



THE PILOT

NEW ZEALAND MARITIME PILOTS ASSOCIATION



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The Hue & Cry

On departure Esbjerg on the 4th August, Russian sailing ship “Kruzenshtern” sank her tug – the appropriately named “Diver Master” - after the released towline fouled; thankfully all 3 crew were quickly rescued. (See photos on right).

With several ports in New Zealand taking delivery of new and more powerful tugs, it is timely to focus on the risks involved with tugs and towage, and how to mitigate those risks by training and regular review. International tug guru Arie Nygh has visited Otago, Timaru and Wellington recently and we hope to see him again for a tug workshop during the November Conference. An interview with Arie expands on the above themes. (See page 8).

There is a short history of Otago tug “Dunedin” built 1914 which shows how much has changed (p.11). In that same auspicious year, White Star liner “Oceanic” was wrecked off Foula (West of Shetland) in a calm and clear morning of 10th September 1914. Only 2 weeks prior, the ship was converted to an ‘armed merchant cruiser’ under Admiralty wartime command (all Royal Mail ships were thus obliged). The previous master, Henry Smith, was made subordinate to RN Captain William Slayter. After a disagreement over the navigation, Slayter, altered course and wrecked his ship on the rocks. This loss through incompetence of this iconic ship was hushed-up by the Admiralty. At his court martial, Slayter was exonerated in a blatantly political whitewash. (Plus ça change!). In August’s Nautilus Telegraph, Captain Trevor Northage related how he discovered in Lough Corrib a 4,500 year old log boat (thus pre-dates Stonehenge, Troy and Pyramids of Giza): made from a single oak trunk, 12m long, fitted with a square transom. Captain Northage also found an 11th C. Viking boat complete with battleaxes and spearheads. These latter are on display in Dublin as part of a millennial exhibition on the Battle of Clontarf (1014) at which Brian Boru asserted Irish control over Viking-held ports, though he was among the 10,000 stakeholders killed in this hostile business acquisition.

Gulf of Tonkin Incident (1964) proves that Dirty Politics cost lives. Ought Denmark declare war against Russia over the “Esbjerg Incident”?



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

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**NZ MARITIME PILOTS ASSN.
CONFERENCE
2014**

CONFERENCE REGISTRATION FORM

NAME - _____
COMPANY - _____
POSITION/TITLE - _____
CONTACT EMAIL ADDRESS - _____

BRM COURSE - Sponsored by NZMPA (Catering fee only) = \$60 Y / N
TUG WORKSHOP - Registration incl. catering = \$500 Y / N
NZMPA CONFERENCE - Registration, catering = \$150 Y / N
and post conference drinks
(fee is waived for Conference speakers, specified guests,
NZMPA full members and half fee for associate members)
NZMPA Presentations and AGM = Free Y / N

REGISTRATION PAYMENT DETAILS

All delegates please deposit funds into the account below

NZMPA
KIWIBANK 38 9006 0502248 03
(Include your name as reference)

Invoice required - Y / N

Receipt required - Y / N

Payment enquiries to Treasurer - Mike Birch mikebirch@ihug.co.nz

TRAVEL/ACCOMMODATION/DINING ARRANGEMENTS

HOTEL - _____
FLIGHT IN (No. and time) - _____
FLIGHT OUT (No. and time) - _____
PARTNER/WIFE (Name) - _____ Y / N
POST BRM COURSE DINNER - Y / N
POST TUG WORKSHOP DINNER - Y / N
POST CONFERENCE DINNER - Y / N
POST AGM DINNER (NZMPA members and invited guests) - Y / N
(Dinners are to own account)

RSVP 7 October 2014. This form may be mailed in or details emailed.

Conference enquires to - Steve Banks - 029 2003388 or seabear@xtra.co.nz

NZMPA CONFERENCE AND WORKSHOPS **NOVEMBER 2014 - WELLINGTON**

Wednesday
5th 0900

BRM course – Refresher and Introduction to 2nd Generation BRM

Presented by Ravi Nijer. Sponsored by NZMPA

"Contents of the 2nd generation BRM course are now being embedded into Pilotage Operations Safety Management Systems (POSMS). Pilotage operations involve dynamic risk which is not covered by conventional safety management systems. The error management techniques from the 2nd generation BRM course provide the risk controls for the inherent dynamic risk in pilotage. At this stage Sydney Pilots and Australian Reef Pilots have adopted this approach with more pilot organisations to follow. To acquire a deeper knowledge of error management techniques pilots involved in developing a POSMS have attended the 2nd generation BRM course."

Thursday
6th 0900

Tug workshop - Effective Use of Omni-Directional Tugs for Pilots

**Presented by Arie Nygh, Seaway Consultants
& President International Tug Assn.**

"This is not a lecture on pilotage, rather a workshop sharing knowledge regarding tug use in port, facilitated by an experienced tugmaster/trainer/operations manager"

In this workshop Arie will not only help pilots get more out of their tugs, but also gain an appreciation of training, competency and compliance requirements to meet the highest industry standards.

Friday
7th 0830

NZMPA Conference – Presentations and trade displays

Ravi Nijer, Marine Consultancy Group, Melbourne - *Pilotage: Past, Present and Future*

Harnish Brown, Concordia Ltd., Auckland - *Workplace Safety Culture*

Andrew Beasley, Port ASH, Newcastle - *Manned model Training*

Peter Lohrup, SmartShip, Brisbane - *Simulator Training*

Arie Nygh, Seaways, Fremantle - *Tug Training, Competency and Compliance*

Tim Burfoot, TAIC, Wellington - *Including Master/Pilot Exchange*

Adam Greenland, LINZ, Wellington - *Hydrography developments*

Peter McComb, MetOcean Solutions, New Plymouth - *Wave forecasting*

Saturday
8th 0900

Presentations by guests and members, followed by AGM

Paul Stanley, Navicom Dynamics - *PPQ update*

John Riding, Marico - *Risk Assessments and more*

Paul McBride, MJD Law - *Employment Law*

Lew Henderson, NZMPA - *ISPA Conference, Panama*

Troy Ewins, NZMPA webmaster - *Launching of new NZMPA website*

2 x NZMPA and one other presentation to be finalised

AGM

Lunch is provided each day, with post event drinks before group dinners.

Please use registration form (included) to book activities and dinners.



Taking Sights

By

Neil Armitage

President NZMPA



TO CAPTAIN OR COMMAND?

I would hazard a guess that there would be no one reading this that couldn't remember their first few days, weeks and years at sea. The wide-eyed silence, the sponge-like absorption, the adjustments to personalities and attitudes needed for survival were drummed-in by routine and weather. Team building and kinship were bolstered in the time-honoured way by the Officers mess and 'runs ashore' with likeminded souls in search of adventure, which, let's face it, prompted most to be there in the first place. The academic rigour necessary was applied by institutions with syllabuses satisfying international requirements and it was accepted that this was 'just the way it was' if you were to be successful in a sea-going career.

