



News & Views

Newsletter of the Nautical Institute

- New Zealand Branch -

November 2005, Issue 99

PROJECT PROTECTOR

A small group of members gathered in the Stanford room at the National Maritime Museum for our quarterly meeting and to hear from Captain Warren Cummings of the exciting times that lay ahead for his team, when the vessels of the Project Protector will be delivered to his care even before completion of the building.

Captain Cummings took the meeting first through the capacity requirements as identified by a GAP analysis that led to the order of the seven vessels. These were requirements that were largely unmet within the current defence force structure:

- Military Sealift
- Emergency response for SAR, humanitarian assistance and disaster relief
- RNZN sea training
- Patrols both in-shore and off-shore
- Ross Sea patrols in the summer to enforce international regulations for fishing in the Southern Ocean beyond the EEZ, as per NZ's obligations under the Antarctic Treaty, UNCLOS and the Fish Stocks Agreements

Out of this was born Project Protector - aimed at delivering a mix of vessels tailored to closing the identified capability gaps. Specifically seven ships comprising 3 classes of vessel: 1 x Multi-Role Vessel (MRV), 2 x Off-Shore Patrol Vessels (OPV) and 4 x In-Shore Patrol Vessels (IPV). The contract with Tenix for this complex contract was signed by the MOD signed on 28 Jul 04. It involves the concurrent building of the ships with design effort spread across 5 design houses located in 3 countries and the building spread across three countries, including NZ. Interestingly, the Navy acts as the flag state authority for the new buildings and will have to work together with other authorities ensuring that classification society rules and statutory regulations are complied with. Although steel has been cut for all three classes of vessel, the final design of some parts of the vessels is still under review in Wellington, while the Navy at the same time is busy planning for their introduction into service. This is of great interest to a number of key stakeholders in the project: NZ Defense Force; Ministry of Defense; Customs; Fisheries; Police; Maritime NZ; Foreign Affairs & Trade; and Conservation; all of which participate in the Chief Executive Network. Agriculture & Forestry; Immigration; and the Prime Minister's Department are involved to a lesser degree, they don't participate in the Chief Executive Network but can request tasking. As a result of these various stakeholders, the vessels will have some unique features, such as the dog kennels for MAF.

The speed of delivery is impressive. The first IPV turns up in just over a year from now and then every 60-90 days thereafter for the following year another new ship will be commissioned into the Navy.

The MRV is being designed and built by Merwede Shipyards in the Netherlands. The Shipyard specializes in the design and building of custom made vessels. This ship will be constructed and fitted out to Lloyds Register of Shipping Classification standards, in Rotterdam and then sailed to Williamstown for final fit out, including the installation of additional communications and weapons sensor systems (collectively referred to as the mission system). Tenix is responsible for delivering the ship to NZ.

While the base design of the MRV is a roll on, roll off passenger ferry operating in the Irish Sea, the idea of utilizing a RoRo ship for military sealift is not new. The USN and the Spanish Navies for instance are practitioners of RoRo sealift operations

The MRV is equipped with stern door and side ramp as well as 2x60 tonnes cranes to facilitate ship-to-ship operations. She also carries two 23m landing crafts, giving her the ability to move vehicles and freight across the married ramps of the MRV and the Landing Craft (as shown in the sketch). The ship will be delivered in December 2006 and based in Devonport.

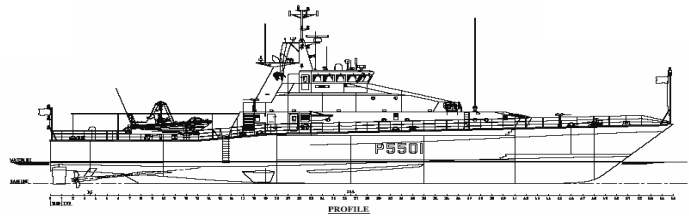
Ships particulars:



- Length 131 m
- Beam 23.4 m
- Draught 5.6 m
- Displacement 8870 t
- 331 Vehicle lane metres
- Speed: Max 19.3 kts
- Eco 16 kts
- Range 6000 nm
- Endurance 40 days
- Ice strengthening, suitable for the summer Antarctic months

The OPV is a steel monohull construction based on an Aker marine design derived from proven vessels that are in service with the Irish Navy (Roisin Class). It is the third generation of the design with a slightly greater LOA, to allow for the helicopter facilities, comfort and cargo stowage and handling needs. The construction process will be similar to that employed for the ANZACs with modules being built in Whangarei and barged to Williamstown for assembly and finishing. Delivery is scheduled for April and October 2007.

