



# News & Views

Newsletter of the Nautical Institute

- New Zealand Branch -

August 2007, Issue 102

## BRANCH NEWS

### Message from the Chairman

Welcome to the latest edition of News and Views. Firstly, I would like to acknowledge our Secretary, Capt Kees Buckens for the work he has undertaken on behalf of the NZ Branch throughout the past year. Much of that work will have gone unnoticed but I can assure you all, he has been very proactive in maintaining professionalism, standards and knowledge in the maritime industry. Thank you Kees, as I know you have many, many demands on your time.

This year it has been my pleasure to have met and observed a number of young New Zealanders on their journey as professional mariners, both from the mercantile side of the business, as well as those in our military. Recently 12 Junior Officers joined my ship to undertake the astro navigation phase of their intermediate level OOW training. It was very pleasing to observe the calibre of these young people coming through. In today's labour market, the Navy's recruiters have to be innovative to attract adequate candidates to man our growing fleet, a task which they have been quite successful at. The even trickier bit is for us to retain them. Also this year I have attended the NZ Maritime School as a student and again, I have been impressed by the young people there

but regrettably, the numbers are not high and most have to find work off shore. Although it would be preferred to have them able to find work on NZ ships that is not the case, but at least there are still a number of Kiwi's heading out into the world who one day will have the required skills to return as our Pilots and Harbourmasters etc. When it comes to engineers that unfortunately is another story.

Membership remains an issue for this Branch (and many others). In spite of Kees' frequent efforts to engender interest in the NI with his students, (even at Mate/Master level), none seem to show any interest and regrettably I have encountered similar disinterest from naval officers. On questioning a few of them as to their reluctance/disinterest in joining, I believe they are just a by-product of today's society where 'belonging to' or 'identifying oneself' with an organisation is not as strong as it once was. Additionally when advised of the benefits of receiving *Seaways* to help keep them current with the many changes and issues that abound, the standard reply was, "I can find all I want or need on the 'net'." (Call me 'old school', but I still relish receiving my magazine). With this in mind, I am now pleased that we have re-invigorated our website (many thanks to Larry Robbins) with the intent that it becomes a site of choice for matters nautical and a launch pad to locate associated sites. In my opinion, this area holds the greatest potential for our success and survival.

Although the Institute from London has been as proactive as ever in highlighting the various issues which affect our people for example, fatigue, standards of training, criminalisation of the master and safety etc, I do wonder if the story and situation will continue to remain much the same, with large international corporates focusing on the 'bottom line'. While this is nothing new, those working ashore and particularly in the aviation industry are afforded considerably greater conditions as *their* regulations actually mean something and are not just paid lip service to. There are numerous fatalities and accidents happening world wide and little coverage or interest is paid to them. We may have to wait for another major disaster that involves large numbers

of fare paying passengers to actually achieve some of the changes required to truly make life as a seafarer (predominantly those harking from the poorer nations) as safe and rewarding as it should be.

It is clear that our organisation still has much to do and much to offer an industry that is run by large business houses ashore, many without an appreciation as to what seafaring entails. There is still much to do.

Best wishes

Mark Longstaff, MNI  
Branch Chairman  
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## AROUND NEW ZEALAND

### Stormy passage for new navy ship

North Shore residents got their first glimpse of the navy's new pride and joy when she sailed into Devonport for the first time last Wednesday. HMNZS **Canterbury** is the navy's new multi-role vessel and is the largest in New Zealand's naval fleet.

Staff from Devonport's naval base and curious members of the public stood on Devonport's North

Head eager to get their first glimpse of the new vessel. Sporting a Crusaders flag, the **Canterbury** arrived in relatively calm waters although commanding officer Tony Millar says the stormy weather which hit the country made for anything but plain sailing on their journey up from Wellington. "The evening was certainly eventful," Commander Millar says. We faced swells of up to seven

metres and winds gusting up to 75 knots, which is some of the worst weather I've endured in my time in the navy," he says.

"We were one of four large ships sheltering in the Hauraki Gulf waiting for the one-in-100-year storm to abate and were glad that we not stuck out in the Bay of Plenty any longer than we needed to be. "We were shocked to learn of the devastation in Northland and were glad to be safe and warm," Commander Millar says. The stormy sea conditions also claimed one the ship's two 8-metre rigid hull inflatable boats on the journey up. The cold and blustery conditions failed to deter a large crowd of friends and family who braved the weather to welcome the **Canterbury** crew. Reuben Merrett was waiting with his two sons to welcome home is brother Nicholas who is a leading marine technician aboard the vessel. r Merrett was impressed with the new vessel as were his sons who couldn't wait to get onboard **Canterbury** for the first time.