The system had not only stood the test of time but had been continually updated and regulated to ensure that the candidates turned out were 'fit for purpose'. The industry had a plethora of shipping companies whose manning requirements generated a continual need for Officers and, by default, Officer Cadets. This pool was of sufficient size to allow for the industries associated with the sea to be staffed by personnel that had not only done the hard yards but had proven their competence to the Maritime industry.

Marine Departments, other regulators, and Ports throughout the world needed this pool of talent to give themselves their relevance and credibility in the Maritime sector. I know I am preaching to the converted when I say that this was traditionally known as the only training regime we had and or needed. I am beginning to ramble, but this, through the wonder of "globalisation" is no longer the case.

Pilotage training progressed in similar ways; applicants were selected, mentored, licensed and then let loose. This however is a very dynamic industry and successful outcomes are not only required they were mandated. A successful outcome meant that not only was there no damage and nobody was hurt, but commercial interests were completely at peace with operational requirements, hard to believe but possible.

The Pilot comes into this picture at the very beginning of a transit and remains in the frame until the vessel is once again outside harbour limits. A pilot therefore must have, by default, the confidence to Command and this doesn't mean merely to Captain.

Rule 90 has identified most of what we need to include in our training models for a successful outcome; Two-year simulator appraisals, on-going in house peer group assessment, and the interaction of other Pilots in the Country. However some successful, cost driven, submissions at rule 90's inception removed one of the fundamental building blocks to a Pilots confidence model - a sea-going license. This license not only underpinned the confidence of the individual, but had the added advantage of increasing your options when answering a call out-of-port. All of the Pilots in our port not only attend simulators every two years, are peer assessed every six months without fail, are paid up members of the NZMPA but, more importantly, maintain a current, valid and appropriate sea-going license.

We see the benefits daily, it hasn't resulted in a mass exodus but it has resulted in an environment of mutual inter-departmental respect in which everyone wins.

In summation: going to sea when young bright-eyed and bushy-tailed had certain challenges and aspirations. Once these challenges had been met and overcome, a sense of pride was instilled. The on-going recognition and validation of these achievements over time underpins and confirms an individual's confidence. This confidence is the cornerstone of a successful Pilotage operation as it generates the aura necessary to command and not to merely captain. I therefore can only recommend our practices to other ports even though Rule 90 doesn't have all of them as a requirement. It has made for a stable, confident and happy group of Pilots.



THE NZMPA NEEDS YOU FOR PRESIDENT!!!

All good things come to an end and I have decided to call it a day and step down from the Presidency of the Association. Although it is not onerous, it deserves more time than I am able to give it and fresh legs are needed to continue its growth. I have thoroughly enjoyed my time in this role and have met some wonderful people both nationally and internationally. We will be electing Officers at the AGM this year in Wellington and if you feel that the role is something you would enjoy then please put your name forward for consideration. I would like to thank everyone who has helped and supported us through the last 3 years and because of this support I feel that as an association we are in good heart and have a strong platform to build on for the future.



COMMENTS FROM A PILOT BEING TRAINED AS A TUGMASTER

Capt Mark Clowes MITA

5th August 2014

I would like to share some of my thoughts regarding the ASD tugmaster training I recently undertook in Portsmouth UK on the SERCO owned Damen build tugs servicing Royal Navy warships and nuclear submarines.

Preamble

I have had an interesting, varied career within the maritime industry and am really enjoying being back on the tugs, where I started over 35 years ago. Things have changed in the harbour towage world but I am glad to report generally for the better. The introduction of correct laid down procedures coupled up with comprehensive training and monitoring has made the industry a safer place to work.

I fully support the introduction of tug master endorsements on certificates of competency, to me that's the next logical step. Having a class one master's certificate does not make you an able tug master. Some areas of our profession need re-education about the skills needed and specialist training required becoming a tug master of the *new* generation complex towage vessels. The word is getting round but as towage specialist; we need to promote our cause.

My background:

1977: Started as an industrial recruit with the Royal Maritime Auxiliary Service (RMAS), commenced training on tugs and coastal vessels. Even spent some limited time on a diesel / electric paddle tug!

1981: Qualified mate. Served on tugs (single screw, twin screw, single Voith, twin Voith) and coastal vessels.

1986: Qualified master. Served on a variety of RMAS vessels, but mainly on harbour tugs. Started the training to become an Admiralty Pilot.

1988: Qualified part one Admiralty Pilot (generic qualification).

1990: Qualified part two Admiralty Pilot (locally qualified for the Dockyard Port of Portsmouth)

2014: Moved from Wightlink to Serco Marine, as a tug master. Joined SD Helen (single Voith tug, 660hp – 5.8t bollard pull). I first drove this vessel in 1982! Started SeaWays tug training for ASD / ATD. Qualified module 1 – ASD/ATD Tug Handling & Module 2 – Undertaking Harbour Towage.

Tug training:

Prior to the SeaWays system, I had no formal tug training. The RMAS approach was one of on-job training with experienced masters (many of whom were pilots). This system worked although was fundamentally flawed. There were tug masters operating that were known to have low skill levels. There were accidents and occurrences that could have been avoided had there been a robust training / monitoring routine. The tugs in operation at this time would be considered low tech by today's standards but there was concerns about competency levels.

When I joined Serco earlier this year, my first impression was that the SeaWays training package was completely over the top. I had been a pilot and involved with tugs for over 30 years, did I need this level of training? Oh yes I did! The package took me from the beginning and put all the bits into the ASD / ATD jig-saw. Now in hindsight there, in my opinion, is no short way of doing this training regardless of your previous experience.

Of all the training I have done, I found this the most demanding but the most rewarding. I am really proud to call myself a SeaWays trained tug master!

Pilot:

As a practicing pilot, I used many types of tugs and was there for the transition from Voith to ASD /

ATD in Portsmouth when Serco upgraded the tug suite. My first thought was this was an economic move and the *new* tugs were a cheap option. I considered the *new* tugs to be crude and not have the finesse of Voith. I was wrong, it wasn't the tugs it was the training and understanding of the concept. For the Portsmouth pilots, Voith tugs were like an old pair of slippers, very comfortable! As the tug masters honed their skills (with a comprehensive SeaWays training package) so did the pilots and we all moved back into a comfort zone. I consider that the pilots would have greatly benefited from structured ASD/ATD training. Admiralty pilots use ASD/ATD's tugs in many configurations, conducting both *hot* and *cold* movements and have a close working relationship with the Serco tug masters. This close relationship is one of trust & understanding and enables movements to be conducted with the lowest possible risk. Now that the tug masters work for a contractor (rather than the MOD) is it nice to see this relationship continue.