Ships particulars:



- Length 85 m
- Beam 14 m
- Draught 3.6 m
- Displacement 1583 t
- Speed: Max 22 kts
- Eco 12 kts
- Range 6000 nm
- Endurance 28 days
- Ice strengthened

The IPV's will be wholly constructed and fitted out in Whangarei. The Tenix design is derived from patrol vessels in service with the Philippines Coast Guard. It comprises a semi-displacement, monohull form of steel construction but an aluminium superstructure. Delivery schedule from Oct 2006 through mid 2007



Ships particulars:

- Length 55 m
- Beam 9 m
- Draught 2.9 m
- Displacement 340 t
- Speed 25 kts

Most significantly for the project is the use of commercial standards for design and production, this is reflected in the total budget of \$500M, the price of one ANZAC Frigate. That said military standards are used where necessary, for example

aviation facilities, armament systems and magazines, some communications, fuels and lubricants (the latter for logistics reasons as much as anything).

On the opportunity side of the ledger Tenix have identified a significant number of New Zealand suppliers and local agents as potential local industry sub-contractors. To date contracts to the value of \$114m have been let to NZ based Companies.

There is a contractual requirement for Tenix to provide first of class system training. i.e. they will deliver training once only for systems common to all ships, thereafter the RNZN is responsible for providing all training. To do this the RNZN is investigating structured programmes using training packages developed by original equipment manufacturers, vendors or third party providers. These initiatives include developing self paced or distance learning training material so that deployed personnel can progress their professional development without being constrained by having to be in a training school. Tenix have conducted a preliminary Training Requirements Analysis. This Analysis was under review at the time of the presentation but it is clear that small ships crew will need to be adaptable and multi-skilled to a high degree.

There will clearly be a requirement to focus on new mariner skills, and opportunities to develop these competencies in advance of the delivery of these ships will be sought from allied navies who have experience in this capability. The Army colleagues will soon become shipmates and be responsible for some aspects of cargo management in the MRV. Standard operating procedures will need to be developed so the joint team can safely move cargo on and off the MRV by all means available, be it across the RoRo ramps, by crane or by landing craft.

The MRV will also be capable of conducting multi-aircraft operations, so the Flight Deck of this ship will be a considerably busier aviation facility than on other vessels.

Captain Warren Cummins is currently serving as the Captain Fleet Support for the Devonport Naval Base. He previously served as the Commanding Officer of HMNZS

CANTERBURY where he saw service off East Timor in the INTERFET campaign and he was the Commanding Officer of HMNZS PHILOMEL immediately before taking up his current position. Warren is a specialist Navigator and Warfare Officer by trade and is particularly involved with the through life support and maintenance issues surrounding the introduction of the Project Protector vessels into the Fleet.

BRANCH NEWS

200 Years on - Trafalgar remembered

On returning from the Asian deployment which included along with multi-national naval exercises, visits to Malaysia, Singapore, Nagoya, Vladivostok and Shanghai, HMNZS ENDEAVOUR, under the command of the NI's NZ Branch Chairman, Cdr David Hedgley, returned to Auckland via Australia for a maintenance and leave period. A major item included in the work package was the installation of an ECDIS system provided by OSI Navigation Systems of Canada. This system has been produced to a Milspec and integration with AIS and the Bridgemaster ARPAs provides a comprehensive bridge management system, particularly for a 17 year old ship.

Following post maintenance trials, ENDEAVOUR departed Auckland on 5 Oct for her first commitment of our current deployment, ie visiting her home port, New Plymouth. The ship has built a strong relationship with the local community over the years, through maintaining regular contact with its charity, the IHC, local authorities and most certainly through the sterling efforts of the Naval Relations Officer, Don Denham whose retirement from that position after 25 years of service to the Navy, was a focus of the events during the visit.