The 9000-tonne vessel is the first of seven new ships built for the Royal New Zealand Navy under Project Protector. She will provide a sealift capability for the transport and deployment of equipment, vehicles and personnel, and capable of transferring cargo and personnel ashore in rough conditions when port facilities are not available. The **Canterbury** also has two 59-tonne landing craft medium capable of carrying 50 tonnes at nine knots.

**Photo : Simon Brown ©**



### **New Harbourmaster boat launched**

Thursday afternoon 21 June the new harbourmaster boat was launched at a waterfront dedication ceremony in Auckland.



### **Listing ship reaches safety of Tasman Bay**

The bulk iron sand carrier Taharoa Express anchored safely in Tasman Bay near Nelson tonight.(22 June).The ship got into trouble about 2.30am today after its load of iron sand shifted while in rough sea and it began listing about 78km south west of Cape Egmont. Maritime New Zealand (MNZ) said the ship was still listing, but was stable.



MNZ spokesman Ross Henderson said the ship was now securely anchored about 17 nautical miles (31km) north of Nelson in the more sheltered waters of Tasman Bay. He said MNZ Marine Safety Inspectors would visit the vessel tomorrow and assess its condition. The crew would also work to correct the list and get the vessel upright, but it was unknown at this stage how long this may take.

The 275m vessel's progress today had been hampered by strong winds of around 45-50 knots (80-85 kmh) and heavy swells of around eight metres. The vessel was intact and not taking on any water, and all 25 crew were safe. Mr Henderson said they were in direct communication with the vessel though the Port of Taharoa pilot and loading master, who was on board and was providing regular progress reports.

Plans were in place to respond if the situation changed, Mr Henderson said.

The Transport Accident Investigation Commission (TAIC) is to investigate the incident. The 140,000 tonne bulk carrier was at the centre of a maritime incident in 2004 when it lost power and drifted towards a beach on the west coast south of Auckland.

The iron sand carrier runs regularly between China or Japan from Port Taharoa in the Waikato. 23 June 2007

### **Proposed commemorative plaque to the employees of the UNION STEAMSHIP COMPANY OF NEW ZEALAND**



A group of interested persons have deplored the fact that no record or commemoration is extant to mark the existence of the Union Steamship Company of New Zealand.

The USSCo survived as New Zealand's premier shipping company for around 124 years. Many famous USSCo liners and cargo ships plied the ocean routes to the Eastern North American ports, the Far East, Australia, the Pacific islands and of course, the Cook Strait.

The Awatea, Monowai, Niagara, Rangatira, Wahine, Hinemoa, Maori, Hawea, Wanaka, Tofua, Matua, Maunganui, Aorangi, Rotomahana, Wainui, Wairarapa were ship-names oft repeated since the companies inception in 1875.

At one stage the USSCo was the biggest private employer of personnel in New Zealand

What is proposed is that the bell from the Union Rotoiti and a plaque be incorporated in a commemorative display to be erected in Holy Trinity Cathedral.

The money to design and inscribe the plaque will be raised by application to the ex-employees of the USSCo (estimated to be around 7000 souls) and companies that were associated with the USSCo. It has been emphasised that it must be a quality piece, and as a ball-park figure we would imagine that a suitable plaque will cost somewhere in the region of \$5,000 for a 500 mm x 300 mm sized sheet of brass with some decorative enamelling. Any funds over and above this ball-park figure would permit a more superior product to be commissioned.

If you would like to be a part of this project, we invite you to contribute to what has been called the "Union Rotoiti Bell Fund"

An account of that name has been opened with the Bank of New Zealand, details as follows:

Name of the Account:

THE UNION ROTOITI BELL FUND

Account Number: 021257-0011332-97

The Trustees are

A. Wilson; 278 Glenvar Road, Torbay, Auckland  
C. Barradale, 72F Ladies Mile, Remuera, Auckland 1050

Contacts: [alick@xtra.co.nz](mailto:alick@xtra.co.nz) & [barradale@xtra.co.nz](mailto:barradale@xtra.co.nz)