Tug master / Pilot training:

With my experience, I consider combined pilot/tug master training is the way forward. In a simulator, a pilot can be exposed to the difficulties of driving a modern complex high-performance tug with its multi-tasking aspects whilst a tug master can experience the pilot's challenges (on a bridge simulator). It is also good for the pilots and tug masters to discuss, in a training environment, each other's concerns.

I think that trainee pilots would benefit from a basic course in ASD/ATD tug driving, again in a simulator, to grasp the concept and have some time on the pods. A couple of days with a training master would be an excellent foundation for their usage of these high-performance vessels. I maintain that tug masters make excellent pilots because of their background knowledge. Whilst conducting a pilot move, I would never request a tug to do a manoeuvre that I could not conduct myself.

SeaWays:

Well done to the SeaWays' team for making our industry so much safer! The training I believe is second to none and has made the job of driving ASD/ATD tugs much more controlled, but most of all enjoyable.



Interview with Arie Nygh

The idea for this 'interview' arose after several conversations - though time never allowed for a conventional interview. 'Questions' were emailed to Arie which he later found time to answer whilst waiting to cross the stormy Cook Strait - hence some overlap of Q&A. There were several themes I wished to explore because fresh insights from a respected outside perspective can inspire change. Arie's thoughts on leadership, empowerment and pride in one's profession go the heart of 'raising the bar' in every sphere of human endeavour. New challenges have risen with bigger ships and the need for more powerful tugs. International legislation and litigation (driven by insurance firms and societies' need for scapegoats) now demands qualifications, proof of competence and training. It is in everyone's best interests to rise to these new challenges, which impact the whole industry.

Theme 1: *You sometimes talk of alpha-male tugmasters (although the airline industry prefers communicators to mavericks). **What attributes are most useful in a tugmaster?***

To be clear, being an Alpha Type is a good trait for a tugmaster to have, but the attributes that come with this personality need to be harnessed and managed to enhance the positives and avoid the negatives that generally come to the fore when challenged by circumstance e.g. when things are not going as planned during a towage movement and the tugmaster becomes apprehensive - or worse, goes into full sensory overload. The instinctive reaction by an 'alpha' is to fight the tug. When he/she has around 3,000hp in each hand driving what basically is a workboat, this becomes dangerous very quickly. The other trait that needs focus is the natural inclination, indeed the desire, to take risks. Again confidence and self-assuredness is important but not overconfidence or outright aggression. The ideal tugmaster has a quiet confidence, is self-assured, intelligent, good eye-hand coordination, a natural leader, good spatial awareness and a 'can do' attitude. (*Ed's Note: see Gary Larsen p.10*)

Theme 2: *"Cometh the hour, cometh the man". Being of Dutch seafaring stock, do you think an outsider's perspective combined with entrepreneurial flair helped you challenge orthodoxies like "That's the way we do things here"?*

My personal development as an ASD tugmaster and then as a trainer was motivated purely out of fear and self-preservation. My story is oh-so-familiar: I transferred internally from a DP vessel that had Azi-Pods to ASD terminal tugs, arrogantly thinking I knew a bit about driving ASD vessels. How wrong I was! As was the case with all training back then (and in a lot of cases still is) my training was *ad-hoc* delivered by peers to no defined standard and not assessed in any appropriate manner. It was no one's fault, it was simply how it was. Not being comfortable on the controls drove me to self-experiment until I gained an intimate understanding of ASD tug driving. This ultimately led me to being tasked as a Training Master. In 1997 STCW95 came out. Hidden away in the body of the STCW regulations is: "A person is not only to be qualified for a position on board but must be competent." I was instructed by my boss to write a training program for tugmasters that proved "competency and compliance" to STCW. Struggling with the concept led me to sitting in on my son's RAAF training to fly F18 Hornets in an endeavour to gain an understanding of the underpinning science and methodology that has a fighter pilot instinctively do all the amazing things they do while under significant operational pressure (the similarities seemed obvious).

This foundation of knowledge and effort ultimately has led to what is now known as the SeaWays Training Program. I had actually been training tugmasters (more than 100) for 12 years before I ever took or was offered any payment above my normal salary. In part I never thought to ask, and I was always of the belief others had taken the time to train me throughout my career therefore I had a responsibility to do similar. It wasn't until 2006 after considerable pressure from a friend managing a company in the Oil & Gas industry asked me to sort out the myriad issues they were having with their ASD tugs that I finally was remunerated for sharing the knowledge. In fact I was going to do it for nothing as a favour but was told: "If you don't value it, why should anyone else?" As I then needed a registered company to be paid, SeaWays Consultants was formed. Sadly not much of a business plan!

So in truth I am not really your typical entrepreneurial guru! The whole business has evolved out of wanting to share the knowledge and keep my peers safe. Yes, the money has eventually flowed but believe me, it's well-earned! By the time I get organised and on-board for the training, then back to my accommodation, it is a 12-hour day of intense training - and then I must manage the business-side of things. Consequently it is rarely less than 14 hours a day. Last year I was 320 days away from home and this year looks to be similar! The truth is there is not a lot of glamour about it. To me it's not work: I am living my passion...and that is a good thing!

I am not the only person driving change into the towage sector. As an example, my mentor Henk Hensen has spent the last 30 years doing so and as time goes on, more and more natural industry leaders are coming to the fore. Most of us stay in close contact and share the knowledge and encourage one another. Indeed, most make up the executive committee of the International Tugmasters Association. This said, it has been incredibly challenging at times, though one should not be surprised that trying to change the mind-set of a traditional industry full of alpha males was going to be anything but! At times it does get to you: the unwarranted character assassination, innuendo, back-stabbing and green eyes but in a way this is the test for rite of passage: one must run the gauntlet to earn the respect and indeed the right to lead the way into a new future. Change is happening and industry stakeholders are becoming more aware of the skills and challenges required to safely and effectively operate the new generation of high performance omni-directional tugs working with ever larger and fast ships.

***Theme 3:** Do you also think that having had the courage to admit that you were outside of your 'comfort zone' empowered you to look elsewhere for the answer?*

An inquisitive mind and a can-do attitude have helped. At times, absolutely sh*&^%! myself on the controls was a good motivator to put my natural attributes to work to find the answers!

