**The Hue & Cry**

Once again, nautical matters have made headlines with the stranding of the *Costa Concordia* off Giglio (though no-one juxtaposed gigolo with Giglio). Media revelled in the blame-game whilst IMO has voiced its concerns on design – particularly since this is the centenary of *Titanic* (see Sept. issue). As ever, insurance liability is reduced if all the blame stays with the captain.

What’s in a name? Some of you may be aware of the loss of the sailing ship *Concordia* off Brazil in February 2010. In that instance, no lives were lost but the inquiry suggested she was over-canvassed for the squally conditions, and found fault with LSA, SAR, SMS, STCW (w.r.t to sailing ships) stability information and interpretation. There was a Dutch VOC *Concordia* lost with all hands in heavy weather off Mauritius in 1708. Lessons have to be constantly re-learned – another human failing – but good news for training institutions.

Neil Armitage and I attended the AMPI organized 2-day ‘workshop’ at the Brisbane Smartship simulator unit. Topics included Just Culture, Peer Support, evolving (but unregulated) PPU, tug training, criminalization, liability and insurance, neurology of learning and its application to training. There was also ample demonstration of the potential application of simulators in training, port development and accident investigation.

Ports of Auckland has made global news but for all the wrong reasons. There may be more to this dispute than meets the eye and one cannot but sense hidden agendas and done-deals reminiscent of bygone eras. There appears to be campaigns of dis-information and intimidation (both covert and overt) to further poison the fair Kiwi image and exacerbate the drain of talent to foreign shores. The long white cloud has been tainted with a murky, threatening tone. It is ironic that pilots pursue a Just Culture in such an inclement environment: cultures are set by the example of leaders – good, bad or indifferent (a trickle-down morality?). Lying and bullying are unacceptable.

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

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On a calm morning in Picton, we loaded as many crew and skippers as possible onto the pilot launch *Endeavour* for some man overboard training. Donning my wetsuit, I played the role of the man in the water, and I saw this as a great opportunity to compare the performance of the various different lifejackets in common use on the boat.

The first jacket I tried was a Hutchwilco 150 Auto N with harness. It is a commonly seen model in NZ and retails for around $180 plus GST. [http://www.hutchwilco.com/webapps/p/60993/54214/252718](http://www.hutchwilco.com/webapps/p/60993/54214/252718)

The Hutchwilco 150 Kilo Newton jacket inflated fast, and rapidly turned me onto my back holding my head clear of the water. The lack of a crotch strap meant that the jacket rode up quite high on my chest and squeezed my face and mouth so that breathing felt a little uncomfortable. The light activated automatically and gives out a nice bright white flashing light. However, it was positioned on the edge seam of the inflation bladder so that it was submerged, and facing down. It could be that it could have been seen at night, but I have doubts. When the wake rolled over me the jacket kept my mouth dry and clear of the water. I would use the Hutchwilco vest as a lifejacket, but I would fit a crotch strap and want a better-positioned light.


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

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

The last vest trialled was the Baltic 150 Winner Zip Auto with harness and crotch strap. [http://www.safetyatsea.co.nz/lifejckt.asp](http://www.safetyatsea.co.nz/lifejckt.asp) The Baltic vest inflated quickly and the crotch strap kept the jacket from riding up around my face. The Baltic vest quickly restored me to floating on my back no matter what position I started from. The integrated light was very visible and the best of the three lifejackets trialled. I would use the Baltic lifejacket first out of the three trialled.

The lesson for me from this trial was that not all lifejackets are created equal. The best way to choose this equipment is to try it in the water as the right jacket could save your life. I would definitely not use a jacket without a crotch strap after trying both. NZ Coastguard advises that many deaths in the water result from survivors slipping out of their lifejacket when they tire. I can see how that happens. There may well be jackets that perform as well or better than the Baltic jacket, but out of the three I was able to trial, the crotch strap and light made it a clear winner.

The importance of a good lifejacket can’t be overstated. I recently read Essentials of Sea Survival by Frank Golden and Michael Tipton. [http://www.amazon.co.uk/Essentials-Sea-Survival-Frank-Golden/dp/0736002154](http://www.amazon.co.uk/Essentials-Sea-Survival-Frank-Golden/dp/0736002154) The authors are highly qualified in medicine and sea survival and draw on the experiences of the Estonia, Herald of Free Enterprise, and several Falkland Island warship abandonments. This is not a book that tells you how to survive by fashioning a sextant from a baked bean can and how to field dress a seagull; it is all about short term survival if you abandon a ship. It is a great read for anyone who works on the water and one of the things that stuck in my mind was that most people who survive the first few minutes in the water do not die of hypothermia, in fact they drown; the person’s legs act as a sea anchor and turn the person to face the oncoming waves. This means that the waves breaking over the face will eventually drown the lifejacket wearer. Having a jacket that keeps your head high and clear of the waves is critical for survival. In fact the Royal Navy now fits transparent splash hoods to their lifejackets and these are available as optional extras for the Baltic jacket. The one negative I have heard about them is that they quickly fog up and reduce visibility to near zero. I suppose the wearer always has the choice of removing the splash hood if conditions are calm enough that water ingestion is not a risk.

