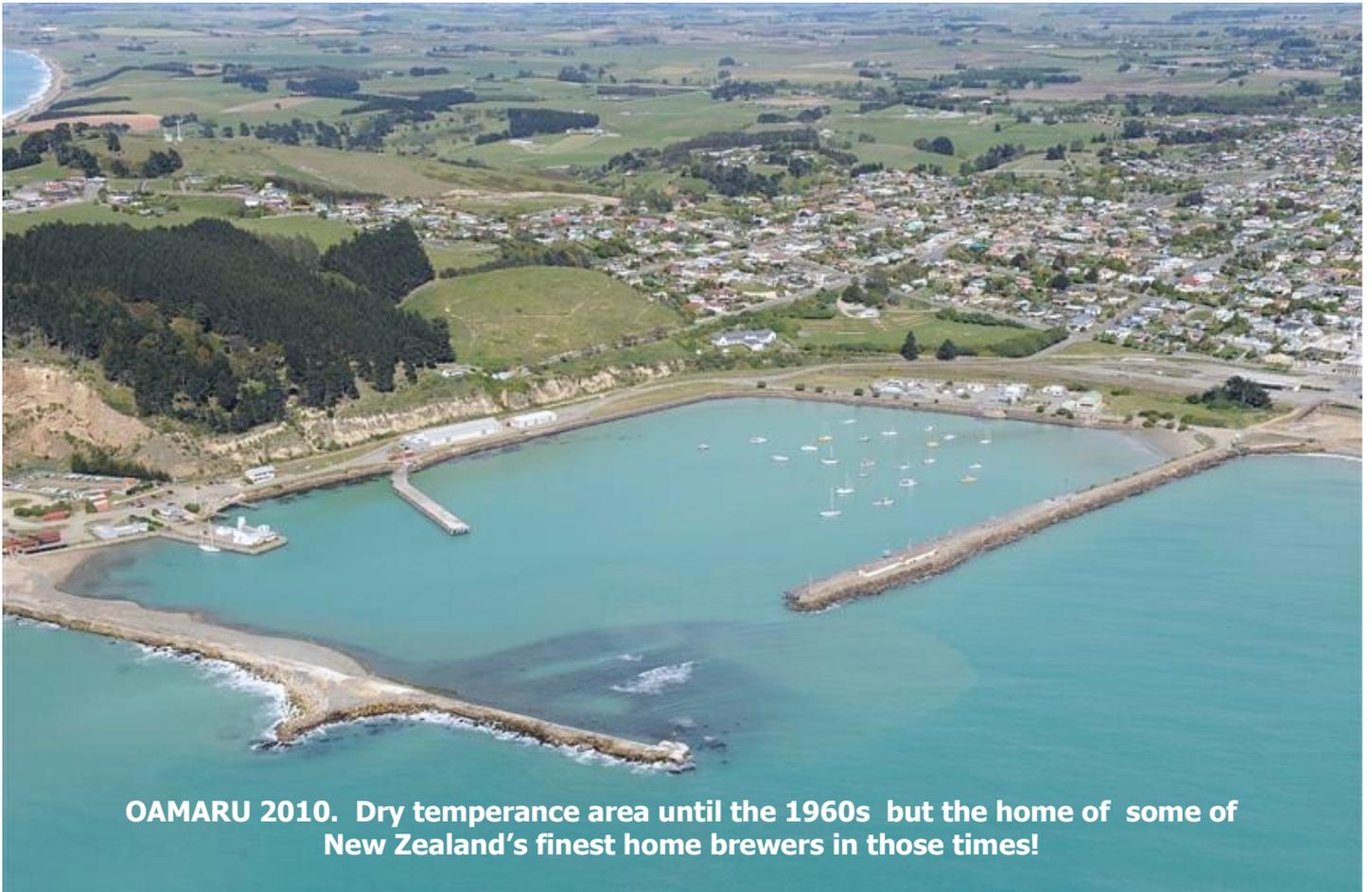




***New Zealand Company of
Master Mariners***

ON DECK

March 2013



OAMARU 2010. Dry temperance area until the 1960s but the home of some of New Zealand's finest home brewers in those times!

Two New Zealand coastal ports, both frequent and regular ports of call in yesteryears. Now made redundant to maritime carriers by modern rail and container technology.



GREYMOUTH 2010 with its famous freezing cold fog bank called the *BARBER* slowly descending from the mountain valleys. *'Cold enough to shave you in winter,'* and it could be too!



The New Zealand Company of Master Mariners

Incorporated under the patronage of His Excellency

Lieutenant General The Right Honourable

Sir Jerry Mateparae GNZM, QSO Te Kāwana Tianara o Aotearoa

Governor-General of New Zealand

Master,	Captain K. D. Watt
General Secretary,	Captain C. van Kesteren
Council Members,	Captain E.E. Ewbank
	Captain A. R. Cooke
	Captain R. A. J. Palmer
	Captain T. J. Wood

[On Deck is the Official Journal of the New Zealand Company of Master Mariners](#)

Associated and Related Professional Maritime Organisations

**The Honourable Company of Master
Mariners - U.K.**
www.hcmm.org.uk

**The Company of Master Mariners
of Canada**
www.mastermariners.ca

**The Council of American Master
Mariners, Inc.**
www.mastermariner.org

**The International Ship Masters
Association**
www.ifsma.org

Master Mariners India
www.mastermariners-india.com

**New Zealand Merchant Navy
Association**
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Nautilus UK/Nautilus NL
www.org.int

**New Zealand Branch Nautical
Institute**
nznisec@xtra.co.nz

**South African Branch Nautical
Institute**
info@nautinst.co.za

**The New Zealand Ship and Marine
Society**
www.nzshipmarine.com

**The Company of Master Mariners of
Australia**
www.mastermariners.org.au

**The Company of Master Mariners
of Sri Lanka**
www.cmmsrilanka.lk

**The Warsash Maritime Academy
College of Maritime Studies
University of the Solent**
www.warsashassociation.net

Japan Captains' Association
www.captain.org.jp

**Confederation of European
Shipmasters Associations**
cesma-eu.org

Panama Canal Pilots Association
www.canalpilots.org
Asociación de Capitanes Nautilus
capitanesnautilus@tie.cl

**Association Française des
Capitaines de Navires**
www.afcan.org

**The Irish Institute of
Master Mariners**
www.mastermariners.com

**The Norwegian Maritime Officers
Association (NMOA)**
www.sjooff.

**The Society of Master Mariners South
Africa**
www.mastermarinersa.co.za/

**Swedish Ship Officers'
Association Institutes**
www.sfbf.se

**Verband Deutscher Kapitäne und
Schiffsoffiziere e.V. International**
www.vdks.org

**The Nigerian Association of
Master Mariners**
namm@yahoo.com

**The Round Table of International Ship-
ping Associations**
www.marisec.org

**The Association of Master
Mariners Kolkata**
mastermarinerskolkata.com

**The Southampton Master
Mariners Club.**
cachalots.org.uk

**Master Mariners Association of
Tasmania.**
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CONTENTS

- 2 Images: Oamaru; Greymouth
- 4 Associations.
- 5 Contents.
- 6 Editorial.
- 7 Second Leader.
- 8 To Masters Orders.
- 9 Contacts
- 10 Letters.
- 12 Crossed the Bar.
- 13 *Aparima* Cadets.
- 17 *Aparima* News Reports 1917.
- 19 Riding out Hurricanes.
- 20 Part 2: Scrutinising
Maritime Investigation.
- 24 A North Atlantic Tale.
- 26 Curiosities.
- 27 Lady of the Lake
- 28 GlobalMet Training Association.
- 29 Modern Sail Developments.
- 30 Tugs in Dance and more.
- 32 Sinking of the Holmwood.
- 39 Seminars and Announcements.
- 40 Royal Yachts
- 41 Remembering 'Old Rip'
- 42 Bully Hayes - Pirate.
- 44 Close Calls
- 45 *Medusa*
- 46 *Costa Concordia*: U.S. Passenger
claims dismissed.
Queen of the North case in court.
- 47 Too Many Losses.
- 48 Not One Mans Mistake.
- 49 Domsday Iconoclast etc.
- 50 Norport Report.
- 51 Images: Ocean Falls; Coffs Harb'r

HISTORICAL MEMOIRS REQUIRED, IF POSSIBLE.