***Theme 4:** You have spoken of your legacy i.e. leaving the world a better place. What might be your ambition in this regard, and what advice might you offer to the shipping industry?*

Having a heart attack in 2012 helped bring focus to the fact we play with limited time. Certainly it was a wake-up call to focus more on 'what was needed to be done' to leave a meaningful legacy. Perhaps it's arrogance on my part, but I do sincerely believe the change is SeaWays-driven and that we have positively contributed to the betterment of our industry. To this end I conceptualised and funded the formation of the International Tugmaster's Association, the first time ever tugmasters had a collective voice in their industry. I also conceptualised International Towage Endorsements for tugmasters and have worked with a small group of very committed diligent towage professionals to

lay a foundation for this to one day become a standard part of the towage sector. We have formed an alliance with the Nautical Institute to assist us.

For a number of years now I have been mentoring my successors to take over the actual management of SeaWays. We worked as 'Subject Matter Experts' with Transas Simulators to develop advanced software for TugSims and together we built in Portsmouth UK the most advanced simulation training facility for tugmasters in the world. In a couple of month's time the Broome Marine Simulation Centre in Western Australia will also be running SeaWays training courses.

Finally and most importantly I have been proactive in training SeaWays accredited Training Masters, mostly working for client companies. There are now 25 SeaWays accredited Training Masters strategically located around the world who are as focused, skilled and committed as I am to our mutual goals and endeavours. They are all natural leaders in their workplace, extraordinary tugmasters and gifted trainers.

At 60, my star is setting into the twilight but it's reassuring to see bright stars rising on the horizon.

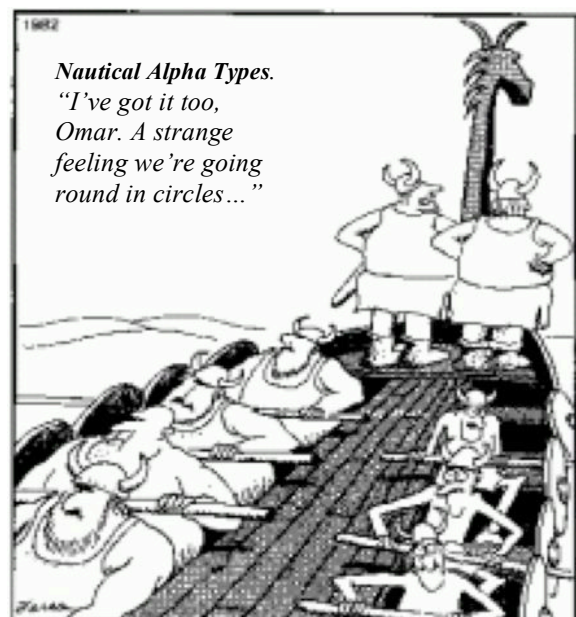
Theme 5: *Of all the port operations you have witnessed, which most impresses you e.g. its ability to adapt to fresh challenges, its recruitment and training, its positive safety culture etc. Which factors help create the right culture e.g. is it regulatory, is it CEO-driven, is it borne of hard experience of past accidents?*

There are many very good towage operators, such as Kotug in Holland, a family company that lives and breathes tugs. In many ways SeaWays' (my) endeavours have never been about the good operators - it's all the others who either don't care or simply don't understand enough to realise how poorly their operations are and how at risk their personnel. Certainly it is a folly to think that 'the bigger the better'.

Without question the best most professional towage company I have come across is PB Towage (Australia). Of course I am biased as I was a manager and training master for PBT and now consult to them. But one of the other very best towage operations I have seen in my travels is here in New Zealand: CentrePort Wellington is world-class and a credit to their entire team - but specifically Capt Charles Smith. Interestingly the manager who tasked me all those years ago to write the original training program to prove compliance and competency was also a New Zealander, Capt Warwick Pointon (CWP). One could do a lot worse than using CPW as a model to aspire to: there are far too many KPIs making up a totally professional towage company to list here, but there has to be a commitment by everyone from the CEO/MD, management, office staff, tugmasters and crews. This takes belief in common meaningful and appropriate values and goals as well as commitment and diligence of endeavour to work as a team for the mutual good. Of course there has to be strong leadership that is trusted and respected, that all involved willingly follow.

Discipline is important and has to be enforced, but with compassion and empathy. Rewards, achievements and credit must be shared and recognized.

(Hugh O'Neill, 27th Aug 2014)



TUG HISTORY: *Dunedin* to *Taiaroa* (1914-2014)

(From an article by Greg Hings in *Rothsay News* Sept 2014, supplemented by Editor)

A hundred years ago, the *Otago Witness* (8th January 1914) proudly reported on the Otago Harbour Board's new tug, the *Dunedin*. In July 2014, Port Otago's newest tug, the *Taiaroa*, has arrived after a 40-day delivery voyage from Vietnam. Back in 1914, the *Dunedin* was 'state-of-the-art', just as the *Taiaroa* is now, but the differences between them are remarkable: *Dunedin* was a steel twin-screw salvage steamer built to order at Port Chalmers. Her length was 132 feet (40.2 m) and breadth 25 feet (7.6 m). She was designed for both harbour and overseas towage, salvage operations and fire extinguishing service. There was accommodation on board for officers and 10 crew members (including stokers), as well as staterooms, including one 'fitted and finished in a superior manner for ladies'.

Dunedin had two coal-fired, three-cylinder, triple-expansion steam engines, and her speed was 13 knots. She was originally fitted with cast iron propellers, later replaced by bronze [once the optimum pitch was found]. In contrast, the *Taiaroa* cost \$11 million dollars and was built in Da Nang, Vietnam by the Netherlands-based Damen Group. She is an ASD Tug Type 2411, a popular Damen design, and was the 63rd of that type built. The tugs *Tiaki* and *Tapuhi* in Wellington are Type 2411s, and sister-ships to *Taiaroa*, although they do differ in some respects from the *Taiaroa*, as Damen-built tugs are usually customised to some degree by the purchaser.

Taiaroa is 24.5 metres long, and 11 metres in breadth (hence the model number), about half the length but twice the breadth of the *Dunedin*. With a displacement of 350 tonnes and a bollard pull of 68 tonnes, she will be able to handle any vessel likely to dock at Port Chalmers or Dunedin. Her maximum speed ahead is 13 knots, the same speed as *Dunedin*.



The many speeches on the occasion of *Dunedin*'s launch give us a remarkable insight into how best to react to globalisation for the sake of New Zealand. Against huge political and financial opposition, Otago Harbour Board, (under the chairmanship of Mr. H.E. Moller), decided that building locally rather than opting for the cheaper tender of Hong Kong (where labour costs were half) the Board had made a contribution that would benefit the country: "If all public bodies acted with the patriotism of the Otago Harbour Board, many new industries would be started which would all be for the common good".

