



News & Views

Newsletter of the Nautical Institute

- New Zealand Branch -

July 2004, Issue 94

CHAIRMAN'S MESSAGE

Welcome to the latest edition of News and Views. You will all recognise the different format and some of you will be reading this via email. The Committee welcomes any comments you may have on this matter. The change in format is coincidental with the change in Secretary of the NZ branch. As many of you know, our faithful stalwart Captain Nick Edwards relinquished his secretarial post at the last AGM. Nick has been an unsung hero for the branch and his sterling work in managing the correspondence, finances, members list plus of course News & Views, has ensured great cohesion for all members in New Zealand. On your behalf I wish to publicly thank Nick for all his hard work and I, like the other chairmen over the last 8 years, would have been lost without him.

I know that our new Committee have some splendid ideas for future meetings and articles. I am delighted that we are trying to include more of our outport members in branch discussion and workings so I hope that the recently established website will provide just the medium by which we can achieve the aim. The fact that this message has been sent from sea in time for publication is a testament to the "electronic advantage".

I trust you will enjoy the articles and if you find a nautical snippet which may be worth sharing then please feel free to contribute to future editions.

Yours aye

David Hedgley, FNI

CHAIRMAN'S REPORT - AGM

It has now been just over a year since I "volunteered" to take on the role as your Chairman of the NZ Branch and I must admit to having wondered where the months have gone!

Whilst the branch has not seen any significant changes over the last 13 months I do feel that it has continued to provide members with opportunities to share and learn more about the maritime profession as well as bring to light some of the important issues we face here in New Zealand. The NI continues to participate in discussions and forums on National maritime matters and I am delighted that we have been able to use the services of members NOT resident in Auckland to ensure that our contribution is National and not regional. Although our input into some of the deliberations has not been significant, I am delighted that our voice is still welcomed and very much valued.

New Zealand Branch website activated

It is our goal to truly represent all our members throughout New Zealand. In order to achieve this and thanks to the efforts of Larry Robbins, FNI, we have now activate the New Zealand Branch-website www.nautinst.org.nz.

It is still early days and much of the site is still in development, we would like to ask for your input on what you would like to see or find on this website. There is a direct link to the main Nautical Institute website and we do not want to copy information that is available from that site – however we envisage that this website should provide the New Zealand point of view. We would like to work through our Port Liaison Officers to update you on activities in each major port area and we would like to hear from you if you have a personal message for a message board (or for this newsletter) – these could be messages of promotion, change of business or developments in your business, career changes or any other issue related to the objectives of the Institute.

I have been particularly pleased with the content of some of the meetings we have enjoyed throughout the year and in June I found Paul Stanley's presentation on Electronic Pilotage aids particularly interesting. It was a bit disappointing to note that a very small select few were able to attend but I do know that we were all impressed by the technology and its accuracy for the embarked pilot. The evening almost failed at its first hurdle when Paul and I decided to lock the door of the Volunteers Room where all of his expensive equipment was awaiting his later attention. Unknown to both Paul and myself no member present had the key to the door and our host, Larry Robbins was off to enjoy himself at a cocktail party on board a Japanese Navy Destroyer berthed on Princes Wharf. Facing a possible disaster with all the attendees on one side of the door and the presentation on the other I decided to gatecrash the cocktail party, seek out Larry and obtain the key to regain access. This was achieved with minimal fuss but a surprised look on Larry's face seemed to indicate that he was worried we might have changed the venue for the evening. However access was regained and the evening was a great success.

Our August meeting was again an excellent introduction into some new technology. This time Captain Kees Buckens gave us a marvellous insight into the Automatic Identification System (AIS). His presentation ranged from highly technical explanations on time-shared pulse information to easy to understand concepts of collision avoidance.

For me this was a new subject and I was grateful to have had the opportunity to become informed about something which will affect the way we operate at sea in the not too distant future.

Our planned meeting for December to discuss the issues of multiple use of the Waitemata Harbour had to be postponed to February this year. There were various reasons for the postponement not least of which was the fact that both the Chairman and the Secretary were overseas for a large part of the latter part of the year and it proved difficult to get all the

arrangements in place in sufficient time. As it was, I found myself at sea in January this year as the new Commanding Officer of this ship and I was once again away for the forthcoming forum. That said, the evening in February was a success and the 18 or so members were able to hear some lively discussions. Many of you will have read a summary of the meeting in the April's Seaways magazine. I am grateful for all those who took part and particularly for Mark Rothwell who chaired the panel on my behalf. One of the outcomes of the forum was for the branch to become more involved in professional and recreational harbour users groups and also to call on our Naval members to see if the Bridge Simulator may help in improving the educative process. I think we have the opportunity to act as a sounding board for many maritime issues in NZ and I would wish that the Nautical Institute is always seen as a point of contact for rational and well considered discussion.