*Editor’s Note: John has done us all a valuable service; perhaps NZMPA ought to conduct a comprehensive study with regulators and manufacturers’ involvement. Such a study could be of International interest.*
Frances Wilson’s 2011 book focuses on Titanic’s owner Ismay, and an impulsive act immediately regretted: in the midst of the evacuation, he boarded a lifeboat. From that moment on, he was reviled as a heinous coward for the rest of his life. Wilson compared Ismay with the eponymous ‘hero’ of Joseph Conrad’s “Lord Jim”, published in 1900. Conrad, a former sea captain, had an intuitive gift for plumbing the depths of the human condition. Based on the S.S. Jeddah scandal of 1880, Conrad’s Jim was mate of Haj pilgrim ship S.S. Patna, whose officers abandoned the pilgrims on the ‘sinking’ ship. Shortly after their rescue (and claim to be sole survivors), the Patna was discovered still afloat. Jim’s moment of weakness became his albatross and he thereafter sought refuge where none might suspect his crime. Another memorable character is Captain Montague Brierly - impeccable master of Blue Star ship Ossa - who served on the bench for the Patna Inquiry, but consequently took his own life. One is led to the conjecture that Brierly had glimpsed the spectre of his own potential ignominy: rather than fail at his time of trial, Brierly circumvented his fate. The novel closes with the narrator, Captain Marlow declaring: “We are none of us good enough”. Interestingly, Conrad quit the sea after his own first command - the barque Otago.

The ghosts of “Lord Jim” and Ismay re-surfaced when the hapless Captain Schettino wrecked his ship, his reputation and his self-esteem on the rocks off Giglio. How would any of us react in such catastrophe - the unwitting agents of disaster? Might a previously self-assured captain become incoherent in a state of denial - thus least able to take charge of the situation? (It is much easier to act well when detached from blame). Inability to admit the gravity of the situation may explain the delays in summoning help and ordering “Abandon Ship” - (echoes of Mikhail Lermontov?). However, it may be that Schettino performed well in beaching his ship without main engines. Delays in announcing “Abandon Ship” may be due to the ship-owners balking at the price tag of such an announcement - 12,000 Euros per passenger.

However, the vast majority of Concordia’s passengers survived which is commendable, since orderly disembarkation of four thousand passengers by gangway from an upright, well-lit ship takes time. Had such damage occurred mid-ocean (e.g. post-collision), or in cold remote cruising grounds, the death toll would have been much higher. To Titanic’s great credit is the fact that she remained afloat for almost 3 hours despite sustaining a greater breach than Costa Concordia. Interviewed in 1907, Captain Smith (later of Titanic) claimed: “Shipbuilding is such a perfect art that absolute disaster involving passengers is inconceivable”. Likewise, Captain Schettino, in a 2011 interview, displayed similar faith in technology: “Today everything is safer than it was in the past and we are better prepared”. Asked whether the film “Titanic” had discouraged people he replied: "Luckily, people forget tragedies quickly. It's like plane crashes: everyone thinks it couldn't happen to them."

Abiding faith in technology - combined with wishful thinking - is universal in the shipping world: might complacency, arrogance and greed have entered the hubristic equation? Will corporates balk with calamitous indecision (and fiscal inhibition) thinking only of their own immediate survival by pinning all the blame on the Captain? With the insight that even owners, regulators and builders might be fallible - can cooler heads prevail to take stock of the bigger picture? Should Human Factors awareness be applied firstly to the design process, then secondly in training all mariners to cope with worst-case scenarios? Conrad’s insight complements the Human Factors element of BRM (Bridge Resource Management), which acknowledges the infinite capacity for Human fallibility and offers countering strategies: the aviation industry pioneered this concept whose application is spreading to all professions but clearly needs to go further if we are to learn the deeper lessons from Costa Concordia’s loss.
BLUFF
As usual through the height of summer, although some might contend that summer didn’t reach any great height, Bluff was again the departure port for Antarctic-bound ships. Heritage Expeditions had the Professor Khromov making a number of cruises to the ice and she was joined in port by her sister Akademik Shokalskiy, the ship with which Heritage Expeditions began Antarctic cruising during the 1990’s. For one of her cruises Professor Khromov was chartered by Gareth Morgan, who - with selected guests - intended studying the effects of climate change on Antarctica. As many of those who cruise in her are environmentalists, there is a certain irony in the Professor Khromov being marketed as Spirit of Enderby as Enderby Brothers was one of the biggest whaling companies to operate in the Southern Ocean. Any teething problems associated with the new ship un-loader on Tiwai Wharf have now been resolved and the original un-loader is in an advanced stage of demolition, quite changing the appearance of the smelter wharf. Also redundant is the mobile container crane that was replaced with a far more sophisticated version about a year ago. It has been partially dismantled for shipment and its departure aboard the heavy lift ship Jumbo Spirit is imminent. Its new home will be in the sunny Bahamas and it isn’t difficult to imagine a degree of competition developing among our crane operators to go and show the new owners just how it works, - especially as autumn is almost upon us. It sounds like one of those terrible jobs that somebody simply has to make the sacrifice to do.