Although generally foreign to our mercantile colleagues, ceremonial activities are a facet of our operation in building relationships with the public of New Zealand and overseas countries alike. Many of the functions held are used by heads of trade and industry as well as senior politicians (and they don't get more senior than the PM), as a platform to meet and greet as well as for us to interact with our customers ie, the NZ tax payer. All functions at New Plymouth were very

successful, including substantial habitability improvement work on an IHC site at Waitara. From there ENDEAVOUR headed due west into the mid Tasman and rendezvoused with the Royal Australian Navy's ANZAC class frigate, HMAS STUART, where we carried out in-company exercises to get both our ship's companies back up to speed, part of which included replenishing her fuel while underway. A few days later, ENDEAVOUR joined our Hydrographic Survey Ship, HMNZS RESOLUTION at anchor in Ship Cove, Queen Charlotte Sound. The significance of our two vessels, named after those of Capt James Cook's, in the bay that he used each visit for repair, replenishment and surveying was not lost on us. From that idyllic spot it was off to the port of Nelson for our next ceremonial visit. Speaking of naval historical significance it doesn't get better than this. Alongside at Nelson, in company with nine other naval vessels to celebrate the 200th anniversary of that great deciding battle of the Napoleonic Wars, the Battle of Trafalgar and the subsequent death of Vice Admiral Horatio Lord Nelson, who died of his wounds at the cusp of the great victory over the combined French and Spanish fleets on the 21 October 1805. A stalwart few had over the past three years, planned and developed a month of various celebrations, culminating in the week at which RNZN and RAN ships would attend. Some of the various events at which we were represented were, the traditional cocktail party, held onboard STUART, supported by ENDEAVOUR (followed by a good ANZAC 'after match' in ENDEAVOUR's Wardroom), a civic ball with music provided by the RNZN Band, other formal functions, sporting fixtures between RNZN, RAN and local teams, a very well put together commemorative service at the Cathedral, and the grand daddy of them all was the Charter Parade through the streets of Nelson by personnel from the ships present. It was quite a challenge for the GI to cobble together 200 sailors and Sea Cadets, in a matter of four hours to determine where and how we would all fit the streets, and then to train us into a precision unit for the street parade and ceremony the next day. If you want to know

the definition of pride, try leading 200 sailors with my sword drawn, our flag flying, a guard with bayonets fixed and a band playing, along the length of Trafalgar Street to the cheers and claps of the crowd, especially being mindful of the significance of the parade.



All in all a very successful week, with the profile of the Navy raised significantly.

AROUND NEW ZEALAND

The NZ National Maritime Museum

More than 60 museum professionals from NZ and overseas plus 20 partners will be participating in the 12th triennial congress of the International Congress of Maritime Museums being held at the NZ National Maritime Museum 7-11 November. The congress is co-hosted by the NZNMM and the RNZN Museum and includes 3 days of plenary sessions, and evening social activities. Friday 11 November sees the delegates on a field trip, half a day at sea in the survey ship HMNZS RESOLUTION with visits to a superyacht yards and the restoration site of SS TOROA. Branch members are invited to attend the congress as delegates or day registrants (details www.cmsl.co.nz/icmm05).

The museums are staging an exhibition entitled SNAPSHOTS - MOMENTS IN NZ MARITIME HISTORY, opening to coincide with the congress. The exhibition covers 8 naval and maritime stories and should be of interest to branch members. On Wednesday 9 November the NZNMM will remain open to 7pm and Branch members are invited to take the opportunity to view the exhibition at this time. Members may also be interested in the exhibition of

NZ lighthouses which has been erected in a new gallery at the museum.