Financially we are on a sound footing and I am pleased to report that we have recently received LAST year's subvention from Head Office. The reason for the delay in application was the fact that the accounts were fairly healthy coupled with the prolonged absence of your Chairman and Secretary. I am pleased to report that the amount received was more than we asked for, which is always good news so we now have sufficient funds to be able to purchase a Laptop computer for use by the Secretary. In addition we still have funds in the Hobson's Wharf account which continues to be used to provide small snacks at our meetings. The committee will prepare a budget for the 2004 year and it is envisaged that a much smaller subvention will be required for 2004.

I see the provision of a Laptop computer as an advance in technology which is now long overdue. Although the branch does have a computer, printer and scanner, the WINDOWS 3.1 operating system is not really compatible with many of today's applications and Nick has increasing had to resort to using his own computer for NI business. Increasing use of email and access to the Intranet is now becoming the norm and unless we embrace and invest in the technology there is a danger we will lose our professional edge. Many of you will already receive mail and article via email and I

would like to see the NZ branch become more electronically capable. Keeping in touch with our people at sea or overseas or more especially outside Auckland is a good way of ensuring that the continuity of the NZ branch is alive and well. I suppose the establishment of a branch website is a dream for the future but probably a good deal more feasible today than it was five years ago!

Finally I wish to acknowledge the contribution our retiring Secretary, Captain Nick Edwards, has made over the last 8 years. Nick's production of News and Views has provided us all with an excellent complement to Seaways on a regular basis and his trawl of the maritime magazines and web sites has ensured that we all get to know about the issues which really matter. Nick on behalf of all members of the NZ branch of the Nautical Institute thank you very much.

ANNUAL GENERAL MEETING

Thirteen members and a guest gathered on board HMNZS "Endeavour" for the Branch Annual General Meeting on the 20th May 2004. The meeting, held in the Wardroom, was called to order at 1910hrs, by the Branch's Chairman and Commanding Officer of "Endeavour", Commander David Hedgley, who welcomed all those present.

Apologies were received from Captains, Meek, Pidgeon, M.Smith, Stanaway and Weber. The Minutes of the meeting held on the 15th April 2003 were taken as read. Matters arising included the subject of Seaman's I D books, which had been raised by the previous Chairman, Trevor Whelan. This was again discussed with the added relevance to the forthcoming coming into force of the ISPS Code. The question of making more use of the internet for Branch business, as proposed by Mark Rothwell. David Hedgley advised that the Branch was shortly to purchase a laptop computer, and this would help achieve this. Nick Edwards advised that only about half the membership had advised him of

their email addresses. Barry Thompson said he would far prefer a hard copy newsletter.

Correspondence was tabled and approved. Accounts for 2003, audited by Committee members, left a balance of \$361.64 in the Administration Account and \$278.27 in the Hobson Account.

The Chairman then read his report, which follows the AGM report.

Election of Officers. Nick Edwards had already announced his intention of stepping down as Secretary and also from the Committee. Mark Rothwell also advised his intention to step down from the Committee due to his heavy workload. Kees Buckens had already advised that he would stand for the Secretary's position, and was duly elected to the Committee. Mark Longstaff had indicated his interest in becoming a Committee member and was also elected.

Officers and Committee Members for 2004

Chairman:

Commander David Hedgley FNI RNZN*

Deputy Chairman:

Captain Alex More MNI *

Committee:

Captain Kees Buckens FNI

(Hon Secretary/Treasurer)

Captain Bob Hawkins FNI

Lt Cdr Mark Longstaff MNI RNZN *

Captain Mike McDonnell MNI *

Captain Margaret Pidgeon MNI *

Captain Mike Smith MNI *

Captain Robert Weber MNI

Captain Trevor Whelan MNI*

* Seagoing

New Business

Alex More raised the topic of the use of AIS, reporting that there was little evidence of its proper use during his last tour of duty in the Arabian Gulf.