Also leaving Bluff is Roy Skucek: Roy had just received his unlimited licence for the port, returning the pilot staff to full strength at last, when he announced he had accepted a position as a pilot at Wellington. While sad to see him leave, we wish him every success in Wellington where the wet and windy conditions will, of course, be an unfamiliar challenge after the benign conditions in Bluff. Meanwhile Steve Gilkison has begun his climb up the ratings having qualified for his Class C licence. For some time now SE Shipping has been operating a container service from Bluff to Europe with the base cargo being by-product from the Tiwai Point aluminium smelter. Apart from its own ships the company has been using chartered tonnage and the last two were both brand-new Chinese-built vessels loading for Europe on their maiden voyages. These were the Bernhard Schepers and her sister Johanna Schepers, both bound for a future as container feeder ships in European waters. Interesting to note that these small feeder ships are of much the same capacity as the original huge container ships built for the NZ–Europe service. (DE)

WELLINGTON
No amazing occurrences to report here, apart from the massive container exchanges that have resulted due to Auckland’s industrial dispute. Cruise vessels have come and gone, with locals becoming used to many of them dwarfing the Cake Tin. A new activity we have seen for the first time last week was the arrival of logs by rail. Hopefully this will mean less of us getting intimidated by the truck and trailer units which share access to the port with us. The downside however, is more delays outside the port with shunting across the road into the port by the stadium. In the last edition we farewelled our newest pilot after only 3 months service, and now in this edition we welcome our newest recruit. Roy Skucek has chosen to move north to marginally warmer latitudes than he had in Bluff. Over the next couple of years we will see the effects of the mass intake of marine staff in the early 70’s, who were in their early to mid 20’s. Now after having a retirement or two each year, we are looking at one every few months. In most cases they are breaking 40 years of service.
Hopefully in the next few months we will see an order go in for our second new tug. It is most likely to be another stock standard Damen, after our very good experience with the first one. We had earlier looked at getting one built to our specs, but after seeing the varied experiences of other ports getting one-off builds, we’re glad our decision resulted in low-stress levels and a product that has meet our needs.

We are looking forward to hosting what was originally to be the AGM in November, but now may be a conference also. Being in the perfect geographical position to entice involvement from government bodies, this could be an ideal opportunity to boost the image of the association, both publically and professionally. Once the idea is developed further and we can put a proposal to the masses, it will be interesting to see how many members we will be able to attract. Hopefully the conference component will result in more port companies actively supporting members to attend. Wives will be encouraged to come along to what could be a long weekend event, with pilots able to catch up with old shipmates, or maybe just put a face to a name or voice. Optimistically we will be able to report on positive progress in the next quarterly edition.  

Bay of Islands

Hi, a first contribution from the Far North, and I have been asked to give a bit of background on myself and pilotage so here goes: I took over here as Regional Harbourmaster for Northland around 18 months ago, officially a year now, after 4-5 years as Deputy Harbourmaster and pilot for Bay of Islands. My background was deep sea, through a period where shipping companies sold out and re-crewed regularly (the ones I seemed to choose anyway). I saw a fine mix of ships from small ethylene carriers, to bulk, OBO’s and cargo ships (as well as a few rust buckets) before specialising in liquefied gas. After getting trapped onboard in some West African port one too many times I moved to the North Sea oil industry and had a wonderful time setting up a new FPSO offshore. As some will know, working for an oil company is a revelation after skimping shipping companies! It had the added advantage I got home every 3 weeks, rather than for a month or two a year. Five years was enough however (you don’t move very far on an FPSO!) and I headed over here for pastures new 12 years ago). By chance I contracted to MSA soon after, doing some early work on port and harbor safety, (having a good background in risk assessment and safety systems from the oil industry) then had a stint as a self employed consultant before being offered a job on my doorstep spending quality time on the harbours of Northland.

Bay of Islands cruise ship pilotage: We have a cruise ship season which has steadily increased since I started, with 12 in the first year, to 38 last year, reaching 50 this year and an extended season due to RWC. My predecessor, who shared the pilotage, timed his exit just before last season, and only a few months after I had fractured my knee badly (in a farming accident) which left me with a few logistical problems! Two of the pilots at Marsden point have licenses here and help out on occasion, but timing is everything.