The article about the *Aparima* commencing on page 13 in this edition has been composed and written by Phil Lascelles.

Phil is currently an adult history student at Massey University and is completing his MA thesis on New Zealanders in the Merchantile Marine in World War 1. He wishes to hear from members who had family members serving under the *Red Duster* during WW1 (1914-18).

The New Zealand Company certainly applauds his effort.

He may be initially contacted at:
phil@ihug.co.nz



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EDITORIAL

ALMOST 100 YEARS ON AND STILL NO PROPER RECOGNITION

Next year will be one hundred years since the start of the Great War (WW1). It took ninety six years of those years before the work of the New Zealand Merchant Navy received any real recognition for war effort and consequent sacrifice. Recognition of a sort was established in 2010 when the New Zealand Government finally announced that they would join Britain and other Commonwealth countries to commemorate those who served in the Merchant Navy in the Second World War. This has taken the form of an official Merchant Navy Day to be celebrated on 3rd day of September in each year, but there still appears to be a general unawareness of the role played by merchant seaman or even who we are.

In many ways, to us older members who remember serving during hostilities, the creation of an official Merchant Navy Memorial Day is welcome but it does not resonate as a truly meaningful endeavour. It seems to lack the heart and heritage of that applied to the armed services. Thus it has the flavour of being simply a political motivation to avoid any criticism but without any real attempt to recognise the one thousand year history of the Merchant Navy as a necessary support to the aspirations of the crown and thus the realm and critical to the support of the defence services during hostilities.

The operation of Merchant vessels requires a variety of professions and ranks, and each of these roles carries unique responsibilities which are integral to the successful operation of a seafaring vessel. A ship's bridge, filled with sophisticated equipment, requires skills differing from those used on the deck, which houses berthing and cargo gear, which requires skills different from those used in a ship's engine room, the catering areas and so on.

Merchant seamen continue to serve in a potentially dangerous industry operating in a hazardous environment that a maritime trading nation like New Zealand depends on. That these risks are very real is established by the fact that Lloyds statistics report (2012) gives the death rate for seafarers worldwide at 12 times the death rate for any land based job.

In 2010 the date chosen was 3 September as this observes the sinking of the first British merchant ship

Athenia in 1939, just hours after the war was declared. During the Second World War, over 4,700 Allied merchant vessels were sunk and over 49,000 merchant seamen on the Allied side lost their lives.

There is no doubt that the Merchant Navy operates within a culture that differs very much from the armed services. We are not trained to hunt, nor kill, nor seek publicity, rather we are simply asked to be working seamen, capable, of taking our place within the transport infrastructure of the country. Yet despite this, warfare would be impossible without the support and full co-operation of merchant seamen

A seaman who was in a merchant transport at Gallipoli in WW1 where his ship was under fire from the shore while loading casualties for transfer to hospital ships told how the crew suffered deaths and injuries. An article in this issue relates that his ship was sunk by the enemy and he was taken prisoner of war in WW2. However, like many, merchant seamen, even after hazardous service in two world wars he never bothered to collect any medals as he felt, rightly, the MN war efforts were not properly recognised.

Only last year while attending the dawn service on Anzac Day in a provincial town near Wellington I took along a small New Zealand Merchant Service flag, the "Red Duster". One of the officials told me it was a "maori flag" and not appropriate at the service. I tried to explain to him what the flag represented but he replied "Oh yes but they, were civilians not proper navy!"

This despite the fact that merchant crews, unlike their armed forces comrades, were essentially volunteers who unreservedly placed themselves in harm's way, mostly without armed protection and always within the twin hazards of warfare and oceanic weather.

The gentleman who thought our flag was inappropriate should be aware of the historic significance of the 'Red Duster', a proud history that extends back to the time of Edward the Confessor whose crown we wear. He may be surprised to know that we were around hundreds of years before the navies of the world, just doing our job with small recognition. A check of the relative mortality rates for merchant seamen in WW2 as against 'real' naval personnel may also surprise him. The Armed Forces 28% the Merchant Navy 48%

He also needs to learn that without us doing the humping and carrying, again, usually in harm's way, he would not have been able to successfully prosecute his war and consequently be unable to celebrate his war nor his time in the armed services nor be able have his reunion soirees.

Establishment of a Merchant Navy Day remains only a first step.

2nd



Leader

Passage Planning

WHY I ENJOYED THE RENA DISASTER

ANOTHER VIEW

Observations by Graeme Hill

First, as somebody once said, like execution, it concentrates the mind. Or more so, like inoculation, some brief pain and a little rash can be reassuring for the future. It was a salutary lesson that may well have been learned much harder by a massive oil tanker rather than a cargo vessel and we were reminded that extreme weather phenomena are not necessary for such calamities. Human stupidity can do the trick nicely.

Rena was front page news and the lead story every night. Oil-caked seabirds clambered all out-of-sorts in blue plastic tubs, obviously suffering. Pathetic, less fortunate ex-birds long since done for marked the high-water mark on the sand.

Herds of media were dispatched in all haste and at some expense to *be there*. The scene seethed with volunteers and concerned citizens atop kikuyu dunes not knowing quite what to do but wanting to do something.

It was heartening to see such a rally from citizenry and media in the face of a clear and present local environmental upset, but I kept wondering, and hoping .. When is it going to happen? When are they going to say it? Surely they must ... but it never happened.

It is estimated that about 1500 birds died due to the Rena's spewforth, and certainly untold other creatures were affected in some malignant way. To this day, when the Rena incident is mentioned, it is qualified in sombre and cautionary tones as *'New Zealand's largest environmental disaster'*.

It is, of course, nothing of the sort. It's not even close, and that was what I was waiting to hear.

Are you sitting down? Every year 26,000,000 native New Zealand forest birds perish to mammalian predators. It's a number so crazy that it seems unbelievable, but don't think for a second that some hysterical shrieking loon is picking numbers out of a hat and ramping things up for eco-shock purposes. This is a very conservative estimate, and it should be headline

news.

John Innes of Landcare Research is not a man prone to hysteria. He's pragmatic and rigorously scientific in approach, and his paper on the subject should be better known. Here's the calculation. Forest covers 23 per cent, or 5.98 million hectares, of New Zealand. Assuming a miserly five native bird nests to each hectare in any nesting season, that's 29.9 million nests. Of those, 73 per cent, or 21.827 million nests, fail. At an average of two eggs per nest, that's a total of 43.654 million chicks that fail to fly from the nest. Predators are blamed for at least 61 per cent of those. That's 26,628,940 chick and egg losses. This does not include the loss of mature birds to predation, introduced birds, or the much larger number of native birds that nest in parks, gardens and farms.

In a recent interview on the subject, I asked John why there isn't more of an outcry and hence action. 'I'm constantly struck at the lack of fuss I'm sure most people just don't understand the magnitude of it,' he said.

That's why I enjoyed the Rena disaster. It showed how ordinary folk react when confronted with a clear environmental catastrophe, and it gave me hope about the response if the bigger picture is better known.

The shame is that it isn't.