Bob Hawkins reported on his visit to Head Office in London, among the items discussed were Port Liaison Officers. The Secretary advised there were still Liaison Officers in most ports and all new joiners and those relocating from other Branches were advised of their contact details.

The subject of the Branch having a Web Page was again discussed. It was agreed that this be

investigated further, with Larry Robbins offering to help in setting up such a site.

The business part of the meeting concluded at 2035hrs

BRANCH NEWS

Introduction

Last month I took over from Nick Edwards as secretary of the New Zealand branch of the Nautical Institute, a hard task master to follow. This being the first newsletter that I generate, I would like to take this opportunity to introduce myself. My name is Kees Buckens, I'm a lecturer at the New Zealand Maritime School and course coordinator for the Foreign Going programme. I started my sailing career with Shell Tankers sailing on a variety of tankers, from VLCC's to Black, White and a 13,000GRT Lube oil tanker. After eight years I decided on a change and worked on HAL's fleet of cruise vessels for the next 20 years, the last eight of which as Master. In 2001 I came ashore when I was hired as lecturer at the Maritime School.

In the first year ashore I have met quite a few of you as I was very involved in the STCW upgrades. Since then issues such as the development of ECDIS and AIS, the introduction of the ISPS code, the ongoing and increasingly more violent piracy attacks at sea and the criminalisation of the seafarer are on the top of my list of interests.

It is particularly the latter issue that concerns me most. This has only been aggravated with the introduction of the ISPS code. In many ports of the world the seafarer is treated on par with criminals and terrorists. Shore leave is at the grace of the port official and that is after being interviewed at all hours when the ship enters port, having complete disregard of hours of rest or any other ILO convention. Being arrested for making a telephone call home from a telephone booth at the foot of the gangway is an example to illustrate my point. It seems an almost daily occurrence that a seafarer is arrested, usually due to ignorance of the seafarer of the established

regulations. But ignorance of the law is not an excuse! Traditionally we have been able to make "things" work, even when the resources or time were not available. When on arrival a departure time was set, it was most unusual to deviate greatly from this time, whatever the challenge, even when it meant that corners were cut and regulations were bent. I must stress to all of you that this is no longer an acceptable way to operate the vessel. More so than ever before all i's need to be dotted and the t's to be crossed. A risk assessment should be conducted before every operation, however insignificant it may seem at the time. Shortcuts or a departure from the rules, in order to save time or money in the short-term, will cost you dearly at the end of the day. A criminal record may be the least of your worries after your house is impounded, to pay for the huge personal fines that you attracted to "help" the company, or when your family is without provider as you serve time. The SMS is a powerful tool that you have in your arsenal to defend yourself at all times. If you can demonstrate that you have followed the books, checklists and best seamanship throughout, you will stand a good chance of making it home to family and loved ones after each sailing period.

If you have an experience with any of these or other serious incidents I would like to hear from you and, with your permission, print them in this newsletter.

AROUND NEW ZEALAND

Activities reported by our Port Liaison Officers and other members around New Zealand.

First for Napier

The NZ Branch of the Nautical Institute congratulates the Port of Napier who became the first of 19 New Zealand port facilities to achieve full compliance with the new ISPS security requirements on 12 May.

Team New Zealand on the move

On Wednesday 7 July the Emirates Team NZ boats were loaded on board "PONL Botany". The two Americas Cup boats (NZL57 and 82) were loaded with their keels attached, in cradles over the stern of the ship using the 60 tonne 2PMC portainer. The tender was rigged to carry 3 of the NZ boat masts and was lifted out of the water, cradle attached, and walked back and over the stern into position on the ship's after deck space. The Yachts will be discharged at La Spezia in Italy and the tender (with masts) will tow the yachts to Marseilles and then later on to Barcelona for regattas later in the year.



New Harbourmaster Appointed

The Auckland Regional has appointed John Lee-Richards as Auckland's new Harbourmaster and Regional On-Scene Commander

Mr Lee-Richards comes to the ARC from the Maritime Safety Authority (MSA), where he has served five years in a variety of senior roles including National On-Scene Commander for oil spill response. He has also worked as Deputy Harbourmaster and Regional On-scene commander for Northland Regional Council and served in the Merchant Navy.

As ARC Harbourmaster Mr Lee-Richards will be responsible for enhancing the region's capability for oil spill response and coastal pollution, he will also have key roles in the area of water safety education, risk management and responding to a new Ports and Harbour Safety Code (see MSA update).