Unfortunately with Pilotage we don’t take cruise ships alongside Opua anymore as the wharf is too old (just the occasional super-yacht) so I don’t get to play with tugs. We have three main anchorages inside the Bay, and we often have two in at a time, which is getting more of a squeeze as they seem to get larger every year. During RWC I had three cruise ships in which kept the place busy. In fact those few weeks were full on. The weather earlier in the season was not good, all North Easterlies blowing a good swell into the bay making tender runs tricky and we lost 3 ships that either could not get in, or stay, due to weather. (The only upside being it kept small boat traffic clear.) I find the different levels of professionalism, and BRM interesting to observe on the different ships, especially under the stress of bad weather, dragging anchors, tired tenders and upset passengers... The Concordia raised the ghastly spectacle of what it looks like when it all goes seriously wrong. Just 5 ships left to go this season, which is something of a relief as I have a full time day job as harbourmaster with plenty of outstanding jobs, a bylaw review, new part 90 manuals etc, and March deadlines approaching. At least we have the pilot license applications in, if not processed yet. (Jim Lyle)

Lyttelton

The Cruise Ship season has been and gone in Lyttelton with most vessels anchoring in Akaroa for their Christchurch call. We were left with four visits this season, with three of the four arriving on the same day we can boast that on every cruise visit this year the weather was fine! The
The Jaguar, which came into port with the intentions of running to the Chatham Islands, will instead leave in a scrap ship. Repairs were being carried out by Engineering firm Stark Bros, when the Company providing the finance went bust, leaving the vessel tied up in the hands of the receiver. With no chance of selling the vessel as a going concern Stark Bros. bought it for a dollar and retrieved the money owed to them by scrapping the vessel. After the accommodation, hatches, derricks and anything else not bolted down was removed the hull was taken into the dock for cutting up. If anyone they may be looking for other vessels to cut up. If anyone indicated in the local paper was a success and Starks for cutting up. The scrapping hull was taken into the dock bolted down was removed the derricks and anything else not accommodating, hatches, etc. The money owed to them by scrapping the vessel. After the accommodation, hatches, derricks and anything else not bolted down was removed the hull was taken into the dock for cutting up. The scrapping hull was taken into the dock bolting down was removed the derricks and anything else not bolted down was removed the hull was taken into the dock for cutting up. If anyone they may be looking for other vessels to cut up.

AUCKLAND

Anyone watching the news will notice we’ve featured in it a bit lately. It would not be an understatement to say that “changes are afoot” but for now there are a lot of people doing Sgt Schultz impersonations ie “I know noth...ing”.

We have been trialling a roster change for the last 4 months and it is going really well. We are now working 4 days on 4 days off. Although there is no longer the guaranteed every 2nd weekend the 4 days off makes a hell of a big difference to charging up the batteries and it has made a big step in alleviating fatigue issues.

The other improvement around here has been the issue of iPhones to all Pilots. We are now able to get instant access to emails, Nav Warnings and wind and tide info for the port, and now even the most technophobic luddites amongst us are converts to the world of “killer apps”.

I must apologise for this brief submission. Hopefully I will have a bit more to say next time!

(TARANAKI)

If that was summer, I hate to think what winter is going to be like. Taranaki had weather bombs that tore roofs off houses, flattened large stands of forestry and blacked out huge areas of farmland. The port was emptied for a time while everyone was on weather alert. We came through unscathed however but were reminded once again of the force of Mother Nature when you upset her.

Speaking of upsetting Mother Nature, Lucy Lawless and her intrepid band of Greenpeace supporters staged a dawn raid on the Drill Ship Noble Discoverer that was finishing up a program south of the Maui Platform. They maintained a vigil at the top of the drill tower for 4 days hanging banners off the tower at strategic times to coincide with a coordinated helicopter fly-by and then hunkering down again. Work carried on as normal as the tower was not needed for day-to-day preparations and, apart from the odd helicopter, it was business as usual. When they were offered a 6-week trip across the Pacific on the tower 53m above the waterline with guano as the only sustenance, common sense prevailed and they came down. With the rig’s departure, the offshore activity has slowed for the winter. It is destined however to be a very busy season again next year. The normal procession of tankers, dry bulk and log ships interspersed with the Anatoki bringing coal, continues to keep us busy though.

PORT OTAGO

2012 has started with a hiss and a roar in Otago, the 23rd of February dawned with torrential rain and a brisk 30kts of SE’ly for the inaugural visit of the Queen Elizabeth to Port Chalmers, the Master did comment to the passengers that Dunedin had put on the weather it is famous for. Despite the miserable weather many locals turned out to view the famous ship from both sides of the harbour.

Trade continues to be steady with logs being shipped from both Dunedin and Port Chalmers, the squid season has resumed thus the return of foreign fishing vessels.

Work continues on the replacement of the southern dolphin at Ravensbourne wharf. Whilst we have been without a dolphin, vessels have been berthed stemming the tide and using the port anchor lying ahead as substitute headlines, with breasts and springs on the wharf. It takes a little longer to tie up, but it seems to work, though I think we will be happier once the new dolphin in place.