It's fair to assume that a large part of the public motivation during the Rena spill was to help rectify a single, directly man-caused affront to nature. Humans stepped up as an apology to the natural world for human folly. This is good and noble, but, frankly, the creatures don't give a damn. They care not for *'sorry'*, nor do they appreciate our motives. They and all our precious wildlife just need our action.

Our inaction on introduced predators is also calculable: conservatively it is 17,333 times worse every year than a single reckless cargo ship's crew.



Graeme Hill hosts the Weekend Variety Wireless show on Radio Live.

This 2nd Leader is reprinted with permission from the November issue of *Forest and Bird*, the journal of the Royal Forest and Bird Protection Society.

TO MASTERS ORDERS



Captain Kenneth Watt

One important matter facing the Company is a stagnant if not falling register of members. This is not a new situation but one, given the time and no remedial measures taken, will see us, slowly and inevitably disappear completely.

Some forty years ago the shipping register in New Zealand was immense when compared with that which exists to-day. There were Producer Boards, Harbour Boards, numerous overseas Shipping Companies, stevedoring companies and not forgetting the Government's own Marine Department all employing qualified Master Mariners to play significant and respected senior roles in their own organizations. This provided a large pool of potential members and the collegial nature of maritime commerce at that time ensured that people were easily identified and invited to become members of the Company.

In the name of progress these various bodies have changed, diminished or indeed disappeared. With these reforms the authority, knowledge and prestige of a Master Mariner has continually been challenged and degraded by those with political influence. We have witnessed the rise in power of the accountant supported by those with the ability to assemble lobby groups in the interests of pursuing their own agendas. The changes brought about in this fashion have certainly not been the success they were forecast to be.

Given this movement and if we are not to sit back and allow ourselves, as a Company, to be completely eliminated by these forces, we must seek to reverse the trend. The responsibility lies with the Company by way of each Branch and each individual member of the Branch to actively search out new members and promote the notion that being a Master Mariner is still meaningful and the New Zealand Company of Master Mariners, as a group, has something substantial to offer the maritime world in this country.

CRUISE SHIP DETAINED IN IN UK Liz McMahon

UK's Maritime and Coastguard Agency has detained the cruise ship *Discovery* at Portland Port, Dorset, after the crew were unable to launch lifeboats in a pre-cruise safety drill. The Bermuda-flag, 2,859 dwt cruise vessel was built in 1972 and was operating under its new joint venture partners, All Leisure Holidays and Cruise & Maritime Voyages.

The agency said in a statement: "Following inspections on Friday 1, March, the MCA issued a detention notice on the passenger ship *Discovery*, preventing the vessel from sailing at this time. "This will remain in place while the owners and crew undertake revisions to their safety management system."

ALH and CMV said they regretted cancelling *Discovery's* scheduled 15-night Northern Lights cruise to Norway. The vessel was scheduled to sail from Avonmouth near Bristol on February 28, 2013 but poor weather en route from Genoa, compounded by tidal restrictions in Bristol, saw *Discovery* reroute to Portland where passengers embarked.

The cruise firm said. "We have been unable to resolve these technical issues to enable us to continue with the cruise on time and further works will have to be undertaken to ensure all issues are fully resolved."

Passengers will receive a full refund of their cruise fare, compensation of £250 (\$376) per person and a discount of 40% on a future *Discovery* cruise if booked by April 30, 2013. The cruise firms hoped that *Discovery* would meet its next scheduled departure from Avonmouth on March 15.

The MCA's move comes after the cases of *Costa Concordia* and *Thomson Majesty* highlighted separate safety issues concerning lifeboats. The *Costa Concordia* casualty revealed weaknesses in launching lifeboats on either side of vessel in an emergency when a vessel heels over.

The incident on *Thomson Majesty* revealed critical weaknesses in lowering boats quickly and safely to the waterline. Skaggerak Foundation accident investigator Arne Sagen told Lloyd's List recently that the *Thomson Majesty* incident laid bare "a sort of deadly irony that the system designed to save life becomes the very agent of death and serious injury in a deeply worrying number of casualties".

He said: "This has been a nightmare for the entire shipping industry since the introduction of totally enclosed lifeboats and the hydrostatic release gear in the 1990s, and a great many fatalities have been reported among those on board the lifeboat as it is lowered or hoisted."

BRANCH CONTACT DETAILS



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DEPUTY WARDEN:

BEN JOHNSON (09) 535-4077

SECRETARY:

JOHN FRANKLAND (09) 524-4493

TREASURER:

CHRIS BARRADALE (09) 637-8906

Meetings Thursday evenings except before holiday week-ends in the Commerce Club 27 Ohinerau Street, Remuera. Contact the Secretary for confirmation of dates.



City of Christchurch, New Zealand

City of Christchurch Arms

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ALAN COOKE (03) 389-5536

DEPUTY WARDEN:

ROBERT KERR (03) 384-1130

SECRETARY:

GEOFF SWALLOW (03) 332-6368

TREASURER:

RICHARD HENSHAW (03) 338-8551

Branch Meetings are held on an irregular basis at the Canterbury Club, 129 Cambridge Terrace. Contact the Secretary for dates and times.



Tauranga City

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TIM WOOD (07) 552-6400

DEPUTY WARDEN:

TONY WATSON (07) 575-4226

SECRETARY:

GORDON RUTHERFORD (07) 575-7422

TREASURER:

GUY DENNISON (07) 544-4196

Meetings are held in Environmental BOP's board room at 6 Rata Street, Mount Maunganui. Contact the Secretary for dates and times.



City of Wellington Arms

WARDEN:

RONALD PALMER (04) 970-7856

SECRETARY:

GRAHAM WILLIAMS (04) 904-3180

TREASURER:

TO BE ADVISED

Luncheon Meetings are held at Noon each 2nd Wednesday from February to November, in the Bay Plaza Hotel. 40 Oriental Parade. Annual dinner and social is held early in December. See www.mastermariners.co.nz



MERCHANT NAVY DAY— FLAG ETIQUETTE

Sir,
The Wellington Branch of the NZ Company of Master Mariners, considered it a honour and a pleasure to receive invitations to attend the Merchant Navy Day memorial service at the National War Memorial, Wellington, on 3 September 2012.

The format was some improvement on the service held in 2011. However, the purpose of this letter is to bring to the organisers attention the very important procedure of correct Flag etiquette, especially in respect to New Zealand's National Flag and the New Zealand Merchant Navy Flag referred to as the NZ Red Ensign and worn by all NZ Registered Merchant ships since 1903.

For those who have been disciplined in Flag Etiquette it was none other than a sacrilege for the British Merchant Navy Flag to be given the highest honour at a service in honour of New Zealand Merchant Navy personnel who lost their lives and gave so much during WW2.

Further, it also seemed that the opportunity to commercialise this very important event was taken by displaying the company flags for Strait Shipping and Pacifica Shipping in a most prominent part above the entrance to the Hall of Memories at the Carillon. These two shipping companies did not exist during the war. The flags of the Union Steam Ship Company and Holm Shipping Company who lost men and ships and had NZ merchant seamen taken as Japanese and German prisoners of war should have been displayed in those positions.

It is appreciated that the Ministry is assisted on these matters by personnel who should be aware of the protocol of flags etc. Obviously their knowledge of the NZ Merchant Navy and flag etiquette is sadly lacking.

Ronald A Palmer

Copies of this letter were forwarded to:
Department of Internal Affairs,
Visits and Ceremonial Events,

The Chairman,
National Advisory Council,
National War Memorial,

HMT LANCASTRIA

SIR,
Your letter enclosing your excellent journal 'On Deck' sent in October has eventually reached me, but as you will see from the address above I am no longer living at the address given on the old HMT *Lancastria* website. I was indeed the Secretary of the HMT *Lancastria* Association, but I regret to say that I was the last as the Association was wound up in 2010. 1

apologise for the delay in responding to you, but I was reminded of your letter and journal while reflecting on today's date which prompted me to reply.