Since Ports of Auckland Limited comes under the Auckland Regional Holdings umbrella, from 1 July, the Harbourmaster will have a key role in maintaining a transparent relationship between the ARC and Ports of Auckland in terms of ARC's statutory role to manage navigation and safety.

Mr Lee-Richards took up his position on June 14 replacing former NATO Commander James McPetrie who has retired after 15 years as ARC Harbourmaster.

International Sailor's Society Auckland

Your secretary attended the ISS - AGM on 22 July in Auckland. The thrust of the meeting was that although the numbers of daily visitors to the centre are fairly low, the need of the centre has not diminished over the years. The Chaplain, ISS members and volunteers are doing great work for seafarer's welfare while ships are in port in Auckland. The introduction of the ISPS code has had significant negative effect on the seafarer in general, some ports refusing to allow the crew to go ashore, while in other ports the Chaplain and designated ship visitors were refused permission to board ships. ISS is working closely together with shipping companies to prevent the latter.

Wind-turbines for Napier

The largest shipment of wind-turbine blades ever exported from Britain has left Associated British Ports' port of Southampton aboard Atlas Gracht, the longest vessel to be operated by Vestas Wind Systems, formerly NEG Micon Rotors, on 5 July 2004. A total of 60 sleek 35-metre aerodynamic wind turbine blades were loaded on to Atlas Gracht and stacked in a unique formation three blades high. The blades are destined for Napier port in New Zealand and, once constructed, the wind turbines will be capable of producing more than 30 megawatts of energy - or enough energy to power around 30,000 homes. (*Lloyd's list, 5 July 2004*)

All systems go for Shell's gas project at Pohokura

SHELL'S NZ\$900m (US\$560m) Pohokura offshore gas project in New Zealand is set to move ahead after the partners approved the field development plan and made the final investment decision, writes Martyn Wingrove. Shell Todd Oil Services will lodge a mining permit with New Zealand's Crown Minerals division before moving ahead with Pohokura. The development plan involves installation of an unmanned wellhead platform and two 10 km subsea pipelines to an onshore terminal on the west coast of the North Island. The onshore terminal will have a design capacity to produce 200m cu ft of gas and 15,000 barrels of condensate per day. "It is now all systems go for Pohokura. The final investment decision follows the sale of the first tranche of gas in Pohokura by Shell," said Ajit Bansal, commercial manager for Shell New Zealand Exploration and Production. "We are confident that the project is on track to deliver first gas in mid 2006. Shell is very aware that Pohokura needs to be up and running in a timely manner." Gas from Pohokura will reach the domestic market at the same time as gas deliveries from the offshore Maui field are decreasing. "The project will prove to be every bit as vital to the future energy supply of this country as Maui was when it commenced production 25 years ago," said Dr Bansal. Shell's partners in Pohokura are Austrian oil company OMV and New Zealand's Todd Oil. Contractors are lining up bids for the offshore and onshore terminal work. Australian companies Worley and Clough are front runners for the work to build and install the wellhead platform. New Zealand's Fletcher Construction could be a leading player in building the onshore terminal. (*Lloyd's list, Tuesday July 06 2004*)

Spirit of Enterprise report published

Investigation by the Transport Accident Investigation Commission into the part c.c. Spirit of Enterprise accident at approximately 1420, Aug 16: As Spirit of Enterprise crossed the Manukau Bar, it encountered several large swells, causing it to pitch heavily. The ship's rudder struck the seabed with sufficient force to fracture the rudderstock causing the loss of the

rudder, thus disabling the ship. Safety issues identified were: Insufficient "real time" environmental information, pre-accident cracking of the rudderstock, possible pre-damage to the rudderstock from a previous grounding and the jamming of the flap actuating mechanism, adequacy of the rudderstock size despite the high-strength steel design. Safety recommendations were made to the Manager Marine Services of Ports of Auckland Limited and the Chief Executive Officer of Bureau Veritas classification society. (*Lloyd's list, 5 July 2004*).

MSA UPDATE

Info obtained from the MSA quarterly news letter.

Rescue Coordination Centre NZ goes live

On 5 July, the Maritime Safety Authority opened the new Rescue Coordination Centre of New Zealand. This centre will be responsible for the coordination of all major maritime and aviation search and rescue missions within New Zealand.

The MSA and Civil Aviation Authority have worked together to establish the Centre, which operates 24 hours a day, seven days a week from Avalon in Lower Hutt.