The Polarcus Alima also made her first trip right up the harbour to Dunedin for bunkers at XY berth and a full crew change that couldn’t be done at sea due to fog. We are now nearing the end of a long and busy cruise season and so look forward to some quiet before their return in October for what looks like a bumper season with lots of first-time callers.
Marsden Point
It has been a patchy summer up here, as has been the case all around NZ. It was good see recently NZ pilots actively contributing to discussion around Best Practices/Pilots’ Liability/Pilot ladder etc. At one stage we had an active forum running for which our new President can surely take some credit.
It has been reasonably busy as far as shipping movements whilst log ships keep coming from all directions. The refinery is also doing fairly well: at present, four Aframax crude tankers imminent. Good old coastal tankers Torea and Kakariki are always there to make sure we don’t have slack time!
Finally we will be getting our PPU Tablet with channel pilot we have gone for a lightweight with the future option of upgrading. Our Pilot Boat is on the slip and will receive a spirited facelift including a chart-plotter/AIS/Radar/Multi function Display Unit to name one. Our tug Bream Bay is back from a 2-week routine dry-dock. POAL’s good old Daldy held the fort for us during this period.
North Port is doing some major restructuring of its storage areas for logs, coal and diversified cargoes like molasses. Plans for expansion may include two more berths in coming years! All this may get a boost depending on the outcome of review of POAL Future Development Plans: one actively being considered is relocation of some port terminals to Marsden Point - a Deep Water Port! Safe Piloting till next time. (KB)

Scientists Discover New Element
Oxford University researchers have discovered the heaviest element yet known to science. The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312. These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks. Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact. A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete. Governmentium has a normal half-life of 2 to 6 years. It does not decay, but instead undergoes a re-organisation in which a portion of the assistant neutrons and deputy neutrons exchange places. In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration. This hypothetical quantity is referred to as a critical morass. When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.
I hope I don’t replicate Hugh’s comments on the Pilot Workshop in Brisbane but it is always good to see what is possible with a well-minded and well-funded organisation. The programme started with a bang by the firebrand Sidney Dekker and his exposé on “Just Culture”. The following is his explanation:

“A just culture protects people’s honest mistakes from being seen as culpable. But what is an honest mistake, or rather, when is a mistake no longer honest? It is too simple to assert that there should be consequences for those who ‘cross the line’. Lines don’t just exist out there, ready to be crossed or obeyed. We – people – construct those lines; and we draw them differently all the time, depending on the language we use to describe the mistake, on hindsight, history, tradition, and a host of other factors. What matters is not where the line goes – but who gets to draw it. If we leave that to chance, or to prosecutors, or fail to tell operators honestly about who may end up drawing the line, then a just culture may be very difficult to achieve. The absence of a just culture in an organization, in a country, in an industry, hurts both justice and safety. Responses to incidents and accidents that are seen as unjust can impede safety investigations, promote fear rather than mindfulness in people who do safety-critical work, make organizations more bureaucratic rather than more careful, and cultivate professional secrecy, evasion, and self-protection. A just culture is critical for the creation of a safety culture. Without reporting of failures and problems, without openness and information sharing, a safety culture cannot flourish.”

This set a scene for a senior maritime Lawyer, Ernie Van Buuren, to expand upon, His topic being ‘Standards of Piloting: how will I be judged’. This was immediately followed by an Insurance Broker talking of Liability Insurance for Pilots. (You see the trend developing). Anyway the question was asked if it were possible to get individual liability insurance with the response being that it may only be able to be offered to a group given the cost. He knew of no such product in the market place however.

Another major thrust of the workshop was the emphasis that needed to be put on Peer Support and empathy training to bolster individuals and promote unity among Pilots. They have a Peer Assistance Network (PAN) run by Marcus Romanic and his company, ‘Port Pysch’. This provides the role that smaller ports cover by informal ‘no blame confessionals’ after events that caused undue stress for Pilots. The larger nature of some ports doesn’t allow for this to happen.

Ravi also gave us his take on the Costa Concordia grounding and the Media driven frenzy to blame the Captain. The bravura salute (Giglio Bow) was a standard practice for all Concordia ships that passed the island. This was an agreement between the Mayor and the Company itself and had to be done by the Captain only. The ECDIS was a modern self-dimming screen that required the eyes to adjust to it before it became possible to see and even then it was hard to work with. The Captain being in his early 50’s suffered from eyes that people of our age suffer which require reading glasses. He was accompanied by an entourage that had an image of the wind swept interesting Captain, mane of hair, gold chain etc. which he encouraged. This meant that for the sake of glasses, the ECDIS was turned off and he navigated by radar, compass and eyeball. The helm order upon seeing the rock was instinctive but he forgot how it would put the vessel into a slide. The contact was inevitable.