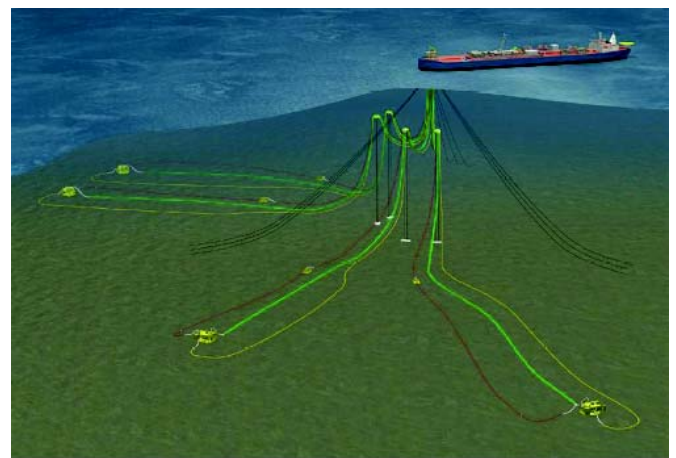
All contribution will be acknowledged with a receipt if required. Anybody making electronic deposits please make sure that the details are sufficient enough for contact to be made.

**Auckland Seafarers Centre** and Auckland Sailors Home may vacate their Quay Street waterfront site to make way for a hotel to be built ready for the Rugby World Cup in 2011.

Negotiations for a transfer of locality to a Gore Street/Fort Street site are in progress, and it is possible that an agreement may be reached within a few weeks.

### **AWE expands Taranaki basin acreage portfolio**

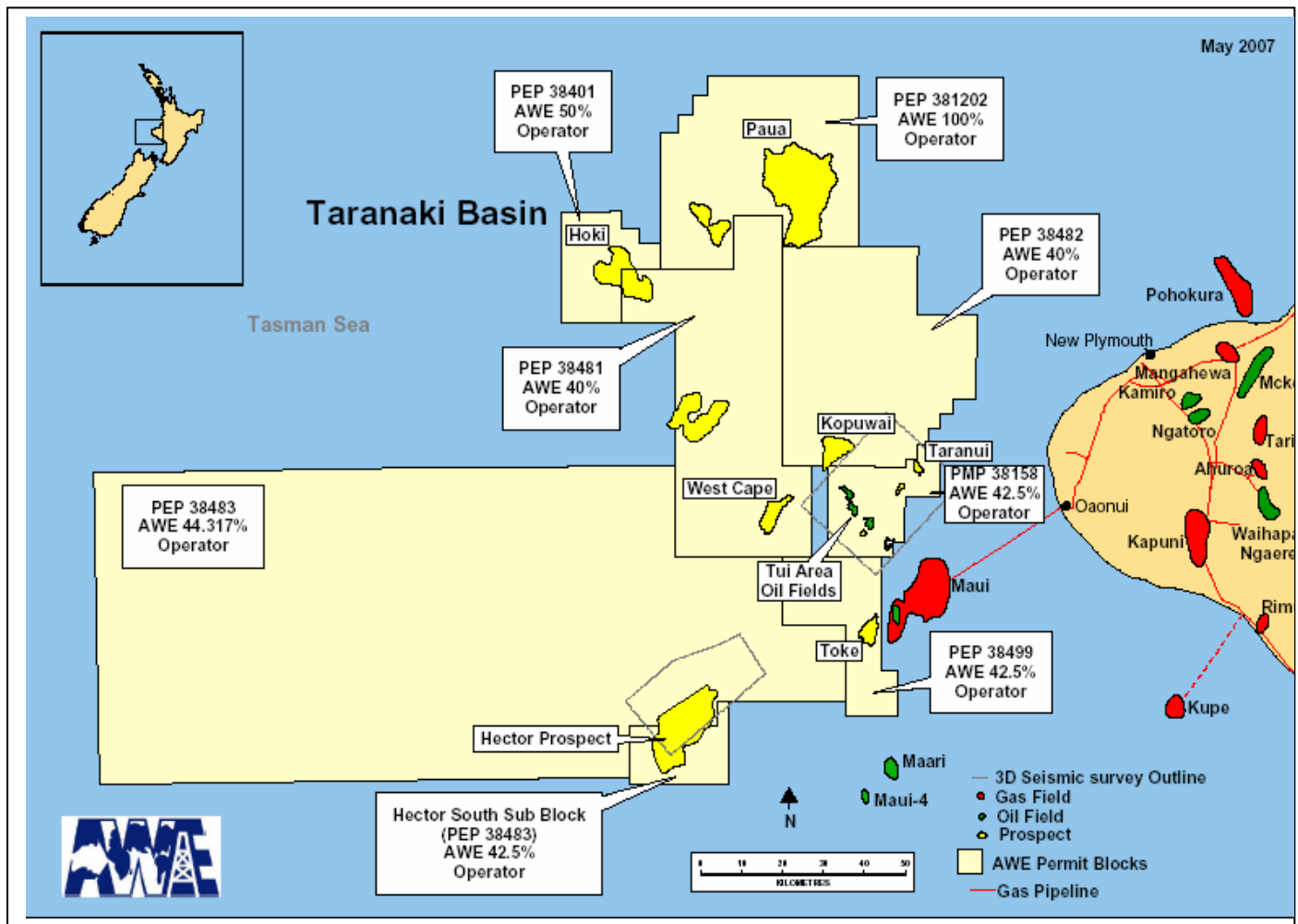
AWE has been granted three additional exploration permits in the offshore Taranaki basin by the New Zealand Ministry of Economic Development. AWE has equity of between 42.5% and 100% in these three new permits, PEP 38401, PEP 381202 and PEP 38499 and will operate all three of the new permits.