The RCCNZ will take over the coordination of missions within New Zealand's search and rescue area from the National Rescue Coordination Centre, which was operated by the CAA.

The sinking of recreational fishing boat **Time Out** off the coast of Oamaru last year highlighted the need for a better resourced rescue coordination centre, with the subsequent ministerial review recommending the establishment of a new centre operating around the clock, throughout the year.

The RCCNZ will be responsible for coordinating all Class III search and rescue missions within New Zealand's search area, for both aircraft and ships. Class III searches require the coordination of national and international civil and military resources.

The RCCNZ will also provide support and advice to the New Zealand Police during Class II search and rescue incidents. Class II search and rescues are coordinated by the Police with the support of other organizations such as Coastguard if required.

The RCCNZ is co-located with the MSA Maritime Operations Centre, which provides radio coverage of the country's coastline and out at sea. These two operations will work closely together to ensure a quick and efficient search and rescue response.

At present, the MSA and CAA have a Memorandum Of Understanding which gives the MSA responsibility for managing the new centre. New legislation will be introduced to Parliament to formally transfer the responsibility for Class III search and rescues from the CAA to the MSA.

Ships banned from coastline

In May the IMO approved a significant world-first decision to ban ships from an area off the northeast coast of the North Island. The area is a coastal strip extending five nautical miles from land between Bream Head and Cape Brett north of Whangarei, and also includes the area around the Poor Knights Islands. The ruling which comes into effect on 1 December 2004 will be designated as off-limits to ships greater than 45 meters-long.



Ballast Water convention adopted

The long awaited Ballast Water convention was adopted at the latest meeting of IMO but is not yet ratified and passed into law in New Zealand. Before arriving in New Zealand waters, ships are already required to exchange ballast mid ocean. The Convention requires that most new ships will meet the discharge standard for treated ballast water by 2009. Existing ships will have up to another five years to comply with this standard.

New port & harbour safety system

The development of a national safety management system for port and harbour safety is on track for implementation during the next couple of months. This follows an intensive and thorough industry consultation.

The new system covers four documents comprising a variety of safety codes and systems. These are the New Zealand Port and Harbour Marine Safety Code, Guidelines for Port and Harbour Risk Assessment and Safety management, Guidelines for Providing Aids to Navigation and Guidelines of Good Practice for Hydrographic Surveys in New Zealand Ports and Harbours.

Thanks to the hard work of Captain John Brown, MNI, the Branch was fully involved in the consultation process.

MSA seminars

From time to time the Maritime Safety Authority holds seminars in various regions. These are your opportunity to find out what the MSA is doing and how you will be affected, get some best practice advice, network with industry and, most importantly, have your say on key issues facing the industry. These free, full day, seminars are open to anyone involved in the commercial maritime industry. Details about these seminars will be posted on the MSA website.

Safe Ship Management meetings 2004

MSA will be holding SSM meetings throughout the country during July, August and September.

The meetings are designed to provide you with the opportunity to talk directly to the MSA's Safe Ship Management team on a wide range of issues,

including the SSM manual, the Code of Practice, owner and skipper responsibility, Health and Safety in Employment and the training of seafarers. If you want to hear about the latest developments in SSM and to have your say, make sure you get along to the meeting.

The MSA will be represented by Arthur Jobard (Manager Safety Management Systems), Bruce Bradley (Nautical Adviser Safety Management Systems) and your local Maritime Safety Inspector.

Health and Safety in Port Operations



The new code for health and safety on the waterfront and on ships seeks to assist ports and workers to improve occupational health and safety performance in general. It replaces the General

Harbour (Ship, Cargo & Dock safety) Reg's.

For further information and details on these reports, please visit the MSA website www.msa.govt.nz

IMO CORNER

From IMO website and other sources

Secretary-General Mitropoulos pays tribute to the efforts made to implement the ISPS Code

IMO Secretary-General Efthimios E. Mitropoulos has welcomed the major effort made by Governments and the shipping and port industries to improve maritime security in the weeks and months leading up to the entry into force of the ISPS Code and related security measures today, 1 July 2004.

Mr Mitropoulos said that, all over the world, a huge amount of work has been undertaken in the period leading up to the entry-into-force date to ensure the highest possible level of compliance.

Figures given to IMO by Member Governments indicate that more than 86% of ships and 69% of port facilities had their security plans approved by 1 July 2004 and the figures are rising rapidly.