I am very grateful to your Company for reproducing the story; one that should never be forgotten. I have managed to share this with a few of the old Committee members, but sadly Harry Petit and Harry Harding, the survivors pictured in the article, have both passed away now.

My father was in the RAOC based in Nantes, and was evacuated to St Nazaire pretty late on. My mother told me that he was obliged to hide in barns and under hedgerows to make that journey. He was so late to arrive that by the time he boarded the *Lancastria* he was ordered off again as it was overflowing with men, so he escaped the actual sinking. He never spoke of it at all to me, and died of MS in 1979. It wasn't until 2000 that I paused in my own busy life to wonder about it all. I was lucky enough through the HMT *Lancastria* Association to contact a man who had joined up with my father, served with him in France and was a *Lancastria* survivor, then met my father again in 1943 while posted to Scotland, where they shared accommodation for several months. The interesting thing was, he said, was that they never spoke of 1940 – so much water had passed under the bridge since then.

I still get contacts from people about the sinking. Only last month an ex RAF policeman, a survivor, now 91, phoned me to try to make contact with anyone left alive from his squadron. He talked for more than an hour, reliving in graphic detail what he saw on that day. Some memories don't fade, ever. Another man phoned me to say his father had been a crew member, and survived, and I was able to put him in touch with Colin Clarke whose father had been a steward on board, but sadly did not survive.

You are probably aware that with the passing of the Association, the Merchant Navy Association here has undertaken to ensure that the memory of the *Lancastria* is never forgotten. They clearly are doing their bit as you can see from the following recent email sent by a former member to the ex-chairman of the Association, Roger Round. (Letter reproduced below.)

Peter Barker Christchurch, Dorset, UK

MERCHANT NAVY PARTICIPATION

I am pleased to inform you that my wife, a daughter and I, wearing my *Lancastria* beret, paraded with the Merchant Navy Association yesterday and I presented a wreath bearing the *Lancastria* Association logo for display at the cenotaph. There was also another young lady wearing a *Lancastria* beret and accompanied by her son, in the parade with us.

As usual the MNA made us very welcome and I am sure other members of the *Lancastria* Association would also be welcomed if they knew they could march with the MNA. Is there still in existence a data base whereby other members could be so informed?

Mike Cummins

HIGH SIDES, HIGH WINDAGE

Sir,

Those car carriers always make me shudder when I see them. Specialised livestock vessel could also fall into the same category as the car carriers.

The vessels that gives me real concern in Hurricane/Typhoon/Tropical Depressions etc are those huge slab sided car carriers. Trying to hold those ships head to wind in 100 knots plus would require a lot of grunt. If they fell off the wind it would seem impossible to get their head back into it. I guess they would have to run before the seas and wind with the fear of broaching and/or running out of sea room. Remaining in port would be equally as difficult with their high slab sides presenting huge windage and difficulties in getting sufficient length for their mooring lines.

Would appreciate a comment from a mariner who has experienced a hurricane in a car carrier.

Ron Palmer

(See also relevant article on page 19)

MORE CRUISING PROBLEMS

Sir,

Not a month goes by until I hear of more operating problems in the cruise ship industry.

I was considering the latest malfunction aboard the *Majesty* in Santa Cruz harbour; the deaths of five crewmen in a lifeboat dropped with dynamic force from its davits during a scheduled safety drill but before I could even start to understand how this could happen came news of the next disaster.

Carnival Triumph on fire in Gulf of Mexico. The 3,143 passengers and 1,086 crew aboard are short of food and running water, with some now sleeping on the deck on account of the lack of air conditioning, and using buckets as toilets.

Another Carnival ship, *Carnival Elation*, was reported on the scene and transferring additional food and beverage provisions to the *Carnival Triumph*.

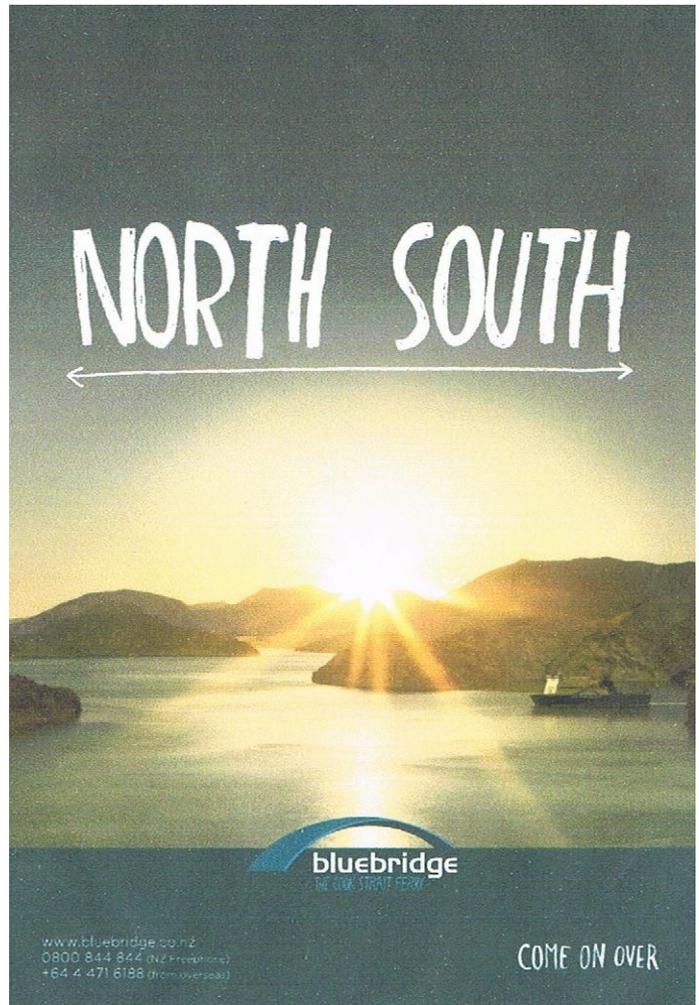
Carnival Triumph's engine room caught fire during a four-day cruise from Galveston.

The blaze was rapidly extinguished by its fire safety system. No one was injured, but the ship was left without power.

The incident is reminiscent of a similar casualty in December 2010, when *Carnival Splendor* suffered an engine room fire off the Pacific Coast of Mexico, again disabling its generators. In that case, the vessel was provisioned by US Navy helicopters air-dropping supplies of tinned spam, croissants and pop-tarts to the stricken ship.

Last year started with the deplorable *Costa Concordia* fiasco; it is past time that the cruise ship industry needs to give as much attention to passenger/crew safety and reliability as is given to fiscal returns on the bottom line.

Terry van Gioni



DOES CARNIVAL REALLY HEED IMO STANDARDS?

The grounding of the *Costa Concordia* was not the first accident for the Costa line. A previous fatal accident happened while mooring in Egypt in February of 2010.

However, after two years, the analysis of that investigation has not been submitted to the International Maritime Organization by the Italian authorities.

And even if it had, the company is arguing that the crash with the pier was caused by "bad weather" while others say it was "crew error." Neither of these are a root cause. Three crew members were killed when the *Costa Europa* hit a quay in Sharm el-Sheikh, Egypt, in February 2010. Accident reports should be submitted to the International Maritime Organization (IMO), but such regulations have not been followed. The Italian Maritime Register said the report is "strictly confidential".