The permits, which are located adjacent to AWE's existing spread of acreage within the Taranaki region, have been granted with committed work programmes, including seismic activity and geological studies. An 800 kilometre 2D seismic programme is planned to start shortly over the

Hoki prospect in PEP 38401. Subject to available time with the seismic vessel, a further 400 kilometre 2D seismic survey will also be acquired over the Toke prospect in PEP 38499.

AWE Ltd managing director Bruce Phillips said: "The acquisition of additional exploration interests in the offshore Taranaki basin is consistent with our view that the area remains under explored with potential for the discovery of significant oil and gas fields. "The new permit areas are contiguous with our existing acreage position in the basin, where the Tui Area Project is nearing the production of its first oil and where an exciting exploration drilling campaign is scheduled to commence in July.



“AWE is now a dominant acreage holder in the Taranaki basin and these new acreage acquisitions demonstrate our long term commitment to New Zealand’s energy future. *Australian Worldwide Exploration limited, press release, 23 May 2007*”

### Frigate Te Mana welcomed home

HMNZS **Te Mana**, one of New Zealand's two navy frigates, docked back in Auckland today after an unusual deployment in Asia which included exercising with the Indian Navy. Hundreds of family members gathered dockside at Devonport, along with the navy band, to welcome the ship and her 163 officers and sailors home after six months away, mainly in Asia.

New Zealand seldom operates with the much larger and more sophisticated Indian Navy but for Exercise Kiwindia, Te Mana and the tanker **HMNZS Endeavour** joined the Indian destroyer **INS Mysore** and the missile corvette **INS Kuthar**.

They exercised for three days and swapped personnel. Writing in the latest issue of 'Navy Today', two Indian sailors described their enjoyment with being on New Zealand ships. "All the work which was done during the exercise was done in the way it should be, in that not only was it by the book, but also with a lot of mind and heart," the Indians wrote. "You always work as a team and that is why you succeed in sports." They praised the food aboard the New Zealand ships.

"Whenever and wherever we went on board your ship we saw only smiling faces who were welcoming and who always treated us in a friendly manner." **Te Mana** also called into the little visited Andaman Islands - a group of Indian islands that were badly hit by the December 2004 Asian tsunami. The ship raced up into her Devonport dock under Commander Wilson Trumper of Temuka. *PSI-Daily Shipping News 7/20/2007*



### **Cadets get a boarding call from Tanker**

Seven New Zealand Maritime School cadets have been offered sea going experience as cadet officers and a promising career at sea with one of the world's largest independent oil tanker fleet operator, thanks to a new agreement between the school and Tanker Pacific Singapore. Tanker Pacific is the third major international shipping organisation to sign up with the Maritime School to provide sea going experience to students of the Diploma in Nautical Science and Diploma in Marine Engineering programmes at the NZ Maritime School. Students of both the Nautical Science group and the Marine Engineering group are required to spend a third of their three-year course working on board vessels. Next month all students from the programme will head off overseas on their first sea-going assignments to join vessels working around the world.

Director of the New Zealand Maritime School, Captain Tim Wilson, says signing Tanker Pacific as a long-term provider of sea-going experience was a major coup for the New Zealand Maritime School "The quality of our onshore training and the international recognition that the school now has means all our students are virtually guaranteed future employment with the companies that they join for sea going experience," he says. "The

companies we have involved in our programme are considered among the most prestigious operators in the world, so the experience of working with them will provide our students with a fast-track start to their careers." The New Zealand Owners agent representative John Spurway, says Tanker Pacific manages one of the world's largest fleet of tankers consisting of over 90 oil tanker vessels, having a total carrying capacity of well over 12 million deadweight tons, which means it requires large numbers of trained personnel. As an organisation, Tanker Pacific has a large cadet programme within its own fleet and is a respected owner operator demanding high safety standards and operational excellence of its employees. "We were thrilled to have signed an agreement with reputed international owners to include New Zealand students in their training programmes – it is a great opportunity for Kiwis to join one of the world's great tanker fleets".

