting of colleagues to tell me something or I will make up stories about them has amounted to a collective “Publish and be damned!”.

The weather over winter seemed to behave itself with no big blows; we hardly had any fog and there was nothing broken or bent. One day seems to have rolled onto another with all parts bearing an ‘even strain’.

I’m looking forward to catching up with everyone at the conference in November. Hopefully, myself and Geoff will be able to attend...just waiting on finance approval from the boss. (CC)

Editor’s Note: Your Magazine needs You! There are still some ports from whom we hear but rarely. We would all like to hear from fresh port correspondents to add tone to the community and join the national conversation. Good men have a duty to make their voices heard. The pay may not be much, but the rewards are many.

---

**NZMPA 2012 CONFERENCE & AGM**

*(Wellington - Friday 23rd to Saturday 24th November)*

Accompanying this issue, you should also find the NZMPA Conference flyer which lays out the programmes for two days of ‘cutting edge’ discussion of several vital topics of growing import within our industry. Recent maritime incidents like *Rena* and *Costa Concordia* tend to have a knock-on effect, whilst the issues of training and technology in an ever more litigious world require us all to keep a weather eye on the winds of change and the ebb and flow of debate.

A huge debt of thanks is owed to Steve Banks for having stepped up to the mark at last year’s conference in Port Chalmers for Wellington’s CentrePort to play host for 2012. Steve has done us all proud in having organized not just some superb quality speakers, but some excellent hospitality to allow the conversations to flow outside of the formal arena. We are also greatly indebted to Charles Smith and to CentrePort management for their support of Steve’s efforts and the aims of NZMPA.

We also look forward to hearing our President Neil Armitage who will be full of fresh ideas after having attended IMPA Conference in London. If pilots can find the time and make the effort to attend, then it’s a great opportunity to meet not just with friends and colleagues throughout New Zealand, but also to interact with the decision-makers and technical wizards who have a significant impact upon our profession.
ARIE NYGH TUG TRAINING

Like most NZ ports, Port Otago used to train future pilots as tug-masters for anything up to a year before piloting. This was a fairly unique arrangement in the world of piloting, much admired by other pilot training establishments since it made for a more tug-aware pilot. Sadly, that pattern here fell into disuse in recent years due to a lack of NZ applicants, which resulted in the recruitment of pilots from overseas who lacked this dimension. One possible remedy to address this deficit arose after the endorsement of Arie Nygh by Wellington’s Charles Smith. Wellington’s switch from Voith to ASD tugs had caused some problems: to assist the transition, Arie Nygh (founder of SeaWays) was drafted in to help re-train some of their tug masters.

Arie Nygh’s philosophy stemmed from his own bad experience of poor training and feeling out of his depth. Rather than succumb, Arie developed an analytical approach to tug-handling and formulated a proficiency-based training (borrowed from his son’s Air Force training to fly F-18 jets). Using this new training technique, Arie went on to train 400 tug masters over the last 15 years. Ever mindful of the growing need to set (and maintain) standards in order to share the skills required for every situation (including emergencies based on actual incidents), Arie’s system fulfills STCW 95 (the need for both certification and qualification) which gives a tug owner and operator resilience against hostile litigation.

Port Otago asked Arie to train 4 novices (3 pilots and 1 GBO) to complete “Module 1 Tug-Handling” over a 10-day period, each day split between two pairs of trainees. Hurricane Arie arrived on 20th August complete with a streaming flu - which he also shared widely. Five hours of hands-on (literally) tug-handling on a temperamental “Sun Tiger” class of ASD tug was exhausting. Each evening, training continued at home with upside-down coffee mugs – at which we proved most adept. Traumatised trainees berthing a tug onto a wharf where explosives were being worked helped concentration immensely - lest the need to ever have to dredge again became academic. Sadly, the last two days of training were hugely interrupted by the need to service shipping (bloody ships!) with the result that only the GBO (formerly skipper of deep-sea trawlers) passed the test (better hands-on skills?). Sincere congratulations, Paul.

On a happier note, no such training is wasted and all tug personnel learned masses of value which will pay dividends in the future: fuel economy; minimising cavitation - thus less wear and tear; precision-driving - therefore less damage to ships, tugs and infrastructure; tow-rope use, types and qualities etc. The Holy Grail of mastering one’s ‘tool-box’ of tug-driving skills is the performance of the “Competency Circuit” within a specified time. This circuit training is not just for trainees but ensures that all tug-masters’ skills can be quickly honed – especially after a period of absence. All four trainees are keen to progress a very promising start.

Arie also introduced the concept of the annual audit which has been taken up by several ports in Australia. It is this verification process which provides resilience. Some skills acquired and honed may only ever be used once in the course of one career – but may prevent serious damage to personnel, tug or ship. Without a shadow of doubt, Arie’s visit has been of immense value to the port and we look forward to continuing the momentum thus imparted (see “full inertia turn manoeuvre”).

Hugh O’Neill (TugMaster – Failed)
Is your judgement clouded?

Make it clear

Navicom Dynamics
The World’s leading Portable Pilot Unit Specialists

www.navicomdynamics.com