Coming Events

The Mission to Seafarers in Auckland will celebrate its centenary in 2006 whilst the parent body in the United Kingdom will celebrate its 150th year. The movement was started by the Reverend John Ashley, an Anglican priest serving in the Port of Bristol in the 1830s. It was regularised in 1856 as a member of the Anglican Communion and is now to be found in over 500 maritime locations world-wide. The Mission to Seamen in Auckland owes its beginning to Bishop William Cowie (1870-1902) the first Bishop of Auckland, who raised the funds to build the Auckland Sailors Home. Bishop Cowie would have been aware of the work of the Mission to Seamen Organisation in England but it was the 'Prohibition Movement' here in New Zealand that was the catalyst to getting between-work seafarers off the streets, out of the bars and into premises they could temporarily call 'home'. It was always the good bishop's intention that the residents of the Home receive religious education, but a shortage of ordained clergy precluded these endeavours until 1905. The first Mission building was erected on land belonging to the Sailors Home in Sturdee Street, it was consecrated by Bishop Neligan (1903-1910) in 1906. The Sailors Home and the Mission have lived cheek-by-jowl ever since. The centenary will be celebrated in Holy Trinity Cathedral on Sunday 9th July 2006. It is hoped that all maritime organisations here in Auckland will join the Mission for the occasion.

Congratulations!

Larry Robbins (FNI) has been appointed as the Hon National Secretary of the International Sailors Society NZ. The ISSNZ is the umbrella organisation which represents the International Sailors' Society affiliates in Auckland, Mt Maunganui, Bluff, Lyttelton, Port Chalmers and Port Taranaki. Each local society is independent and is represented at national level on the Seafarers Welfare Board and International Christian Maritime Association. The societies operate seafarers' clubs in their ports; in Auckland the ISS is in partnership with the

Missions to Seafarers and Apostleship of the Sea in the Seafarers Centre in Quay Street. The national secretary is also the representative in NZ of the British and International Sailors Society. In accepting the position, Larry paid tribute to his predecessor, Shirley Farquhar of the Otago Seafarers Charitable Trust who has served the Society for over 26 years as Secretary. "Shirley's contribution to the welfare of seafarers' in New Zealand over the past quarter century has been immense," he said, "we owe her, and indeed all the chaplains and volunteers who work in the seamens 'missions' a great debt."

Takeover signals end of British dominance

Dunedin maritime historian Ian Farquhar considers the impact on New Zealand of the formation of the world's largest container shipping line.

The takeover of the Anglo-Dutch, Royal P & O Nedlloyd, into Denmark's AP Moller-Maersk will have more significance to New Zealand than any other country in the world where the two lines provided container services. The takeover will mark the end of 147 years of dominance by British ship owners in the New Zealand trade to and from United Kingdom and Europe.

Shaw Savill and the Albion Line services dated from 1858, New Zealand Shipping Company from 1873, Port Line's antecedents from 1887 and Federal Line in 1904. Federal, however, was absorbed by NZS in 1912. After World War I, when the New Zealand government set up control boards for the meat and dairy industries in 1922 and 1924, the lines signed their own co-operative agreement which gave NZS/Federal 32.5% of the northbound trade, Shaw Savill & Albion 35% and Port Line 22.5%.

Blue Star Line entered the trade in 1933 with a 10% share. When container services were introduced, firstly for Australia in 1969, and a partial service to New Zealand from 1972, Shaw Savill and NZS became part of the Overseas Containers Line (OCL) consortium, while Port Line and Blue Star were members of the ACT(A) group. While a measure of competition developed, the producer board contracts protected the sheer bulk of the refrigerated cargoes for the two British container consortiums. Grumbling arose from time to time within New Zealand about the monopoly of the four British lines in the trade and an enthusiastic Labour government set up a competing Shipping Corporation of New Zealand in 1974. However, the government failed to

fully capitalise the line and there was little the company could do to curb freight rates. It actually needed increases more than any other line and within 15 years the shipping corporation collapsed, having lost about NZ\$170M of taxpayer's money. It was sold to ACT(A) in 1989. Despite the competition prevailing from the 1980's, the NZ producer boards still kept total control of the shipping arrangements. It was not until December 1997 board control was removed and NZ exporters could deal directly with shipping companies. The producer's boards' control for just on 75 years was probably unique in the world, and it would have been of considerable benefit to exporters if they could have taken advantage of competitive shipping services much earlier than 1997.

During the previous 82 years, P & O progressively acquired all the original British shipowners in the main line NZ trade and in 1996 it merged with Dutch shipowner Nedlloyd forming PONL.