Mr Mitropoulos said, "I think we now have to look on the positive side and remember that the prime objective of this work has been to increase awareness of the real and present threat of terrorism, explain the implications of the ISPS Code and how best to implement it and, in so doing, raise the shipping industry's defences to protect it and seaborne trade from any act of terrorism. There is no doubt that that has been done, the defences are significantly higher than they were before, and we must now ensure that they continue to rise. While I appreciate the efforts made worldwide to achieve the set objectives, I also acknowledge with appreciation the tremendous work done by the IMO Secretariat, both at the legislative level and at the technical assistance and co-operation one, to contribute to today's results and the establishment of an adequate maritime security infrastructure to keep terrorism at bay. Their commitment and dedication are most commendable"

Mr Mitropoulos acknowledged that there had been administrative bottlenecks in the run up to the entry into force date and that, without them, the reported 56% of International Ship Security Certificates (ISSC) issued by today would have been higher. "But," he added, "important though certification undoubtedly it is, what really counts is the work that has been done on the ground: security officers appointed on ships, in companies and port facilities, training undertaken, security plans drawn up, awareness raised, and vigilance heightened."

Mr. Mitropoulos said that, from the outset, even before the SOLAS amendments and the Code were adopted, the SOLAS Contracting Governments and the shipping and port industries knew very well that they were to face a very challenging task; that there would be a need for prompt action, within a very limited time, by all parties concerned. He said that, during the last few months, the SOLAS Contracting Governments and the industry, in view of the importance of meeting the challenges posed by the new security measures, had intensified their efforts to comply with the requirements.

At the same time, Mr Mitropoulos was eager to stress the importance of achieving a proper balance between the need for a robust international security regime and the need to ensure the continued flow of global trade. He expressed the hope that whatever disruptions might ensue would be kept to a minimum, calling for a pragmatic approach following the entry into force of the new measures.

He also spoke of the need for security to remain a high priority throughout the industry, even after the additional impetus given by the entry-into-force had diminished. He said, "Throughout the implementation period, IMO has repeatedly urged Governments and the industry to take steps to increase awareness of the potential dangers and to encourage ships' crews to be vigilant and alert to any security threat they may encounter. Great emphasis has been placed on the entry-into-force date, but the real challenge is to ensure that, now that date has passed, we do not allow ourselves to relax and adopt any complacent attitude."

Mr Mitropoulos acknowledged that there was a likelihood of teething problems in the early days of the new international maritime security regime and he pledged that IMO would do whatever it could to assist the smooth implementation of the new measures and the provision, through the Organization's technical assistance programme, of any advisory and other services required to assist Governments to establish the required infrastructure. "It will only be some time after 1 July 2004 that we will be able to establish clearly what the actual situation is and then, if necessary, start taking appropriate action. It is our intention to monitor developments closely during the initial period of implementation so that any appropriate action, including technical assistance for those Governments that need and request it, can be taken."

The two New Zealand-registered vessels which achieved compliance are coastal tankers Kakariki and Taiko. Opua, in the Bay of Islands, is the only port out of 19 in the New Zealand not to have made the compliance deadline. However, Opua is not a

trading port and it expects to have the necessary security in place before the arrival of its next international cruise ship caller later this year. (Shipping Gazette, 3 July 2004)

Golden anniversary at IMO

It was a special anniversary that deserved both praise for past achievements and a note of caution. The recent 50th meeting of the International Maritime Organization's safety of navigation sub-committee reminded the several hundred delegates present of the humble beginnings of this critical technical body, which more than 38 years ago held its first meeting with a total of 37 participants (all gentlemen, by the way!) from 33 countries.

Their expertise was called upon in the first instance to seek practical ways of reducing the incidence of ships' collisions. It was not so much the sub-committee's subsequent enlargement, whether in terms of the number of delegates from both government and industry, or the volume and diversity of work, which gave the greatest cause of satisfaction. Rather, it was "the quality of its output", as the IMO's chieftain, secretary-general Thimio Mitropoulos, put it. It was important to bear in mind, then, that all the measures that had been promoted by the sub-committee, since its inception in 1966, had served the central objective of the IMO in good stead.

As Mr Mitropoulos stressed, this central objective was to ensure navigational safety in the interests of the uninterrupted flow of shipping traffic which was so essential to seaborne trade and the world economy as a whole, while observing the rights of coastal states concerned.