The *Costa Europa* crashed in 2010 during a Red Sea cruise with 1,500 passengers on board. Under regulations set by the IMO, investigations into serious shipping accidents have to be conducted by the vessel's flag state - in this case Italy. The findings of such investigations are supposed to be sent to the IMO so that potential lessons can be learned, and if necessary, changes made to safety regulations. Why have they not?

Geoffery Staddart



CROSSED THE BAR



Captain Neil Gilstrom

8th December 1943 – 24th August 2012

We record the death last year of Captain Neil Gilstrom. Neil was a past member of the Wellington Branch of the Master Mariners.

He began his career as a cadet in the Union Steam Ship Company. He remained with that company, where he eventually gained his Master's Certificate. During this period of his life Neil met and married his wife Moretta.

In 1972 he joined the GRV *Tangaroa* as Chief Officer and was Master of that vessel between 1978 and 1984. When the *Tangaroa* was withdrawn Neil joined the Marine Division of the Ministry of Transport, as a surveyor. He returned to sea in about 1997 joining Strait Shipping on their Cook Strait service. He adapted well to the changes that had taken place since his Union Company days.

When he finally retired from his seagoing career Neil became a Chamber and Gallery Officer at Parliament, a fitting position given his lifelong interest in Government and politics. Failing health required Neil to give up his membership of Master Mariners early in 2012. He was sadly missed by all his friends.

Neil is survived by Moretta and son Carl. The Company extends its condolences to his family and many friends.



Captain A (Tony) Dodds

22 November 1923 – 03 March 2013

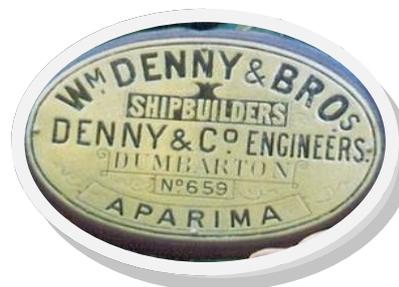
Tony was born in Yorkshire and went to sea in 1940 when he joined the Ropner line of tramp steamers. He served on Atlantic Conveys and North African landings. At the end of the war he visited New

Zealand on the *Rivercrest* and met his future wife. He returned to New Zealand and joined the Union Steam Ship Company where he remained until retirement in 1984.

He was a popular mate on the Wellington Lyttelton ferries *Rangatira* and *Maori* and was promoted Master of *Kanna* in 1964. Later he was Master on the Cook Strait Rail ferries when they were under Union Company management. The day the *Wahine* sank he took the *Aramoana* out to the site to assist.

In latter years, after serving on *Wainui* on the Indian service, he was Master of many of the Union Company ro-ro ships running to Australia.

He was a member of the Wellington Branch of Master Mariners and between 1972 -1978 was President of the New Zealand Merchant Service Guild.



**The men of the *APARIMA*
Killed in action 1917 off Portland Bill, UK
Ship resting 8 metres proud in 44 fathoms at
position Lat. 50° 45'.5 N Long. 2°37'.09W**

Chief Officer Daniel

2nd Officer McDonald

Chief Engineer Rogerson

Wireless Operator Millington

Boatswains Perry and Terris

Cadets W. H. Williams,

J.K. Mckenzie, R. Marshall,

A. Marshall, D. Hoare, J. Proudfoot,

G. Bargrove, Colin McDonald, A. Ramsay,

Newton, Townsend, Stacey, Bannatyne

Shaw, Chalmers, Smith.

Chief Steward Mackie

2nd Steward Christian

See article on beginning on page 14 of this issue.

Also see underwater video of *Aparima* wreck at

<http://www.wrecksite.eu/wreck.aspx?4641>

RESQUIESCANT IN PACE

THEY RECEIVED NO PAY

THE OFFICER CADETS OF THE STEAMSHIP *APARIMA*.

Phil Lascelles



This War Memorial in the village of Clevedon NZ, southeast of Auckland, records an almost forgotten event.

Nearly every town in New Zealand proudly remembers, on its war memorial, the names of local men and sometimes women who were killed in action or otherwise lost their lives as the result of wounds or sickness incurred during their war service. To the casual observer, the Clevedon WW1 memorial is no different; however, at the bottom of the list of remembered is an entry that stands out (shown right below).

The Commonwealth War Graves Commission (CWGC) provided little help in confirming the identity of this person. Their database returned 16 entries for "W Williams" with one of UK nationality being a cadet from the *Aparima*:

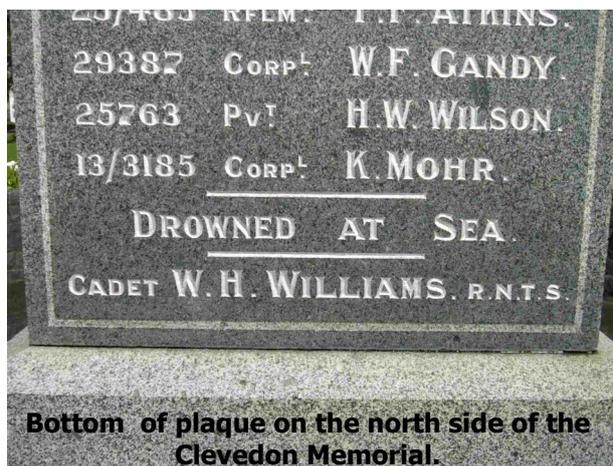
Surname: WILLIAMS
Initials: W
Date of Death: 19/11/1916
Rank: Cadet
Regiment/Service: Mercantile Marine *Aparima* (London)
Nationality: United Kingdom
Additional Information: (Blank)

My experience of CWGC database coverage of Merchant Navy casualties, is that the details of every New Zealander recorded is either incorrect or incomplete. This is in stark contrast to the military casualties who are, almost without exception, fully and accurately recorded. This reflects the treatment that our seafarers have historically received.

New Zealand did not suffer many Merchant Marine casualties when compared to the New Zealand Expeditionary Force (NZEF), for instance. There were approximately 38 casualties in total, with about half being from the *Aparima* – including Cadet W H Williams R.N.T.S. who is named on the Clevedon War Memorial.

A search of the index of the Clevedon School Roll revealed only one person with the initials "W. H." namely William Harry Williams. The Auckland Weekly News confirms that there was an Auckland cadet named W. Williams who perished during the *Aparima* sinking and both the Clevedon School Roll of Honour and a memorial plaque inside All Souls Anglican Church, Clevedon, include William's name.