In 2002 it built a series of 7 new container ships (4100 TEU each) for the weekly east-about trade from Auckland, Napier and Port Chalmers to the UK/Continent via the East Coast of North America. In the west-about service, introduced at the same time, PONL had three ships.

The PONL influence in the NZ trade is not just confined to UK/Europe. It is a partner in the weekly services from New Zealand to Japan, Korea, Taiwan and China. It has services to both coasts of North America as well as weekly sailings to Singapore where the containers are transhipped to the Arabian Gulf, India and Asia. The company is also a major carrier across the Tasman and with cabotage removed from NZ in 1995, the line also carries containers coastwise between NZ ports without restriction.

PONL is much bigger in the NZ trades than Maersk. The Danish company favours moving containers in relay services to its hub ports of Tanjung Pelepas in Malaysia and to a lesser extent Singapore, with on-carriage from these two ports.

Last year nine NZ ports with container handling facilities handled little more than 1.7M TEU's. At present PONL vessels call at seven and Maersk eight of the nine ports. After 28 years of container services, only limited rationalisation of

port calls has been achieved. Coastal shipping was trying to secure a share of the coastal traffic but huge increases in shipping charter rates during the past two years resulted in two vessels returned to their foreign owners. The largest individual shipper is the dairy giant Fonterra, and it has been able to specify shipment from the nearest port to its production unit, which has benefited the ports of Tauranga, New Plymouth, Timaru and Port Chalmers.

Maersk has tended to concentrate its activities through regional ports like Tauranga, Napier, New Plymouth, Nelson and Timaru and some of these ports may be hoping to secure more container traffic away from the traditional ports of Auckland, Wellington, Lyttleton and Port Chalmers, once the Maersk takeover is completed. *Otago Daily Times*, 22 August 2005. via Stan Kirkpatrick, PLO, Dunedin.

IMO CORNER

Revised treaties to address unlawful acts at sea adopted at international conference

Amendments to the Convention for the Suppression of Unlawful Acts (SUA) Against the Safety of Maritime Navigation, 1988 and its related Protocol, which provide the legal basis for action to be taken against persons committing unlawful acts against the safety of navigation (and against fixed platforms located on the continental shelf), have been adopted by the Diplomatic Conference on the Revision of the SUA Treaties.

The Conference, which met from 10 to 14 October 2005 at the London Headquarters of the International Maritime Organization (IMO), adopted the amendments in the form of Protocols to the SUA treaties (the 2005 Protocols). The principal purpose of the SUA treaties is to ensure that anyone committing unlawful acts against the safety of navigation will not be given shelter in any country but will either be prosecuted or extradited to a State where they will stand trial. The 2005 Protocols broaden the list of offences made unlawful under the treaties, such as to include the offence of ***using a ship itself in a manner that causes death or serious injury or damage and the transport of weapons or equipment that could be used for weapons of mass destruction.*** The 2005 SUA Protocol introduces provisions for the boarding of ships where there are reasonable grounds to

suspect that the ship or a person on board the ship is, has been, or is about to be involved in, the commission of an offence under the Convention.

Speaking at the close of the Conference, IMO Secretary-General Efthimios E. Mitropoulos said, "The adoption of these Protocols marks the completion of the tasks set by the IMO Assembly in resolution A.924(22)". The SUA treaties complement the practical maritime security measures adopted by IMO - including SOLAS chapter XI-2 (Special measures to enhance maritime security) and the International Ship and Port Facility Security (ISPS) Code, which entered into force in July 2004 - in that they regulate the legal situation in the unfortunate event that a terrorist attack should occur.

The amended Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation will enter into force ninety days after the date on which twelve States have either signed it without reservation as to ratification, acceptance or approval, or have deposited an instrument of ratification, acceptance, approval or accession with the Secretary-General.

The 1988 SUA Convention has 126 Contracting States, representing 82.12 per cent of world merchant shipping tonnage. The 1988 SUA Protocol has 115 Contracting States, 76.71 per cent of world merchant shipping tonnage.

www.imo.org

PIRACY REPORTS

Call for action over Somalia piracy

Two boats carrying heavily armed pirates opened fire on the 10,000-ton Seabourn Spirit on Saturday morning about 160km off the Somali coast, in an apparent effort to seize control of the ship. The ship managed to repel the attack with just one crew member sustaining minor injuries. Andrew Linnington, of the National Union of Marine Aviation and Shipping Transport (Numast), which represents merchant navy officers, said the incident illustrated how the security situation in the area was close to being out of control.