The conjecture rages and includes but is not limited to: if they had hit the rock end-on they would have been still afloat; if the order had been Starboard then Port to clear the stern, they would have
missed. All this aside the fact that she lolled quickly meant that the transverse stability was compromised by (again conjecture) longitudinal watertight doors being open. He managed to turn the Ship with the anchors and return to shallow water with wind, tide and current. During this time he was suffering from information overload and meltdown. He in fact left the vessel when only 200 passengers remained onboard and the company supported the media assault on him with its silence as they looked for a scapegoat. Racial, societal prejudice, systemic and procedural failures were evident throughout the incident. Judge not unless you be judged, in essence.

**Black Swans** completed the day, this basically dealt with how the brain deals with events that were beyond its realm of comprehension, i.e. for generations a Swan was thought of as a white bird. When asked what colour a Swan was in Europe the answer was always white. This became cemented in the Psyche without fear of contradiction as no one in known history would say otherwise. Until of course Europeans came to Australia and saw a Black Swan. This turned the ornithological world on its ear and lead to a whole new way of thinking. This neural learning and the pathways that were created by constant repetition were related back to the art of Pilotage in a unique way that had the audience spellbound.

Tugs-by-numbers: this concept was explored in an attempt to avoid the confusion created by multiple tugs operating in multiple areas. Peter Liley has come up with a system that numbers the Tugs from the Forward to Aft; line ahead as Tug 0 then 1,3,5,7 on the Stbd side, with numbers 2,4,6,8 on the Port. The centre lead aft tug becomes number 9. When using multiple tugs, the order is given for a 2,8,9 tie up, ie port bow, port quarter, centre lead aft arrangement. During the movement number 9 can then become number 4 for a midship-push onto the berth. Sounds very confusing but they overcome this confusion with templates on the back of the radios and on the control consoles of the Tugs. Ayrie Nygh (President of the International Tugmasters Association) then explained the way he trained Tug Masters and the inherent time savings of his scheme that he uses at Seaway Consultants.

AMPI are also working on producing a “Code of Conduct” for their members as follows. This code will be posted on the website and is therefore open for public scrutiny. It is an aspirant code that we should embrace and I have included it as follows:

**Code of Conduct**

**The Australasian Marine Pilots Institute (AMPI)**

1. **Objective of this code**

   1.1. This code has been prepared to give members of AMPI guidance of how best to perform their duties and ensure the continued professional standing of marine pilots in Australasia.

   1.2. The intention in formally stating these values and standards is to reinforce marine pilots’ understanding of their responsibilities when performing their duties and to ensure a safe and efficient marine industry supported by marine pilots.

2. **Obligation to comply with this code, the law and licensing obligations**

   2.1. Members must, at all times:

   a) Comply with this code as well as the law, and other codes of practice that have been established to govern the conduct of marine pilots in Australasia.

   b) Act with the utmost integrity and independence, striving at all times to enhance the reputation of marine pilots and the values set out in this code.
c) Ensure they hold and continue to hold the appropriate certifications and licences necessary or desirable to undertake their duties as marine pilots.

3. Fundamental Values

3.1. Members must conduct themselves in a manner that complies with and promotes the following fundamental values:

a) Ensuring that **marine transport safety is the paramount consideration** in the discharge of a marine pilot’s duties.

b) Undertaking and promoting on-going individual **technical training and development** and ensuring technical knowledge is willingly shared among marine pilots generally.

c) Maintaining **physical fitness** and managing the **avoidance of pilot fatigue**.

d) **Acting professionally** in all dealings to ensure the on-going support and respect for the professionalism of marine pilots and the marine transport industry generally.

e) Using **independent judgment** and consciously avoiding engaging in activities which may, or may be perceived to, compromise their independence.

f) Working with others involved in or reliant on the marine transport industry in a **collaborative and collegiate manner**.

4. Conduct of Pilots

Safety

4.1. Each member shall at all times ensure that they:

a) Utilise all mandatory and appropriate safety equipment which is required when carrying out their duties.

b) Carry out their duties in a safe and competent manner, having regard to any special requirements for specific locations in Australasia.

**Partnership with master of piloted vessel and bridge personnel.**

4.2. Each member must encourage initial and on-going communication with the master and bridge personnel of the piloted vessel on matters such as:

a) Navigational procedures and berthing arrangements.

b) Local conditions – including weather, depth of water, currents, tides and marine traffic.

c) The characteristics of the piloted vessel,

And come to a general agreement on all plans and procedures for the anticipated passage.

**Environmental**

4.3. Each member shall ensure:

a) All re-fuelling and maintenance of launch vessels used in providing pilotage services does not present a risk of pollution to a waterway.

b) All Operations are carried out with an awareness of the specific environmental impact on the wildlife, waterways and the community.
Community

4.4. Each member shall:

a) Whenever possible, and safe to do so, provide assistance to state emergency services and voluntary rescue organisations as and when required.

b) Promote the safety and awareness of marine pilot services through active involvement in advisory and voluntary community groups and associations.

c) Handle complaints or refusals to provide pilotage services, in a timely, respectful and courteous manner.