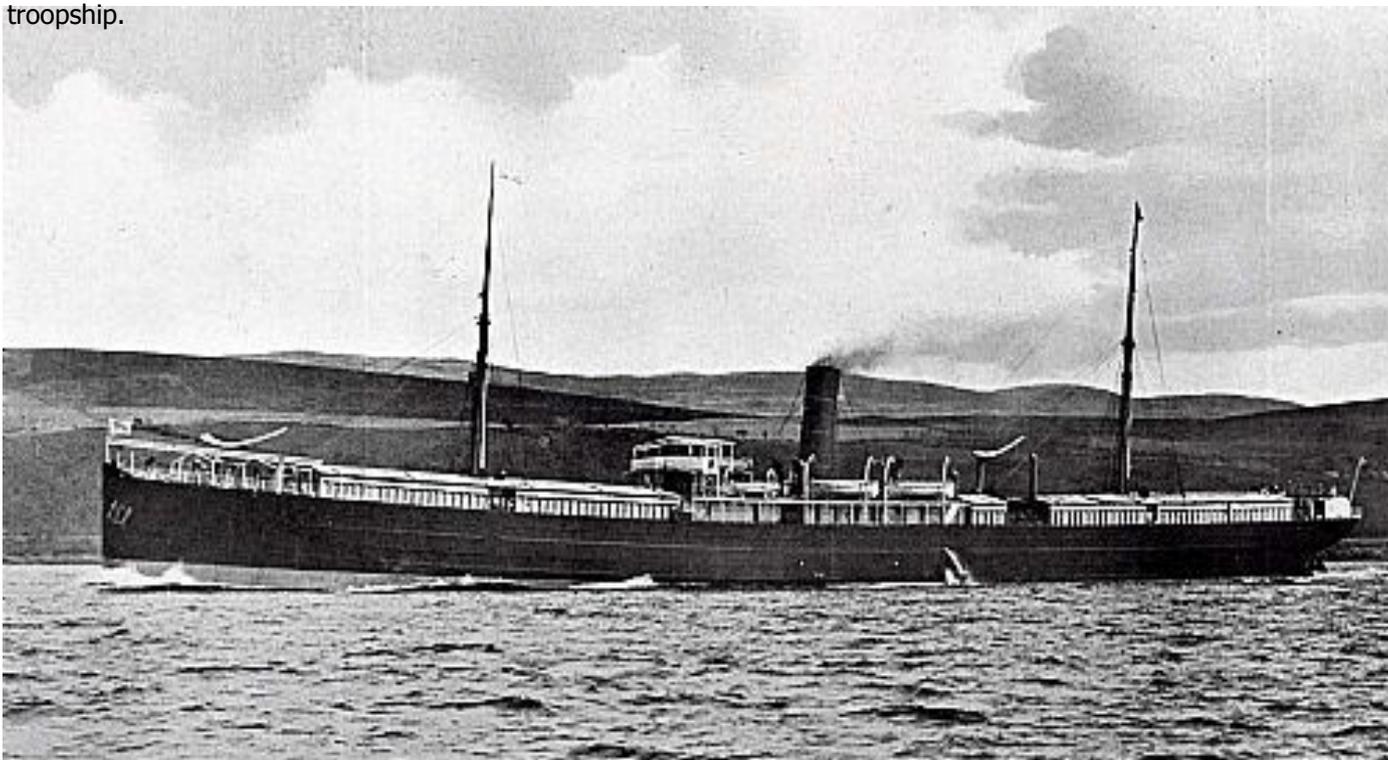
Cadet William Harry Williams was one of 30 young men undergoing their officer cadet training with the Union Steam Ship Company of New Zealand Limited (U.S.S.Co). Williams was a talented cadet and received a scholarship to join the *Aparima* after achieving top grades whilst on the NZ Government training ship *Amokura*. He was son of the late William Harry (a marine engineer) and Phyllis Hannah Williams (postmistress at the Clevedon Post Office).



Bottom of plaque on the north side of the Clevedon Memorial.

The 5704 gross ton steel twin-screw steamer *Aparima* was built by William Denny & Bros, Dumbarton, and launched in 1902.

During WW1 she was under charter to the Admiralty from her U.S.S.Co owners, initially as a troopship. Under the command of Captain J. E. Macdonald she made four voyages with New Zealand troops to Suez and two to the United Kingdom between February 1915 and May 1917. Following the death of Captain Macdonald in October 1916, Captain James Gerald Stokely Doorly took command of the *Aparima*. Captain Doorly had established a notable career, being awarded the Polar Medal (bronze, no bar) as an officer aboard the *Morning* when she was a relief ship for Scott's first expedition to the Antarctic. As a Master, he had served on a number of U.S.S.Co ships including the *Navua*, which was also being used as a WW1 troopship.



USSCo's WW1 cadet ship ss *Aparima*. William Denny 1902 5704GRT

After completing the northbound voyage as HMNZT 76 transporting the 22nd Reinforcements of the NZEF, the *Aparima* was requisitioned by the British Ministry of Transport to load a cargo of wool at New Zealand ports for London. After discharging this cargo in London, she proceeded to a Welsh port for coaling.

During the voyage the Radio Officer picked up warning of a reported enemy submarine sighting off the French Coast. Doorly figured that he needed to clear the area without delay. The *Aparima* had a top speed of 12 knots, too slow to keep in touch during troopship convoy duties and why she was finally requisitioned for cargo duties. With zig zagging (a defensive manoeuvre) *Aparima* was not able to distance

herself much from the English Channel and in fact would only reach the Isle of Wight by midnight of that day. Doorly was quite anxious. His instructions were to sail as close to land as possible but the area in question was littered with wrecks and the zig zag course didn't enable accurate reckoning of position. The recollections of the voyage from this point are provided from Captain Doorly's report.

It was 12.52 am on November 19, 1917 just south of the Isle of Wight, and as he was examining the chart "a terrific crash hurled me against the chart room door. The ship had been shaken violently from stem to stern and the derrick lift blocks clattered aloft against the steel masts."

"Torpedo, sir!" shouted the Second, as he dashed across the bridge and swung the engine-room

telegraph handles to STOP. "Aft, there - the stern's blown off, sir!"

"Oh Lord - the poor boys" (The cadets sleeping quarters were located in the stern of the vessel). Up went the bows and down went the stern amidst a roar of rushing water.

The crew abandoned ship with many taking to the boats and others jumping over the side. Doorly jumped. After floating for some time he was eventually picked up by one of the boats. There were 26 aboard one lifeboat and 17 aboard a gig. They rowed around looking for remaining members of the crew of 115 (including the local Pilot) when they saw a bright blue flare. They moved quickly towards it. On reach



**Union Steam Ship Company Officer Cadet
William Harry Williams.**

ing the flare location they discovered a raft with the figure of a naked boy gleaming. It was Tommy Bevan (Thomas Ewart Bevan, who in later years became Hawkes Bay Harbourmaster), at 15 the youngest of the 28 officer cadets on board (2 further cadets were ashore at the time). He told his story which is recalled here to provide some understanding of the event.

"I was asleep," he said, "and something hurled me out of my bunk into the sea, I thought. But in a moment I knew I was still in what was left of our cabin, because as I swirled round and round in water I bumped against bunks and bulkhead. My head was under water all the time, but I didn't become unconscious. Then I felt the deck overhead pressing me down, and the water dragging me up. All of a sudden I was sucked up that ten-foot ventilator in the centre of our cabin deck-head, and shot clean out of the cowl. I landed on something hard. It seems a wonderful thing, but it was on that raft; it must have slid off the boat deck and hit against the ventilator just as the stern began to sink. I lost my cloths coming up through the narrow shaft – they were stripped off me. After the ship went down under me I managed to unscrew the brass cap of the provision tank, grabbed a signal light, and set it off."

It became apparent that the other after lifeboats had been lowered into the water fully manned. The suction caused by the rapidly sinking ship, kept them

pinned against the ship's side and they were capsized by their own davits which came down on their inner gunwales and turned them over.

The loss of life was tragic. Fifty-five of the 115 onboard were lost. The most pathetic feature of the tragedy was the loss of seventeen of the cadets. Being neither officers nor seaman they received no pay, yet they willingly took the same risks.