There are currently 50 students on the school's Diploma of Nautical Science and Marine Engineering programmes this year and that number is expected to double next year. Captain Wilson says graduates of the foreign going programmes can expect starting salaries of around \$55,000, with rapid promotion and salary increases likely because

of the worldwide shortage of qualified maritime personnel. The New Zealand Maritime School, based in downtown Auckland, is part of the Manukau Institute of Technology.

*PSi-Daily Shipping News Page 16 7/18/2007*

### **Ale house set to sail for London**

An authentic Speight's Brewery ale house departed Port Otago bound for London on the charter vessel Lida on 25 July.

Built by Speight's regular ale house manufacturer,, the 3 Bald Men, the pub has been specifically designed to survive the 10-week sea journey via Samoa, Panama, the Bahamas and New York.

It is being housed in two side-by-side 40-foot containers and is to be stowed above and below deck as conditions dictate. Lion Nathan public relations manager Jessica Venning-Bryan said the decision to export the ale house was taken in response to strong overseas interest. "We know there are huge number of consumers in the United Kngdom – ex-pats, but also people who have travelled to New Zealand and enjoyed Speight's." said Ms Venning-Bryan. Opting to ship the New Zealand-built ale house also had a historic connection. "Speight's many years ago was shipped from Dunedin to the North Island on a vessel that became known as the Mercy Ship. So ... shipping is quite a strong part of the heritage."

The ale house which can hold about 70 people, is expected to have a three to nine-month stint at a temporary site along the Thames river. However, Ms Venning-Bryan said a permanent site was being sought with an outdoor area to increase that capacity. *Shipping Gazette, 14 July 2007.*

## **AROUND THE GLOBE**

### **MSC Napoli beached again**

THE containership **MSC Napoli** has been beached again and will be broken into two halves but no decision has yet been made on how the two sections will be disposed of.



The UK's Secretary of State's Representative for Maritime Salvage and Intervention (SOSREP), Robin Middleton working with the Maritime and Coastguard Agency took the decision to re-beach the ship on the afternoon's at high tide. She is now in shallower waters north of where she was originally beached.

Mr Middleton said yesterday: "My decision to re-beach the **MSC Napoli** was taken following the re-floating of the vessel earlier this week which highlighted the fact that the wreck is in a worse state of deterioration than previously thought, with the crack of the hull being some 3 metres wide in places. On the basis of these findings, the vessel is incapable of being towed."



The ship, carrying 2,300 containers, was originally grounded in January after being damaged in storms. She was refloated this week but beached again on Thursday when a diving survey revealed the vessel was more severely damaged than feared. Tugs are attempting to break the ship in two after which the bow section will be towed away and the stern sunk.

*PSi-Daily Shipping News Page 3 7/15/2007*

## **GlobalMET to support the aims and objectives of IMO for “safer ships cleaner oceans”**

The initiative to form an Asia Pacific regional association grew out of a series of informal gatherings, initiated by the meeting of Heads of Maritime Education and Training Institutions in Asia Pacific, convened and hosted by the Australian Maritime College in 1989. Four meetings followed, at Dalian Maritime University in China, Fiji Institute of Technology in Suva, Far Eastern State Maritime Academy in Vladivostok and at the New Zealand Maritime School in Auckland. The Secretary General of the International Maritime Organization expressed strong support and senior IMO officials attended the meetings.

At the Auckland meeting in December 1995, it was unanimously resolved to establish an Asia Pacific regional association. Consequently, representatives of some 18 maritime education and training institutions in Australia, China, Hong Kong, Japan, Papua New Guinea, New Zealand, the Philippines, Russia and Singapore met in The Hong Kong Polytechnic University in September 1996 and inaugurated Association of Maritime Education and Training in Asia Pacific..

In addition to the support from IMO, support for the initiative also came from the Hong Kong Shipowners' Association and the Hong Kong maritime unions.

In December 2002, GlobalMET was incorporated in Australia as AMETIAP (Global) Ltd.

"The name Global Maritime Education and Training Association", with the working name "GlobalMET" and a new logo, were adopted in 2006, to reflect the growing global role with more members based outside the Asia Pacific region."