One speaker, representing the builders, pointed out the perverse anomaly that building in NZ also incurred a tax levy of £1,000 thus bringing the total cost to £24,000. He suggested that the Chamber of Commerce, rather than criticize the Board, should seek to rectify this inhibitory tax. Notwithstanding the slightly higher costs, the assembled company considered they had built the finest tug in the Southern Hemisphere and the first vessel in New Zealand built to Lloyds A1 Certification.

Dunedin came to the rescue of 2 ships in 1916, one being Shackleton's *Aurora* struggling in heavy seas off Bluff and the barque, *Antiope* hard aground off Bluff. Sadly, *Dunedin* soon developed boiler troubles: the boiler was completely replaced after a lengthy refit during the post-war slump. The Board wished to sell the tug to the Australians, until tax duties prevented that option. However, the new boiler proved successful and the tug did sterling work thereafter. By 1956, ships were bigger and the 40-year old *Dunedin* was replaced by the tug *Otago*. Her ignominious fate was to be sunk by gunfire in 1964 - target practice for the US Navy ship, *USS Mills*.

Fifty years ago (10th August 1964), the US escalated the pointless and amoral Vietnam War (which killed 3 - 4 million Vietnamese, 58,000 Americans, 500 Australians) based on lies - and dirty politics - about a supposed attack in the Gulf of Tonkin. The resultant Congress Resolution granting war powers to the President has never been revoked. Perhaps it's appropriate that Vietnam sees some benefit from building tugs - though to the detriment of NZ industry. Sometimes the past seems both near and far away



Ports of Call



OTAGO

The lump of grunt from 'Nam has arrived! After a short visit to Lyttelton to get a leaky cooler rectified and a bit of paint around the gills after her run from SE Asia, 'Taiaroa' arrived at Taiaroa. The reception committee was ready and waiting on the quayside at 9am, whereupon she not so promptly rocked up at about 2pm, having had a good hiding on the way South from the Banks Peninsula. However, she's here and we can now confidently, rather than hopefully, swing the 'L' class Maersk ships in the tideway at the Port Chalmers basin: confidently and with perhaps, dare I say, even a smidgen of panache. The customers can now send us anything that fits in the available water and we can shovel it around and up against any bit of wall they care to nominate.

Tug Svengali, trainer and all round good egg, Arie Nygh was on hand to ensure that the chaps were all up to speed with driving the newbie around the harbour and for the first week she'd be doing the necessary with the prevailing shipping, then spending the rest of the time charging around Port Chalmers basin, stopping seemingly randomly to push up against a fender for a few minutes before moving on again like a drone at a beehive.

Initial feedback from pilots is good although we do notice that she is slower than the 'Otago'. That said, Arie has previously inferred that Enzo Ferrari may have had some input into the design of 'Otago'. Skittish and more difficult to drive she may be, but she's also deceptively faster than we may have previously appreciated.

Shipping is starting to pick up again after what seemed to be a longer than normal lean spell over the mid-winter period. The log trade was ticking over but seems to have increased over the last month and we've had a couple of visitors to Ravensbourne Jetty. The cruise ship season is not far away and will doubtless be the subject of the next missive from Otago but it was good to catch

up with the South Port guys and a repaired, rehabilitated, nay rejuvenated John Henderson at the annual Fiordland pilotage meeting, chaired once again by our good friends at Maritime New Zealand and attended by pilots, cruise industry representatives and of course our Environment Southland harbour master Kevin O'Sullivan. 'Action points' at these meetings head Kevin's way like sandflies to a sweaty Milford tourist with a flashlight and an ice-cream, so he tends to come away from the meeting with enough work to ensure full employment for the year, thus adding to the enduring enigma of how Otago Harbour has managed to do without an effective Harbour Master for over a decade. Ah, the complexities of corporate management: not for the likes of simple sailors to dabble with. Finally, on the subject of simple sailors, our new trainee is progressing rather well. It can't be too long before he has the requisite number of jobs under his belt and is eligible to sit the exam for the first grade, thereafter to be let off the leash to pounce on an unsuspecting maritime world. (CH)

TIMARU

The main item of Timaru news was the resumption of calls by Maersk when the port was included in the Northern Star service in August. This is the first tangible result of new business since Port of Taruanga acquired the Timaru Container Terminal. Further confidence in the strength of the South Canterbury economy has been shown with an order being placed for a new mobile harbour crane with Leibherr for delivery early next year. Now, if we could just get an upgrade on some of the Marine Plant!

Speaking of such, we hosted Arie Nygh for a brief tug assessment visit during his recent NZ trip. This was most productive and given Arie's vast experience, he was able to quickly pinpoint some shortcomings with some

machinery and equipment settings which, when rectified, should give some performance improvements for the tugs. It is anticipated that Arie will return to conduct some hands-on training in the near future. As vessel sizes increase, it is essential that Masters and Pilots have confidence in Tugmaster's skillsets when confronted by an emergency. Go safely out there! (TV)

TAURANGA

My apologies for no report last time but have one perfect excuse - pure laziness! Craig Bennet and Troy Evans now have their A licenses, so we now have a full complement of A grade licenses.

Winter hasn't been particularly kind to us with temperatures constantly low, or is it that we are just getting older. The port was closed for 5 consecutive nights in July due to high winds and swells; this is the longest time the port has been closed that anyone here can remember.

The latest on the *Rena*: two of *Resolve Salvage* barges have left for Singapore being towed by their 36-year old tugs, leaving a lot more wharf space for us and fewer broken piles. Still remaining here is their anchor handling tug *Resolve Monarch* and 92m RMG 1000 barge.

Still awaiting with keen interest the regional council's decision on the fate of the remaining bits of the *Rena*. Our 2 new "*Cheoy Lee*" built 75 tonne tugs are still on track for delivery in March and May next year: these will replace the *Te Matua* and *Kaimai*. *Te Matua* has already been sold to Timaru, who will take it over when we take delivery of the second new tug. *Kaimai* is still up for grabs - so be quick to avoid disappointment!

The port will be calling for tenders next year for the capital dredging programme following the agreement between the port and Kotahi which will see longer wider and deeper ships. The cruise season is about 6 weeks away with 84 scheduled calls for this season. (TH)

BLUFF

We are a busy lot in bluff: actually no, it's been pleasantly restrained down here enough to keep everyone on their targets with out being overly demanding. The traditional quiet period is starting to end with the arrival of the sun and the lambs - usually a sure sign for a

heavy snow fall, but not this year it seems.

Our second crane is on the high seas due for arrival sometime in September. MSC will no doubt take this opportunity to refine their window options for us, which will be a good thing as far as I am concerned: a 24hr turn around means you'll sail the ship as well.

Doran and I are off to *Smartship* next week to fulfill our 4-year obligations. Always good fun to practice those situations you only want to try on the computer. I recently had the CEO and Port Services Manager along to observe an MSC arrival from the bridge: unfortunately the weather was mild so no opportunity to demonstrate superior skills and ask for a raise.