Balancing the legitimate concerns, and rights under international law, of shipping nations and flag states with those of coastal states may arguably have become a more difficult task for the IMO since the entry into force, 10 years ago, of the United Nations Law of the Sea Convention. Of immediate urgency is the issue of international (deep sea) mandatory pilotage. Without changing the fundamental principles of Unclos on freedom of navigation in international waters and rights of unimpeded transit passage in straits used for international navigation, the IMO member governments will have to draft appropriately transparent and detailed provisions for inclusion into existing or new IMO instruments.

Sewage regulations adopted

The revised MARPOL Annex IV regulations for the prevention of pollution by sewage was formally adopted at the IMO's Marine Environmental Protection Committee meeting in April and is expected to enter into force on 1 August 2005. The sewage regulations apply to new ships engaged in international voyages, of 400 GRT and above or which are certified to carry more than 15 persons. Existing ships will be required to comply five years after the date of its entry into force. Discharging sewage will be prohibited, except when the ship has an approved sewage treatment plant and is discharging treated sewage more than three nautical miles from the nearest land; or if it can hold untreated sewage and only discharge more than 12 nautical miles from the nearest land.

Tuvalu becomes Member of IMO

Tuvalu has become a Member of IMO, following its deposit, on 19 May 2004, of an instrument of acceptance of the Convention on the International Maritime Organization, as amended, with the Secretary-General of the United Nations.

With the accession of Tuvalu, the number of IMO Member States stands at 164, with three Associate Members, which are: Faroe Islands (Denmark); Hong Kong (China); and Macao (China).

Air pollution rules to enter into force in 2005

Regulations for the Prevention of Air Pollution from Ships are set to enter into force on 19 May 2005, following the ratification by the Independent State of Samoa of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

The 1997 Protocol to the MARPOL Convention, which includes Annex VI, enters into force 12 months after being accepted by 15 States with not less than 50% of world merchant shipping tonnage. Samoa, the fifteenth State to ratify the instrument, deposited its ratification on 18 May 2004. Annex VI has now been ratified by States with

With the entry into force of Annex VI, the full set of MARPOL international regulations for the prevention of pollution by ships will be in force.

The regulations include a global cap of 4.5% m/m on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel once the Protocol comes into force. Annex VI contains provisions allowing for special "SOx Emission Control Areas" to be established with more stringent controls on sulphur emissions. In these areas, the sulphur content of fuel oil used on board ships must not exceed 1.5% m/m. Alternatively, ships must fit an exhaust gas cleaning system or use any other technological method to limit SOx emissions. The Baltic Sea Area is designated as a SOx Emission Control area in the Protocol.

Annex VI prohibits deliberate emissions of ozone depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations containing ozone-depleting substances are prohibited on all ships. But new installations containing hydro-chlorofluorocarbons (HCFCs) are permitted until 1 January 2020.

Annex VI also sets limits on emissions of nitrogen oxides (NOx) from diesel engines. A mandatory NOx Technical Code, which defines how this shall be done, was adopted by the Conference under the cover of Resolution 2.

The Annex also prohibits the incineration on board ships of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

Greenhouse gas emissions

As Annex VI does not cover the emission of greenhouse gases from ships, the IMO Assembly in November 2003 adopted resolution A.963(23) on *IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships*.

PIRACY REPORTS

Piracy killings double in first half of year

THE number of seafarers killed in piracy attacks almost doubled in the first six months of 2004, rising to 30, as compared to the corresponding period last year, according to the International Maritime Bureau. Ships were boarded in 130 cases, while eight were hijacked. There are also “worrying signs” that opportunist thieves are becoming increasingly organised, the anti-piracy watchdog added. The main consolation is that the overall number of attacks has fallen markedly from 234 to 182 in the period under review. Indonesia - which recently accused the IMB of exaggerating its piracy problem - is said to have seen the highest number of attacks.

Piracy incidents in Indonesian waters totalled 50, making up over a quarter of the work total.

It was also the scene of the worst violence, the IMB added, with many attackers armed with guns and knives. “There are no signs that the number of attacks will drop unless Indonesia takes serious steps to address the problem,” the IMB in a statement. The claim could reignite the IMB’s spat with Admiral Bernard Kent Sondakh, the head of Indonesia’s navy.