In February 2007, the registered name in Australia was changed to 'GlobalMET Limited'.  
[www.globalmet.org](http://www.globalmet.org)

## **IMO CORNER**

### **World Maritime Day will be celebrated on Thursday, 27 September 2007.**

Every year IMO celebrates World Maritime Day. The day is used to focus attention on the importance of shipping safety, maritime security and the marine environment and to emphasize a particular aspect of IMO's work. The theme for World Maritime Day 2007 will be "IMO's response to current environmental challenges". The theme was chosen to give IMO the opportunity to focus on its environmental work (both of the past and present) and thus intensify its efforts to add our contribution to that of the international community to protect and preserve the environment before it is too late. In his opening address to the 57<sup>th</sup> meeting of the sub committee on Navigation Mr Mitropoulos, Secretary-General of the International Maritime Organization explained:

Before proceeding any further, I would like to say a few words about the theme for this year's World Maritime Day, which, as unanimously approved by the Council last November, is "IMO's response to current environmental challenges". At a time when society considers it imperative to find sustainable and lasting solutions to protect and preserve our beautiful planet by, among other efforts, redressing the negative impact of human activity on the environment, the choice of that theme and the various activities undertaken within its ambit should provide an excellent opportunity to increase awareness of the threat to the environment stemming from shipping operations and, by taking appropriate preventive and, where necessary, remedial action, to show that the maritime sector does care about it and is, indeed, already at the forefront of that challenge.

To succeed in this campaign and thus prevent public opinion from viewing shipping and its regulators in an unfairly negative manner, we must work together on all possible fronts. By putting in place any necessary high standards required for a quality industry determined to be proactive in its approach to environmental issues; by continuously increasing public awareness of our goals, endeavours and achievements; and by always

extolling shipping's environmental credentials and the role it fulfils for the common public good, we will be able to put the record straight and, by so doing, enhance the image of shipping and help the general public and politicians to appreciate the indispensable service shipping provides to international trade and the world economy. In this context, the progress made by the MEPC, at its last session only two weeks ago, on a wide range of pollution prevention, reduction and control areas (including reduction of air pollutants and greenhouse gas emissions generated by shipping operations) is applauded and more progress is expected in the near future; while your Sub-Committee's contribution, particularly through your ceaseless efforts to enhance navigational safety, thereby reducing accidental pollution caused as a result of collisions or groundings, is duly appreciated. Such a contribution on your part is manifested by your work on several topics, including through the establishment of ships' routing systems (and the approval of associated protective measures for Particularly Sensitive Sea Areas), mandatory ship reporting systems, operational guidelines and codes and other measures aiming at promoting safe navigation and, thereby, protection of the marine environment. *Opening address by Efthimios E. Mitropoulos, Secretary-General of the International Maritime Organization, 23 July 2007*

## PIRACY REPORTS

### **IMB report cites spike in piracy**

As detailed in the recently released Q2 2007 Report on Piracy Against Ships, ICC International Maritime Bureau (IMB) data indicates that acts of piracy and armed robbery against ships in the second quarter of 2007 have jumped by 37% when compared to the second quarter of 2006.

Despite a spike in the second quarter, the six monthly total this year remains approximately on par with last year, with the total number of attacks for the first six months of 2007 equalling 126, as compared with 127 for the corresponding period in 2006.

IMB's recent report states that so far in 2007 13 vessels were hijacked by heavily armed attackers, 152 crew members were taken hostage, 41 were kidnapped and three were killed. In 66 cases, either guns or knives were used.



Summarising the second quarter figures, IMB Director, Captain Pottengal Mukundan stated: "Despite a sustained decrease in acts of piracy over the past three years, the statistics for the second quarter of this year suggest that we may be seeing a reversal of this trend. Somalia and Nigeria remain very dangerous, high risk areas with large numbers of violent kidnappings and hostage takings."

In Nigeria, 19 incidents have been reported, including the boarding of 15 vessels and one hijacking. Forty crew members have been kidnapped and 24 taken hostage in 2007. These attacks appear to be orchestrated by a few local groups, claiming their actions are in pursuit of political goals. Offshore supply vessels and their crew are frequently identified as potential targets for kidnap and ransom, although cargo ships have also been targeted.

Commenting on specific elements of piracy in the region, Captain Mukundan added, "Off the coast of Lagos, oil tankers conducting ship-to-ship operations in anchorages and tankers moored to SBMs have become particularly vulnerable targets."