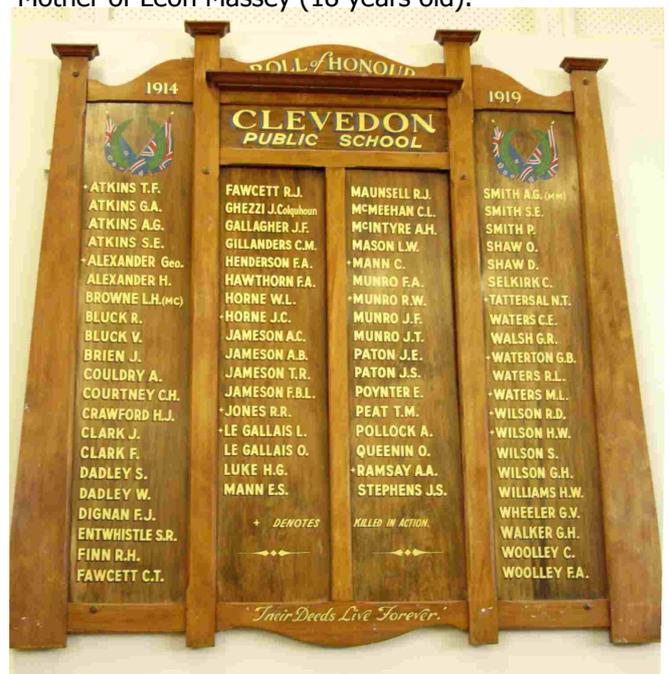
After the war the dependents of a seaman killed or died from injuries received by reason of mines, torpedoes or other hostile operations was able to claim "Seaman's Compensation" from the Government. The claims from some of the cadet's families explain the loss.

"Although not actually a dependent I was looking forward to the expiry of his three years' cadetship when my son and only child would make such progress in life as to enable him to make some money spent on his education and later on help to keep me from poverty in old age."

Mother of Donovan Hoare (18 years old).

"As my boy was entirely dependent on me for the expenses during four years apprenticeship, although not receiving looked forward to his help in future years. This was the final trip as a cadet and I would have had return from 1st February, 1918, I add that the four years' expenses were quite £200 as the Union Company provide nothing. The steamer was entirely under military control and the boys were on active service."

Mother of Leon Massey (18 years old).



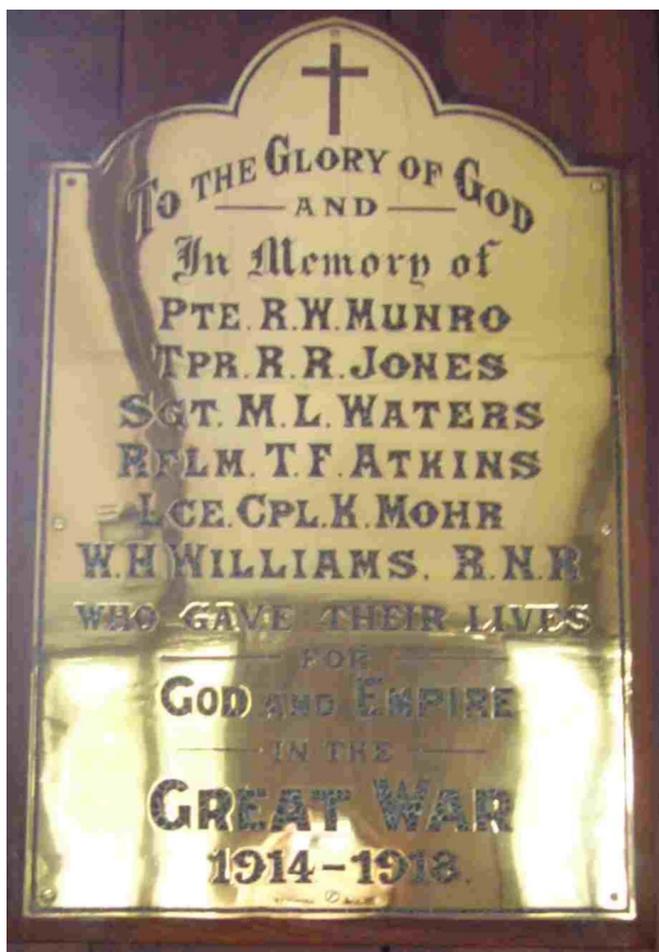
**Clevedon (Public) School Honours Board.
(note reversed initials Williams H. W.)**

"I wish to state that I am a widow without any means. This boy whom I have lost was on only child and I was expecting his assistance to help me in my old age. I may also state that his death has quite unnerved me—the awfulness of it is too dreadful."

Mother of John Proudfoot (16 years old).

"It was my boy's first trip. His kit cost £60 but that is nothing as the losing of my boy so young and bright."

Father of William Shaw (15 years 358 days old).



Memorial Plaque All Saints Church

Officer Cadet William Harry Williams was a New Zealand WW1 casualty. His WW1 medal entitlement was British War Medal and Mercantile Marine Medal and they were sent to his mother, as was a bronze Memorial Plaque and scroll. He is correctly remembered on the Clevedon War Memorial. Hopefully the CWGC will follow suit and accurately record his name and detail as well as those of his shipmates.

More information needed: The writer of this story, Phil Lascelles, is currently a history student at Massey University completing his MA thesis on New Zealanders in the Merchantile Marine in World War 1. He wishes to hear from members who had family members serving under the Red Duster during WW1 (1914-18).



All Saints Church, Clevedon, NZ

WW1 UNION COMPANY LOSSES

- **Limerick** – sunk south of Ireland by U-86, 28 May 1917
- **Aotearoa** – taken over by Royal Navy before completion (as HMS *Avenger*); sunk in North Sea by U-69, 14 June 1917
- **Wairuna** – scuttled off the Kermadec Group by German raider SMS Wolf, 17 June 1917
- **Roscommon** – sunk north of Ireland by U-53, 21 August 1917
- **Waikawa** – sunk in English Channel by UB-31, 19 October 1917
- **Aparima** – torpedoed and sunk south of Portland Bill UK, 19 November 1917
- **Waihemo** – sunk in Gulf of Athens by UC-37, 17 March 1918
- **Waitemata** – sunk in Mediterranean by UB-105, 14 July 1918

WHAT EVENTUALLY HAPPENED TO TWO OF THE CADETS

Cadet Thomas Bevan later went on to become a pilot and then Harbourmaster at Napier and one of the other survivors Cadet William Millward continued with the Union Steam Ship Company and became master in the fast Wellington – Lyttelton steamer express vessels and was also a relieving master in the *Monowai* on the trans-Tasman run to Australia before retiring in the mid 60's...



HOW THE LARGEST SINGLE LOSS OF LIFE OF NZ MERCHANT SEAMEN IN WW1 WAS REPORTED. SOLDIERS WERE IMPORTANT BUT MERCHANT SEAMAN WERE EXPENDABLE.

DOMINION 13/1/1913 *Papers Past*

CADET SHIP.

FITTING OUT THE APARIMA.

The Union Company's big steamer *Aparima* is now at Port Chalmers, where her fitting out as a cadet training ship will be completed. She is having her decks sheathed with wood planking, and extensive arrangements are being made to accommodate about 50 cadets, in addition to her officers. A few of the cadets are now standing by, and another detachment arrived at the southern port by the *Maunganui*. The *Aparima* will probably sail for Newcastle on Wednesday.

Captain J. E. M'Donald, of the *Dartford*, who has had a long experience with cadet apprentices, takes command of the *Aparima*. He will have the following officers with him:—Mr. R. A. Williamson, first; Mr. H. Knowles, tutor to the cadets; Mr. Guy Freeman, second; Mr. A. E. Chrish, drill instructor. All these have transferred from the *Dartford*.

Mr. P. A. King, present third officer of the *Aparima*, comes ashore to sit for his first mate's certificate. Captain Vint, having handed over the *Aparima* to Captain M'Donald, will have a well-earned holiday.

DOMINION 26/11/1917 *Papers Past*

APARIMA SUNK

NAMES OF THOSE MISSING.

By Telegraph—Press Association.

Dunedin, November 26.

The following are European members of the *Aparima's* crew not reported as having been safely landed:—

Chief Officer Mr. Daniel (N.S.W.).

Second Officer Mr. M'Donald (Scotland).

Wireless Operator Mr. Millington (Auckland).

Chief Engineer Mr. Rogerson (Gore).