Linnington said there had been 23 reported attacks off the Somali coast since March, including attacks on two United Nations ships carrying relief supplies. "We believe there should be a naval task force, particularly off Somalia, to try and stop the attacks. In the last 10 years hundreds of seamen have been killed and thousands injured in pirate attacks across the world," Linnington said.

Dawn attack: Woken by machinegun fire and a rocket-propelled grenade crashing into ship, several passengers reported how they looked on in disbelief as the pirates tried, but eventually failed, to seize their vessel. "I was awake doing some work when I heard what sounded like a crack from outside at 5.50am," Norman Fisher, from London, told Britain's Press Association news agency. "I looked out of the window and saw a small boat with about five people in it about 20 yards away. "One of them clearly had a rifle. Later I realised that two of them had rifles and one had some kind of rocket launcher," he added.

The Bahamas-registered Seabourn Spirit was sailing towards the Indian Ocean port of Mombasa, Kenya, on a 16-day cruise out of Alexandria, Egypt. Fisher said the captain, Sven Erik Pedersen, tried to ram one of the pirates' speedboats in an attempt to capsize it and stop them getting aboard. "The captain didn't sound the usual alarm



The captain of the liner tried to ram the pirate's boat

because he was worried that people would run up on the deck thinking it was a fire, and that would be the worst place to be," Fisher explained. "Instead he made an announcement at five past six, saying: 'Stay inside, stay inside, we are under attack'."

After repelling the pirates, Pedersen explained the situation to passengers and was greeted with a round of applause, he added. "It was all a very surreal experience - not the kind of thing you expect on a cruise," Fisher recalled.

The cruise ship cancelled its planned stop in Mombasa and instead headed for the up-market tourist islands of the Seychelles instead. *Aljazeera.net, Sunday 06 November 2005*

Maritime students get onboard with giant cruise vessel operator

Students from the New Zealand Maritime School in Auckland could one day be Captains or Chief Engineers on some of the world's largest passenger ships. Giant cruise vessel operator, Princess Cruises, has committed to provide scholarships for top students of the school on an ongoing basis. Under this agreement, five of the navigating cadets who commenced their studies in Auckland in February 2005 have been selected by Princess Cruises and have just joined their first vessels. The scholarship scheme will be extended to include engineering officer cadets in 2006.



Director of the New Zealand Maritime School, Tim Wilson, says the decision by Princess Cruises to provide scholarships and seatraining recognises the quality of New Zealand trained officers. The decision was made only after a thorough examination of the quality of the school's graduates as well as detailed review of the school's standards and policies.

Princess cruises will provide the sea-time component of the three-year Diploma in Nautical Science and the Diploma in Marine Engineering. Princess Cruises is part of the Carnival group along with the well-known Cunard and P&O lines. The group operates a fleet of 77 vessels around the world including the world's largest passenger vessel, Queen Mary 2.

The students flew to the corners of the world to join their ships in early July.

While onboard the students will do regular assignments as well as completing record books as practical skills are mastered. The remainder of the three year Diploma programmes involve intense study at the New Zealand Maritime School, including training conducted in the school's full mission bridge simulator and engine room simulator.

NEXT MEETING

TUESDAY 15 November 2005

18.00 for 19.00

Venue

Volunteers Room
The New Zealand National Maritime Museum
Hobson Wharf

**Maritime NZ's
Maritime Pollution Response Service**

a presentation by

**John Lee-Richards
Auckland Harbour Master**

Until last year **John Lee-Richards** was the Maritime NZ General Manager of Marine Pollution Response Services and he is now the Auckland Harbour Master. John is also the most experienced manager of oil spill response in NZ – he was National On-Scene Commander for the two most significant incidents we have had to deal with since MSA (now MNZ) was formed and John is still very much involved in his capacity as the Auckland Regional On-Scene Commander as well as National On-Scene Commander

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

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://www.nzmaritime.com>