In Somalia, the IMB Piracy Reporting Centre has recorded 17 incidents to date in 2007. This is a dramatic increase over the ten attacks recorded for

all of 2006. In 2007, a total of eight vessels were hijacked, with 85 crew members taken hostage.

As a result of the renewed level of attacks near Somalia and a recent incident that occurred 180 NM off the Somali coast, IMB now advises vessels not calling at Somalia, to remain at least 200 NM clear of Somali waters at all times. Last month, there was an attempted attack 315 NM off the Somali coastline.

On attacks taking place off the coast of Somalia, Captain Mukundan stated: "For the safety of all vessels in the region, it is critical that vessels under attack off Somalia immediately notify the IMB Piracy Reporting Centre. This will allow the IMB to alert other vessels in the area. Piracy reports will also be passed to the coalition naval forces in the region so that they can investigate suspect vessels."

Regarding political changes required to reduce piracy in the region, Captain Mukundan stated: "The IMB welcomes the International Maritime Organization's efforts to refer this issue to the United Nations Security Council. We hope they will prevail upon the Transitional Federal Government in Somalia to permit naval units from other countries to assist hijacked vessels in Somali waters. It is only when the pirates see that they can no longer make easy money by seizing vessels, that we will see a reduction in attacks. "

While parts of Africa remain problematic, the situation in the previously worrisome Malacca Straits has significantly improved. No incidents were reported in this area in the second quarter of 2007. This improvement is largely attributed to the co-operation between states bordering these waters.

*Kuala Lumpur, 12 July 2007*

[http://www.icc-ccs.org/main/all\\_piracy\\_al.php](http://www.icc-ccs.org/main/all_piracy_al.php)

## TECHNOLOGY

As our regular will know I am keen on the use of the latest technology on board, and in particularly on the Bridge. The correct use of this equipment in

combination with traditional skills will increase situational awareness of the navigator and by default improve navigation safety. However there is legitimate concern that the technology replaces a lot of "old fashioned" good seamanship, rather than is added to it. To illustrate the issue are the following two letters that were recently published in Fairplay:

### **GPS – Guarantees Perilous Shipping**

Sir, Over half of the ships navigating the English Channel nowadays will not plot a single fix on their charts, other than that obtained by GPS. More than any other piece of technology, GPS seems solely responsible for the demise of navigation as an art.

And it has allowed the industry to replace highly trained experienced European ship officers with those from low-wage countries. Today, if GPS signals were turned off – or in any way interfered with – then consequences to the safety of shipping could be catastrophic.

Many ship's officers today are totally incapable of navigating their ships without GPS. One has got to wonder at the lunacy of the UK Ministry of Defence to jam GPS signals for the next few days around the Cornish coast as an exercise. Their primary concern appeared to centre on motorists getting lost rather than its effect on shipping. According to the coastguard, the disruption will extend up to seven nautical miles offshore, ie well within the area covered by such notable groundings as the supertanker Torrey Canyon.

That a government department should seek to interfere with the safety of navigation is reprehensible. However, this will at least highlight the industry's total reliance upon GPS. Perhaps the time has come for officers to be trained to navigate ships by all means available not just by electronic systems, which could be turned off at a moment's notice by politicians. *Yours etc, Captain Peter J Newton, Fairplay, 14 June 2007*

### **Masters and MBAs**

***Experience should confer authority, or "don't blame the Pasha's Master"***

*It takes ten years training and experience to become a ship master, but only one year to gain an MBA. So which one should have the authority over a ship's movement?*

A ship in ballast is difficult to manoeuvre at the best of times. Throw into the mix a gale-force wind and the problem is multiplied. Remove most of the ballast water and disaster looms. Just to put a bit of spice into the recipe, add a lee shore, no steerage way and a crowded anchorage and the *Pasha Bulker* casualty happens.

This bulk carrier has a loa of 225m and a depth of 19.8m. As one retired sea pilot tells Fairplay, "I have handled many of this class of ships and they are total pigs in ballast." The problem is caused in the main by ship's agents. In order to gain the quickest turnaround, the master is instructed to arrive at the pilot station with minimum ballast. The propeller is then half out of the water, reducing available thrust by more than half. The exposed hull and accommodation area is more than 3,500m<sup>2</sup>. This is larger than the sail area of Cutty Sark, and the wind blew this ship along at more than 17 knots.