5. Aims and objectives of AMPI

5.1. AMPI was founded with the aim of giving a united voice to all Australian marine pilots on professional and technical matters.

5.2. In pursuit of this overarching aim, each member is encouraged to conduct themselves in a manner that supports AMPI in:

a) Enhancing and protecting the professional status of marine pilots.

b) Promoting and maintaining proper systems for standards of marine pilotage performance and marine pilot safety, including standards for navigation, equipment and infrastructure.

c) Promoting an understanding of the role a pilot plays in protecting the environment.

d) Providing governments, and port authorities with technical expertise in marine pilotage.

e) Advising on the recruitment, competency, training and continuing professional education of marine pilots.

f) Liaising with ship owners and importers, exporters and other port users on pilotage matters.

g) Exchanging information with pilots worldwide and associations with mutual interests.

h) Establishing AMPI as the leading authority on all matters relating to marine pilotage in the Australasian region.

i) Representing Australasian marine pilots internationally through membership of AMPI.

Please feel free to comment on this as we can, as an organisation, raise the standards by adopting this sort of attitude. They intend to publish it to show the level of commitment required to service the shipping industry in Australia. Linkedin or the Website forum can be the forum venue now for this discussion.

There is also a need to appoint a board of “expert witnesses” from among us to front issues as they arise. For example Tankers, Container Ships, Offshore incidents, Marine Oil spills etc. This is something NZMPA executive are looking into. I can see the heads ducking from here.

In the spirit of closer ties, there is hope that AMPI will bring a workshop to NZ, possibly Auckland and sometime next year which should be a must for as many people as possible. I will keep you posted on developments. But all that aside, the workshop was a very informative and worthwhile exercise. So until next time, keep safe and between the anchors.
Slow Boat to Tauranga

Paul Drake

Being over-carried to the next port is one of the hazards of being a Wellington Pilot. Sometimes, in bad southerly weather, there is no other way of getting ships to sea other than to resign oneself to being stuck on the ship until it reaches the next port. Such was the case on January 8 2012 – poor visibility precluded the leading option, and the depression which finally parted the two halves of the “Rena,” aground on Astrolabe Reef, made disembarkation outside Wellington’s entrance impossible. This was a low-powered, lightly laden log ship – nothing was in my favour on this particular Sunday afternoon.

My ship is the “TPC Wellington”, built as the “Triumph”, yard number 10133 at the Oshima Shipbuilding Co Ltd, Japan, and launched in November 1990. She has paid for herself many times over, I would say, with not much being spent on non-essential maintenance. My companions number 21 – 8 Korean and Indonesian officers and 13 crew from Myanmar. Good, cheerful people: a happy, well-run ship.

I have been over-carried about 8 times during my 31 years as a Wellington Pilot. It is never something I have enjoyed, although the voyage to Auckland on the cruise ship Crystal Harmony some years ago was not without its pleasures. The one or two days of sudden enforced idleness always comes as a shock to the system. This time I resolve to make the very best of it. At “budget” speed, which rarely reaches 10 knots, the passage to Tauranga will take more than two days. What to do? Why not write something for the Pilots magazine? So here it is.

I discover that TPC stands for Trans Pacific Carriers. I discover that the bunk in the Pilot’s cabin has a typically hard mattress and nearly non-existent bunk boards. The ship is rolling 30 degrees each way when we clear Cape Palliser and staying in my bunk requires a special technique, which I nevertheless invent with some satisfaction. The deck in my cabin is awash with apple juice. Earlier, the mess boy (as he is called on this ship) has delivered a tray to my cabin. Fresh fruit, and a carton each of milk and apple juice. The apple juice carton splits as it hits the deck when the ship rolls. Fortunately the milk carton survives.

The Captain kindly presents me with a brand new toothbrush, still in its packet, and a full tube of toothpaste. I accept graciously, even though I have my own tooth cleaning equipment. No Wellington Pilot ever leaves home without it. I enquire about showering, since the shower in the Pilot’s cabin is occupied by the officers’ washing machine. The third mate is tasked with finding me a shower. The ship’s hospital is selected. Typically dilapidated, it does have a bath-tub, and a shower over it which works. I ask for a razor and our cheerful Captain presents me with one, which he highly recommends.

I search for reading material. The officers smoke room is dilapidated like the hospital, and clearly never used. But I do find a solitary golfing magazine in my language. A pity that I have no interest in golf. A general enquiry produces seven ancient National Geographic magazines, which are my life saver. Carefully rationed, they last the distance.