Adm Sondakh told a local magazine last week that the IMB figures for piracy in Indonesia were higher by a factor of six than navy statistics. *(By David Osler, Lloyds list, Monday July 26 2004)*

AROUND THE WORLD

ISPS no joking matter

The Turkish-flagged bulker Cenk Kaptanoglu, held at anchor on the US East Coast since noon on 22 July after the ship’s captain was arrested and charged with making a false bomb threat, was cleared on Saturday and was allowed to proceed into Philadelphia to discharge its cargo of 13,000 tonnes of steel. A new master was placed on the vessel by Istanbul-based operator Kaptanoglu Group, while its previous master – Yidiram Bayazer Turmer – awaits a bail hearing

in a Wilmington, Delaware jail. Turmer, 46, is charged with making false statements to a federal officer and filing a false bomb threat, two felonies that could bring up to 15 years in federal prison. Angry over being delayed by a Coast Guard inspection early on Thursday, Turmer told the boarding party there was a bomb on board that would explode upon arrival at port, the Coast Guard told Fairplay. “We take all threats of violence seriously and will do everything in our power to protect the American people,” said Commander Spencer L Wood, acting Captain of the Port of Philadelphia.

TECHNOLOGY CORNER

In recent weeks four AIS base stations have been brought ‘on-line’ in the REEFREP region. These include three AMSA base stations left over from the 2000/01 trials, upgraded to the relevant international standards, and one station installed by Maritime Safety Queensland (MSQ) .

They include

- Hammond Island (Torres Strait)
- Mt Yarrabah (Cairns),
- Pelorus Island
- Hay Point

Preliminary information from the four operational stations suggests:

- Up to 70% of SOLAS shipping transiting the region has AIS fitted and can be monitored, when in the footprint of a base station.
- Typical maximum detection ranges are 40-50 nautical miles and provides VTSOs with advanced notice of vessels entering the region.
- Some problems associated with installation and the configuration of AIS units onboard ships are being observed. These are consistent with observations made by other countries. They include incorrect vessel information (due to keying errors on board), incorrect positional data (use of incorrect datum) and poor installation (poor siting of antennas).

NEXT MEETING

TUESDAY 17 AUGUST 2004

18.00 for 19.00

Venue
Volunteers Room
The New Zealand National Maritime Museum
Hobson Wharf

THE IRON SAILOR

Captain Robert Weber MNI will talk on the development of this revolutionary mooring system.

Entry via "The Waterfront" where bar and refreshments are available.

Inspection of ship borne AIS in Australia

Australian Marine Notice 06/04 was recently issued to advise ship operators and crew of the focus AMSA surveyors will have on the fitting and operation of AIS during Port State Control inspections of ships in Australian ports from 1 July 2004.

AIS is a valuable tool to enhance the safety of navigation and efficiency of shipping traffic management. However, to fulfil its role the AIS must be correctly fitted, programmed and integrated effectively into the bridge operations of the vessel. Furthermore, navigational watchkeeping personnel must be competent in its use.

In particular, they will consider the following:

- Establishing if an AIS unit should be fitted on board the ship. If no AIS is fitted and this contravenes the SOLAS requirements, then the ship will not be permitted to sail until this is rectified.

- Verification that the AIS is being kept in operation in accordance with the SOLAS requirements. This requirement is that ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.
- Verification that the static and voyage related information programmed into the AIS is current and correct.
- In key ports, AMSA surveyors are equipped with test equipment which can verify that the AIS is transmitting and receiving correctly.
- In carrying out the above, AMSA surveyors will verify that ships crew are familiar with the operation of the equipment.

HOW DO WE CONTACT YOU

Related to the new website is our drive to obtain every member's email address. If you do have an email address I would like to hear from you at nznisec@xtra.co.nz Other than receiving the quarterly newsletter via email, you will be updated on other activities and information that involves the Institute, quite often on very short notice. An advantage of emailing the newsletter is that it can follow you to your ship. The onus will be with each member to update me on your change of address upon embarking and disembarking from the ship. Initially there will be duplication, a hard copy as well as an email copy of the newsletter will be mailed out to you. If you do no longer wish to receive the hardcopy please let me know, in order to save the Branch some money for printing and postage.

The New Zealand Branch of the Nautical Institute wishes to acknowledge the assistance of the New Zealand Maritime School in printing this newsletter. For enquiries on all courses please call +64 9 379 4997, email maritime@manukau.ac.nz or visit the School at <http://maritime.manukau.ac.nz>