"What the master should have done," our ex-pilot recommends, "is up-anchor and head out to sea while taking on maximum ballast, but external pressure kept him at anchor too long, and the engine does not have the power for him to be able to manoeuvre around the other 53 ships said to be at anchor. I imagine he was 'in irons' and just blown on shore." Instead of producing laws such as cleaning up ships ballast water with a system that hasn't been invented yet, perhaps legislators would better serve the shipping industry by reinforcing the authority and primacy of the ship's master and enshrining it in SOLAS. *Fairplay*, 14 June 2007

## EDITORIAL

Over the years much has been written and said about the Master/Pilot exchange. Guidelines have been promulgated, revised and redistributed, yet feedback of both Masters and Pilots indicates that this remains a weak area in the Bridge Organization. A recently published report by AMSA on the grounding of the *Desh Rakshak* on entering Melbourne illustrates the issue. Pilot boarding is too close to the port entrance, not enough time to have an effective meeting, if there is time at all for such an exchange of information,

the navigation bridge is dark, weather is poor, etc. Yet the best a 2004 report commissioned by International Group of P & I clubs could come up with was a recommendation that "Better or further training or briefing in bridge team management was needed especially in relation to passage planning berth to berth with the pilot on board and the ability of the bridge team to be in a position to judge when there is a departure from the passage plan when berthing and unberthing. Reiterate the master/pilot information exchange process."

This recommendation, as so many before, miss the point why the Master/Pilot exchange is less than successful. It is an issue of opportunity! On a bright and calm day when the pilotboat has ample time to come out to the pilot station or beyond their will typically be a good opportunity to conduct a comprehensive briefing. On dark and stormy night with high seas, rolling ship and reduced visibility due to driving rain this is a different matter all together.

One practical solution to at least part of the problem may be the use of modern communications equipment. With more and more ships having the ability to communicate by e-mail, I suggest that there may be an opportunity to use this technology to enhance the Master/Pilot exchange: the pilot authority should send a detailed port passage plan to the vessel upon receipt of the advanced arrival notification, say 48 hours or more before arrival. Now the ship has ample opportunity to plan its passage "berth-to-berth" in accordance with the pilot's plan, and the Master can conduct an arrival briefing with his bridge team before the pilot boards. In exchange the ship will send full manoeuvring information and ship's particulars, handling characteristics etc. While the actual pilot assignment may be made only shortly before arrival, this ship-information could be made available to him on the pilot-boat on the outward trip to meet the vessel. In this scenario both parties have been fully briefed on the standard issues and the actual meeting on the bridge can be reduced to confirming the e-mailed information and any last minute amendments to either plan.

This seems far too simple to be a good solution and I would like to hear from you with any comment, why this could not work. Positive feedback is also more than welcome to [nznisec@xtra.co.nz](mailto:nznisec@xtra.co.nz)

## NOTICES

**Congratulations to Capt. Jack Hutchings, MNI** appointed as Shipping Manager with Todd Shipping, which is a division of Todd Energy, formed to operate a 47000 TDWT 4 grade product tanker which has been taken on time charter for 2 yrs, primarily to ship Todd Energy Taranaki crude oil from New Plymouth to our customers in Australasia if you need any more info please do not hesitate to contact me

### **Regional funding bill**

The Regional funding bill was notified last months and has great importance for the Maritime Museum. In the booklet included with this mailing of the newsletter the major benefits of the legislation are set out.

You can help the museum by continuing the lobbying of MP's and local and Regional Council Officers, making full use of your contacts. In particular with National, whose support would ensure success. Please report any reactions from MP's to the museum coordinator, Anne Rodda, [annerodda@xtra.co.nz](mailto:annerodda@xtra.co.nz) or tel:021 4344 442.

### **NEXT MEETING**

**WEDNESDAY 15 August 2007**

18.00 for 19.00

#### **Venue**

Volunteers Room  
The New Zealand National Maritime Museum  
Hobson Wharf

**An update of Maritime New Zealand's activities  
With particular emphasis on the Port & Harbour safety code,  
The Collision Regulations, and  
NZ's safety management system for small commercial craft.**

a presentation by

**CAPTAIN JOHN MANSELL, FNI  
GENERAL MANAGER, MARINE OPERATIONS, MARITIME NZ**

John is a Master Mariner and Fellow of the Nautical Institute with a seafaring career spanning 35 years.

His current responsibilities include flag and port state control, Maritime NZ's ten district offices and administration of all non-SOLAS commercial vessels. He has attended the MSC and FSI committees of the IMO since 1995, is currently an IMO auditor and has served a term as Chairman of the Tokyo MOU on port state control.

Entry is 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](mailto:maritime@manukau.ac.nz) or visit the School at <http://www.nzmaritime.com>**