Doran and I will both sit our Fjordland Class B License in time for this year's season. Josh and Friso continue to work through their training programs and will travel to Port Ash as Southport trail-blazers and are both looking forward to the experience.

Not sure who will get the nod for November's meeting but rest assured, Bluff will have a presence. From rough and tough Bluff enjoy Spring and the lambs. (SG)

TARANAKI

We have been struck unusually hard by the equinox this year, which has resulted in several "Vessel Exclusion" periods. These are caused by Long-Wave activity creating significant energy in the port. *Metoccean* has proven invaluable as a resource to predict and mitigate these events and as a consequence, so far, we have operated without incident. Work continues on a berth safety forecasting system to further improve our understanding of these events and we are hopeful to get it to the point of being vessel and berth specific shortly. The hope is to forecast the stress loadings on each of the moorings in each of the berths so that we can moor vessels with confidence through a storm event.

We also would like to welcome Olaf Whalen into the fold, he has passed his pilot exam, is now in the roster and loves every moment of it - long may it continue. He came to us from Blue Bridge after serving his time with Hapag Lloyd and we extend a huge welcome to him, his wife Ingrid and son Max.

Our new pilot boat the *Mikotahi* has proven to be a real winner and makes us realise how much safer a pilotage operation can be. Wanganui's Q-West can be justly proud of

this vessel, as it has definitely raised the bar in New Zealand.

Hydrocarbons through the Tanker Terminal continue to be our mainstay. Methanex are back in full production and with both offshore and onshore exploration continuing apace in Taranaki this is expected to continue for the foreseeable future. All ports are no doubt noticing a decline in the log trade, but dry bulk is as steady as ever here. The offshore campaign of Anadarko was a real success for us and both OMV and STOS continue their drilling campaigns offshore to keep the good oil flowing for all. (NA)

GISBORNE

The star of our fleet 'Tug *Waimata*' is underway from Vietnam and we are expecting her in Gisborne in the 1st week of October. We are currently carrying out some research and planning work towards port development and looking at increasing our volumes and throughput in the foreseeable future.

The port is also undertaking some studies in collaboration with Metocean and fathering some useful data for the next 3 months in terms of Infragravity (Longwave) forecasting. With the last few weeks that have been really wet for most of us, the onset of spring is good news as I can see the sun shining after 2 weeks of some dull boring weather. Hopefully the increased Infragravity levels should start to ease off as well by the end of September. Safe Piloting to all. (RD)

NELSON

Spring has sprung in Nelson and the benefits of longer daylight hours are starting to be felt. Back in July and early August, we had a couple of good southerly blows followed by a couple of days of pea soup. Since then, we have enjoyed another long, settled spell of weather.

In general for this quarter, shipping has been quiet, but for the financial year the figures are good. Record years have been posted for TEU throughput, fruit and wine exports after record harvests. And despite the fall in log prices over the last quarter, log exports for the year are still strong. Another good Hoki season has been enjoyed by the fishing sector this year.

Log carriers have therefore been quiet this quarter. Since Swire's acquisition of Pacifica,

we have only one call from Pacifica each Monday. Maersk have reshuffled the deck to start their 6 ship, rather than 5 ship, weekly service which caused Port Nelson to miss a couple of calls initially. A couple of charter ships will also slot in while other "J" Class ships dry dock. MSC have also introduced a couple of one call ships to Nelson; the most note-worthy of which being the Thomas Mann with a vicious 10.5 kt dead slow! MOL and TFS have both been regular as clockwork for car imports / MDF exports.

Mid-August saw the arrival of the Interisland ferry Kaitaki for a 6 day mini refit. Nelson was chosen for the benign winter climate to maximise paint application and for the local marine engineering expertise. Fortunately the weather gods smiled on us and she left after a good paint job.

Unfortunately the Marine team in Nelson is having to vacate its office on McGlashen Quay, with its superb harbour vistas. This is partly because of Port Nelson's strategy to remove all offices and recreational areas away from operational areas, and also because the building has been condemned as an earthquake risk. The upside of this is that the pilot steps will no longer be directly under the starboard anchor of the Trans Future ships! (MC)

LYTTELTON

For the last few years the only car carrier trade into Lyttelton has been the fortnightly visits of the Trans Future vessels, the other carriers discharging their cargo in Auckland for trans-shipment. As volumes have increased other companies such as MOL are now sending their vessels to Lyttelton but they all seem to arrive within a few days of each other. Last month we had four in port over the weekend discharging over 2000 units between them. Every free piece of road, wharf and reclamation was used for parking. To reduce driving time from the ship to the parking area the Trans Futures discharge a part load at Cashin Quay and we then shift them to the inner harbour to complete discharging and to load MDF. Once the Container Terminal has met its requirements on the reclamation the car trade will take up the new space for parking, reducing the need for car carriers to use the inner harbour.

Chris Coleman is now an Unlimited Pilot so we have a full roster. We have started to work

our way towards having all Pilots attend an ECDIS course, Robert having completed his course and Joanne is to attend the next course in Auckland.

Paddy is leading the way in our attempt to purchase a new pilot boat. He has been to Auckland, Tauranga and New Plymouth then crossed the Tasman to Newcastle, Sydney and Melbourne to test ride a wide range of craft and has also visited Hart Marine to view the ORC boat construction. This has been a thorough process and he can now recommend what would be the best boat from a user's point of view, hopefully the Company will purchase the right boat. (FL)

PICTON

Your Picton correspondent has been off work for a few months recovering from heart surgery but is now medically clear to continue piloting at Marlborough.

Picton has been reasonably quiet with just the regular 3 to 4 log ships per month although the usual influx of Hoki fishing vessels dropping off their seasonal catch has kept the fishing berth busy.

The 32,795 GRT MV *Sharp* became the largest log vessel to load at Picton. Due to her size she was restricted to daylight arrival due to the tight turn in Shakespeare Bay and lack of tug power.

The fishing vessel *San Tongario* was towed from Tory Channel entrance to Picton by the port tug *Maungatea*. She was suffering propulsion problems.

The NZ navy vessel *Rotoiti* made an unscheduled call at Picton escaping from New Plymouth and bad weather at that port.

Work has continued on the new Strait Shipping marshaling yard. With increased freight share in Cook Strait, Strait Shipping has been short of space at their present area.

With about 40 cruise ship visits to Picton this season it looks like the cruise industry has finally seen the benefits of the Marlborough area. (JH)

WELLINGTON

The days are getting longer and the cruise ships are looming. After relatively quiet days over the last few months, the regular early starts will return again. We are yet again looking at record numbers of passengers transiting the port, which is a positive to counter the downturn in current log exports.