Our Captain tells me that his ambition is to be a Pilot in Korea. The entry examination covers three subjects – regulations, ship-handling, and written English. Apparently the latter is the stumbling block for many, and our Captain takes every opportunity to develop his English language skills. The night order book makes interesting and impressive reading. One entry concludes with “Always awaiting your call”. And another – “And I’m your support! Do not hesitate to call me at any time! All the best for yourself!” And on the first, rough night out of Wellington – “We’re trying to be good seamen now!”

The weather improves as we progress northwards at snail pace. A routine develops. My cabin is on the bridge deck, so that a visit to the bridge before breakfast begins my day. Korean-style breakfast is followed by an hour or two on the bridge with my magazine and a chat with the third mate. A pre lunch snooze seems to work, sometimes followed by an after lunch snooze as well. A walk around the outside decks passes for exercise – even up to the monkey island on a sunny day. I wash out my socks, and rig a drying line on the bridge wing. What luxury – a clean, dry pair of socks. My cell – I mean my cabin – has no opening window. The forced ventilation is noisy and warm – needless to say, the air conditioning
does not work. But in a way it is quite restful, this great voyage I have found myself a part of. No TV, no radio, no music, and no cellphone coverage. My companions seem happy with their lot. This is their life.

It seems like a month, but two days and five hours after leaving Wellington I finally disembark onto Tauranga’s fine new pilot launch. We are surrounded by flotsam from the wrecked “Rena” – there she is away to the south, now in two pieces, with two large tugs standing off. Waiting and watching. A sad sight. The bridge team on TPC Wellington show no interest, as if bits of ships on reefs is an everyday sight in their world.

I exchange brief greetings with the Tauranga Pilots at the top of the ladder and then I am gone, leaving behind a little community of people typical of ships crews everywhere. The seafaring life seems so different to what it was when I was at sea more than 30 years ago. The GPS has taken all the interest out of position fixing. Personal laptops have destroyed any kind of face-to-face social interaction. I am glad I am not a seafarer anymore. But my respect for those who do ply the oceans is confirmed. They take it all in their stride, and the average shore-sider has little understanding of the seafarers lot - which I have always found surprising, considering the maritime nature of our little country.

Paul retires later in 2012 after 4 years as a tug-master and 31 years as a Pilot at the Port of Wellington. He has five adult children and has a passion for vintage wooden boats and choral singing. He is currently a tenor in the choir of the Wellington Cathedral of St Paul.

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**Sailing Pilot Cutters**

*Hugh O’Neill*

Next year sees the centenary of sailing gaff sloop “Jolie Brise” built in 1913 for Le Havre pilot service. Though she only carried pilots until 1916 before steam displaced sail (N.B. the Otago pilot boat Kotiki of 1905 was a motor launch), it is remarkable to consider the tenacity of sailing craft both large and small – still being built long after the oil-fired steam-turbined battle-ship “Dreadnought” of 1905 and ocean liner “Titanic” in 1912. For this reason, Trinity House pilots (until 1950’s) had to have sailing experience to offer a full service.

“Jolie Brise” is still sailing today having been run by Dauntsey’s School (in the South of England) since 1977. One day (in Plymouth’s Millbay docks) the crew invited an American yachtsman aboard for a cup of tea, when the seed of an idea took root: it was many years before Laurence Etheredge finally realized his dream and built his replica named “Steadfast”. There is a superb article “A Steadfast Man and His Boat” written by Ingrid Code (steadfastsail.com). The vessel was launched only in 2006, having taken 16 years to build almost single-handed, whilst also establishing a vineyard in Albany, (West Australia). Her home these days is in French Pass, Marlborough Sounds and she is available for day charters and longer cruises, with 8 berths in the main and forward cabins. I took my family for a couple of day sails this summer and they are very keen to go for a longer cruise next summer. My wife is no sailor but she surprised me with her enthusiasm and active involvement in setting and handling sails. Big boat sailing, good company, great scenery and lovely grub.

Largely focused in Falmouth UK, this class of traditional working sailing vessel has undergone a renaissance these last 20 years with dozens of new builds, restorations, annual gatherings and races. Sailing such beautiful vessels is quite different to modern yachting and time takes on a more peaceful dimension. Designed to be handled by one man and a boy, there is as much or as little work as you care for. The added attraction for me was that it was a taste of history since this is how most pilots went to work for hundreds of years before the 20th century. There was competition in the old days among Bristol Channel pilots and the work would be awarded to the first vessel, thus there was a commercial edge in combining good sea-keeping with speed. I was once told that the term “Ship-shape and Bristol-fashion” was a reference to the smartness of the pilot cutters, but this may not be the case since it may refer more to the fact that ships had to be built strong enough to take the ground in the 30ft tidal range off Bristol.
Above: Steadfast and (inset) her creator Laurence Etheredge from Ingrid Code’s article. Below: Lines Plan of Jolie Brise showing her bluff bow, long keel and generous counter stern.
Is your judgement clouded?

Make it clear

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