We were fortunate a couple of weeks ago to have Arie Nygh of Seaways in town. He hadn't been involved with our training and assessments for a couple of years, so it was good to have a fresh look at our team's performance. Bias aside, Arie who is a very hard task master, has always been very complimentary about our operation being at the top of the game amongst those he has experienced. A constructive post-mortem with pilots and tugmasters exposed what we needed to work on, and where to focus to maintain the highest industry standards.

While Arie was here, Lew and I worked with him towards offering a tug workshop for pilots at our conference. This is now in the programme, and already the response from ports is great. For those who have always worked with in-house tug procedures and practices, be prepared to look outside the square. As Wellington found when Arie first appeared, ignorance or arrogance can cloud your view for seeing where you stand compared to other operators. With many pilots and tugmasters settling into the job until retirement, complacency can easily creep in. Arie's workshop will hopefully have you going home, pulling your socks up as you go, keen to lift your game in a high risk, high stakes game. Interaction between pilots and tugmasters at the workshop will hopefully break the ice for some, where discussions may not have been commonplace in the past.

Over the last few months all but one of us have been up to Auckland to do our ECDIS course. I am glad to have this under my belt, as like many dinosaurs, technology was something I needed help with. I came home with more tools in my toolbox, which I'm happy to have, particularly when I'll be surrounded by ECDIS focused bridge teams through the cruise season. My biggest disappointment with the course was the excessive numbers of participants. This stretched the ability of otherwise great tutors to spend enough one-on-one time with those of us who were struggling.

Until we catch up with many of you at conference, happy sailings. (SB)

AUCKLAND

There's been quite a bit happening around here lately...all good I might add! As long as

I exclude the appalling winter storms which gave us all a good hammering.

We received our new 24/11 Tug *Hauraki* about a month ago, and she's been in service for the last fortnight. We have 2 drivers ticked-off and good to go already, but we are still feeling our way around this bigger tug's operating differences. Suffice to say, it's a bit slower doing some things, but her winch speed and general push and pull capabilities aren't much different from what we're already used to, and her extra grunt should compensate for most of her differences.

We have also been advertising nationally and internationally for a Pilot to join our roster. Applications closed a couple of days ago, and hopefully it sparked some keen interest among this readership. The vacancy has arisen from Mac Post's transition from semi-retired to mostly-retired, but he'll still be available for relieving on the roster, provided it's not whitebaiting season or good sailing weather or Ruth has other jobs for him!

We're all really glad that Mac won't be fully retiring as he has been our resident "Obi Wan training Jedi" and font of all knowledge for so long, it would be very difficult to imagine the place without him. Mac started here in July 1974 as a fresh faced 27-year old Junior Pilot, and such was the glacial (even allowing for global warming) pace of promotion back

then, that "*Young Postie*" was to retain his title for a further **17** years! Finally, he attained the rank of "grown up Pilot" at the ripe age of 44. In his 40 years of Piloting on both the *Manukau* and *Waitemata* Harbours, he has managed to clock up a staggering total of 12,600 jobs! Making him arguably (in my words - not his) New Zealand's most experienced Pilot. In his time here he has seen the transition from working with a coal-fired steam tug and a Harbour Board issue whistle (should those recently issued new-fangled walkie-talkie things fail) to working with the latest 24/11 Damen Tug and carrying his own port company issue iPhone and PPU, thus covering a quite unparalleled leap in technology during his career.

We have also all received a further enhancement toward our professional development by the generous actions of Allan who has provided the funding and signed us all up as members of the *Nautical Institute*. As well as us all receiving the *Seaways* magazine (and tacking MNI on the back of your name... if you want!) this membership also provides the added benefit of £100,000 toward any legal expenses incurred during the course of our work - a grant which we hope no-one need ever use - but nice to know it's there!
(CC)

Human Factors & Ancient Wisdom

Attendance at Ravi Nijjer's BRM (Human Factors Awareness) opens one's mind, gaining insight into the Human Condition from the Classical and Biblical worlds and throughout Literature; this should be no surprise since Man has constantly sought to find meaning and purpose in his existence beyond mere survival. Socrates said that "the unexamined life isn't worth living". By contrast therefore, the examined life is :-

There is nothing new under the sun

(Ecclesiastes)

No man is an island. Ask not for whom the bell tolls. It tolls for thee.

(John Donne)

To err is Human. To forgive Divine.

(Alexander Pope)

A little learning is a dangerous thing. (AP)

Fools rush in where angels fear to tread. (AP)

An honest man is the noblest work of God. (AP)

A man should never be ashamed to own that has been wrong - which is but another way of saying that he is a wiser man today than he was yesterday. (AP)

What a piece of work is man...And yet to me, what is this quintessence of dust? (Hamlet)

The secret to life is honesty...If you can fake that, you've got it made. (Marx, Groucho)

Some people make things happen. Some people watch things happen. And then there are

those who wonder, 'What the hell just happened?'

(Carrol Bryant)

The following article was first published in *The International Pilot* - Issue 36 – July 2014

“Accident Investigations: Honesty is the Best Policy”

Accidents will always happen, and the major cause will invariably be Human Error. Evolution takes time, but we are at least more aware of how Humans operate and can design systems to challenge (and hopefully correct) our evolutionary shortcomings. Post-accident, careful investigation is required to determine the root causes so that lessons might be learned for the benefit of others, which is why wheels are no longer square. However, such investigations must be honest, impartial, fair and prompt; the skills required of accident investigators are many, and their responsibility is great because untold future lives depend upon the thoroughness of their findings and their fearless promulgation - irrespective of political or commercial implications. Ideally, this ought to be the same model for historians, but History is too powerful a political weapon and dissenting opinion is soon smothered.

President John F. Kennedy addressed the American Newspaper Publishers on 27th April 1961. The following extract shows just how opaque the world has become since:

*“The very word **secrecy** is repugnant in a free and open society; and we are as a people inherently and historically opposed to secret societies, to secret oaths and to secret proceedings. We decided long ago that the dangers of excessive and unwarranted concealment of pertinent facts far outweighed the dangers which are cited to justify it....And there is very grave danger that an announced need for increased security will be seized upon by those anxious to expand its meaning to the very limits of official censorship and concealment. That, I do not intend to permit to the extent that it is in my control. And, no official of my Administration, whether his rank is high or low, civilian or military, should interpret my words here tonight as an excuse to censor the news, to stifle dissent, to cover-up our mistakes or to withhold from the press and the public the facts they deserve to know.”*

The Anglophone world today is awash with government secrecy, disinformation, mass surveillance, linguistic contortions and political spin¹. Although there is nothing more uniquely Human than creating stories and myths, the intention was to interpret events to discern meaning and truth, thus to enlighten and educate. The Homeric epics, *Iliad* and *Odyssey*, though existing only in oral form for centuries before being written down, still provide us with amazing insights into the Human condition.

The advent of mass communication began with Gutenberg’s printing press of 1450, which ensured rapid communication of knowledge and ideas: the Italian Renaissance thus spread throughout Europe. Interestingly, Gutenberg was almost stopped in his tracks when a creditor’s law-suit bankrupted him: luckily for Civilisation, friends re-financed his experiments.

In the presidential address above, JFK related the story of the *NY Herald Tribune*’s London Correspondent who in 1851 appealed for better pay, was refused and so resigned. That same correspondent then went on to write “*Das Kapital*” (published 1867) which became the bible of communism. Thus small-minded businessmen almost robbed us of Gutenberg’s printing press but also helped inform the philosophy perceived as the antithesis of Capitalism.

With the Industrial Revolution of the 19th Century, the printing press was driven by steam: newspapers hit the streets, distributed by rail. The immense power of being able to influence public opinion grew steadily thereafter; arms manufacturers used the press to panic public opinion, demanding their governments spend more of their taxes on weapons for which there was no need. New Zealand in 1880’s spent massively on big guns for fear the Russians were coming (N.B. the largest country in the world had no such designs), whilst the frenzied building of Dreadnought battleships in Britain had workers marching in the streets to demand more! The arms race from the 1850s onwards culminated in the First World War: a century of peace since Waterloo (1815) led to the century of war since 1914.

¹ Wikipedia: **Spin** is a form of propaganda, achieved through providing an interpretation of an event to persuade public opinion in favor or against a certain organization or public figure. While traditional **public relations** may also rely on creative presentation of the facts, “spin” often implies disingenuous, deceptive and/or highly manipulative tactics.

Politicians are acutely aware of the press's power to mould public opinion which is why in Totalitarian states, mass media is under complete political control. Hitler's rise to power was down to his corporate backers' acquisition of press, radio and film creating wall-to-wall propaganda. For this very reason, the press must be free to criticize powerful elites like politicians, big business and finance. Abraham Lincoln's noble concept of "*Government of the people, by the people, for the people*" will perish when the press is prevented from throwing a light onto dark places. Jurist Earl Warren wrote: "*When secrecy surrounds government and the activities of public servants, corruption has a breeding place. Secrecy prevents the citizenry from inspecting its government through the news media...Secrecy is cancerous to the body politic*". Warren was speaking from direct experience.

Hopefully, most well-informed readers will at least have heard of the TPP talks, though no-one knows what they are about because of the extreme secrecy which conceals them. What few leaks have emerged are deeply worrying, indicating that our national sovereignty is under the severest threat from big US business corporations. Whatever the TPP talks may agree will remain secret for a further four years. But who has ever heard of TISA talks? Apparently, these involve the deregulation of our banking and finance sectors to better align with those institutions which created the global financial collapse of 2008! However, whatever ensues from any agreements will remain secret for a further five years. Corruption is "the illegitimate use of public power to benefit a private interest"; in the absence of light, one imagines the worst. Secrecy is repugnant in a free and open society.

But what relevance might unseen corporate influence upon the body politic have to the transport industry? One possible example I personally witnessed was a Fatal Accident Inquiry – subsequent to the 1994 crash of a military helicopter. The initial investigation could find no reason for the crash: however, this open verdict was dismissed by senior RAF officers who arbitrarily stated that it was the (deceased) pilot's fault – much to the consternation of all his squadron and his family. The court was filled with be-wigged barristers: one barrister represented the deceased pilot, one the RAF, whilst five represented the aircraft's American manufacturers. (Barristers – like helicopters - do not come cheap!). In the course of the cross-examination of the expert witnesses, huge doubt was cast upon the computer control system which had a long history of problems, keeping half the squadron of very expensive helicopters (each costs \$120m) permanently grounded. It took 17 years to overturn the accusation of pilot error when the deceased pilot was exonerated posthumously in 2011.

It is not too great a leap of logic to suggest that it may have been both financially and politically expedient for the MOD to simply blame the pilot rather than find fault with the aircraft. Any suspicion thus cast would have had global sales repercussions costing billions to the aircraft manufacturer. For many years now, these aircraft have been falling from the skies, including one shot down in Afghanistan in 2011, killing the Navy SEALs team which had captured Osama Bin Laden. Strangely, all the bodies were cremated before their repatriation, adding to the families' distress. Hundreds may have died who need not have, had the original 1994 accident investigation uncovered the root cause.

Captain Schettino makes an easy target for the media feeding frenzy and that least admirable Human propensity to point the finger of blame at another - "*let him who is without sin cast the first stone*". In doing so, they may be missing the bigger picture i.e. the integrity of the ship's design was none too impressive when you consider that *Titanic* suffered a greater breach, but sank slowly by the head (rather than heeling over) thus allowing lifeboats to be launched. Despite the Inquiry into the loss of the *Titanic* and the many lessons learned, subsequent financial pressures allowed the design of RoRo ships such as *European Gateway*, *Herald of Free Enterprise* and *Estonia* which all capsized due to lack of watertight sub-division, losing 1,000 lives. Many who survived the *Estonia*'s loss, died of exposure on life rafts whose design is patently wrong. The design of liferafts has not changed since.

Some recent Marine Accident Investigation reports have raised doubts in my mind that the root causes have not been sufficiently investigated. I can only hope commercial or political considerations played no part. There are parallels between a Just Safety Culture and a Just Culture: Secrecy is repugnant in both and will ultimately cost more and do more harm. Honesty has always been the best policy.

Editor's Note: Recent revelations indicate that government 'spin' harms society, our democratic process and New Zealand's international reputation as 'honest broker'. Furthermore, events in El Salvador ought to serve as a stark warning about TPP: their government is currently being sued by gold mining giant Oceana for \$301 million 'lost earnings' when El Salvador refused mining access in 2007 due to the pollution done to 90% of its fresh water. El Salvador, as a signatory to TPP, is subject to "ISDS" litigation. El Salvador is a very poor country, ravaged by CIA-trained death squads during the Reagan era in which thousands were murdered (including Archbishop Romero). TPP serves only US Corporations whilst signatories are reduced to vassal status. Might this be why TPP talks are so secret?



Charting your course



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Advanced Portable Pilot Unit training programme

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For the final five day course in 2014 we have again confirmed Matthew Flynn LLB (Partner, McEvoys and past NZ chair of MLANZ) and Kenny Crawford, Manager NEIO, MaritimeNZ as guest speakers. Matthew Flynn is an experienced litigation lawyer specialising in maritime law. He will address the pilot's personal liability issues.

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