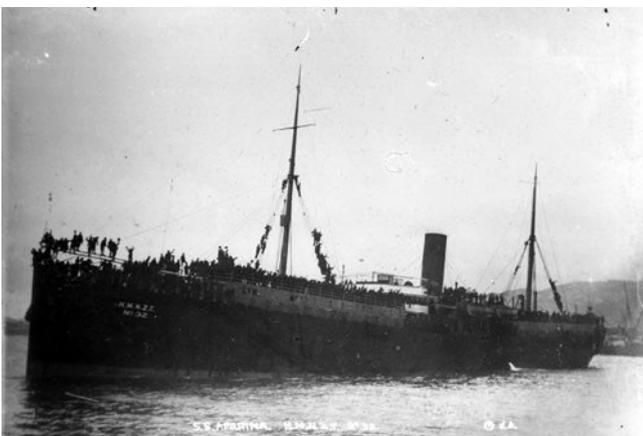
Stewards: Chief, Mr. Mackie (Cape Town); second, Mr. Christian (Liverpool).

Boatswains Perry (England) and Terris.

Cadets W. Williams and J. K. M'Kenzie (Auckland), Newton (Melbourne), R. Marshall (Westport), Massey (Gisborne), A. Marshall (Kaitangata), D. Hoare, J. Proudfoot, G. Bargrove (Christchurch), Colin M'Donald, A. Ramsay (Dunedin), Townsend (Victoria), Stacey (Melbourne), Bannatyne (Waikouaiti), Shaw (Greymouth), Chalmers (Tasmania), and Smith (Waihiuku).

Captain Gerald S. Doorly, commander of the ill-fated *Aparima*, was a Royal Naval Reserve man, and has seen service in the British Navy. He is also well known in the Union Company's service, and at different times had charge of several of the company's vessels in the Islands and intercolonial trade. His wife resides at St. Kilda, Dunedin.

Mr. Daniel, chief officer of the *Aparima*, was one of the best-known and most capable officers in the Union Company's service. When the *Aparima* was the training ship he was instructor of navigation to cadets. When Captain M'Donald died recently in England Mr. Daniel took charge of a new steamer for the company and brought her out to New Zealand. He then rejoined the *Aparima* as chief officer. He was married some months ago to a New Zealand lady, who is understood to be now residing in Wellington.



Troopship *Aparima*. The Union Company's *Calcutta* 'slow boat' with a full list of troops. New Zealand ships took New Zealand HMNZT numbers for every voyage. The *Aparima* was 19, 26, 32, 46, 61 and 76.

The Union Company states that the crew of the Aparima when she left New Zealand consisted of a master, 4 officers, 7 engineers, 30 cadets, 2 wireless operators, 7 able seamen, 3 stewards (54 Europeans). In addition she carried 2 Chinese on deck, 2 lascars on deck, 41 lascars in stokehold, 16 lascars as stewards; total. 61. A grand total of 115. Of these 26 Europeans and 31 lascars were saved, leaving 28 Europeans and 30 lascars missing.

DOMINION 27/11/1917 (re-typed from *Papers Past*)

THE APARIMA

Torpedoed in Channel

Several Lives Lost

NO TROOPS ON BOARD

The Prime Minister, received advice yesterday of the sinking in the English Channel of the Union Steam Ship Company's big steamer Aparima. Following was the text of the cablegram received by Mr. Massey:—

"Regret to advise Aparima torpedoed English Channel. Sank in five minutes. Following safely landed:— Captain Doorly, 3rd Officer Cooper, Wireless Operator Vipar, Boatswain Johnson, Seaman M'Intyre, Seaman Fox, Seaman Dwyer, Seaman M'Kinnon, Cadet Anaandale, Cadet Clayton, Cadet Scantlebury, Cadet D. Williams, Cadet Sutherland, Cadet Murray, Cadet Bevan, Cadet Denholm, Cadet. Adams, Cadet Davis, Cadet Shakespeare, Cadet Millward, 2nd Engineer W. B. Hirst. 3rd Engineer K. A. Sunn, 4th Engineer H. H. Barr. 5th Engineer F. Lemming. 6th Engineer J. J. M'Keegan. 7th Engineer H. M. Mays."

There is thus a total of 27 Europeans saved. 31 Lascars were also saved, and as all the boats are accounted for in the cablegram it is feared there is little hope for any further survivors.

ship was struck aft, and the explosion was so severe that it is believed it was accountable for the majority of the casualties. There have been no changes in the personnel of the crew since the vessel left Auckland. It is not usual to give such particulars as these regarding the loss of a ship by act of the enemy, but in this case there were such widespread rumours that the ship had been lost with all hands, that the Prime

Minister deemed it advisable to make the information public in order to allay anxiety.

The Aparima was very well known on this coast for many years, having been engaged in the trade from Calcutta to New Zealand, bringing down from India such products as jute goods, chiefly sacks and wool-packs.

She was one of the biggest cargo vessels in the fleet of the Union Company, being of 5704 tons gross, Her dimensions were: Length, 430 ft; breadth, 54ft; and depth 28ft, She was built by Denny Bros., of Dumbarton, in 1902, and like all modern steamers was a steel vessel.

The ship was used as a transport by the New Zealand Government for the first two years and a half of the war, but the military authorities were of opinion that she was rather slow for this work, and. it was decided not to use the ship any more for the carriage of troops.

When the Defence Department gave up the vessel she was loaded with New Zealand produce and sent to London. In the port of London she was requisitioned by the Imperial Government, and after discharging her cargo she left London for some destination unknown to the New Zealand Government. It was when in the English Channel, outward bound on this voyage, to the order of the British Government, that an enemy submarine found her.

The Aparima was used as a training strip for cadets by the Union Company, and a number of the boys were on board at the time. It appears from the list of survivors that 13 of the boys are among the saved, but it is understood that the number on the ship was, greater than this.

- The directors of the company desire to express their deep sympathy with the relatives of those officers, cadets, and members of the crew who have lost their lives by this disaster.

- There were, as already stated, no troops on the ship, and also there were no passengers.

- The Union Company states that the crew of the Aparima when she left New Zealand consisted of a master, 4 officers, 7 engineers, 30 cadets, 2 wireless operators, 7 able seamen, 3 stewards (54 Europeans); In addition she carried 2 Chinese on deck, 2 Lascars on deck, 41 Lascars in the stokehold, 16 Lascars as stewards; total 61. A grand, total of 115. Of these 26 Europeans and 31 lascars were saved, leaving -28 Europeans and 30 Lascars missing.

COMMENT ON RIDING OUT HURRICANE WIND AND SEA CONDITIONS IN LARGE COMMERCIAL VESSELS

Max Hardberger

The decision to ride a hurricane out at sea should never be taken lightly. There may be times when there is no other option – the Coast Guard today ordered large vessels in the commercial ports on the eastern seaboard to put to sea to protect shore assets – but sad headlines also emphasize the dangers of doing so: the HMS *Bounty* foundered doing so and, at this writing, two lives may be lost.

Large commercial ships are theoretically designed to withstand extreme weather conditions, since they can't count on avoiding heavy weather while crossing oceans. Today, advanced weather forecasting and faster ships encourage operators and some masters to push their luck, but when they miscalculate, someone dies.

There is a mistaken belief—I suspect primarily held by landlubbers—that ships are safer at sea than alongside, and that may be the case, especially when the ship is secured to a dock with nothing on the other side of the slip or waterway to hold it off. Another problem could be the lack of scope, with bollards or cleats too close to the vessel to allow the vessel to rise and fall while preventing it from excessive horizontal movement. But under the right circumstances, a master should consider reinforcing the vessel's securing lines, making provisions for emergency escape should the lines fail, and reducing the crew to the minimum necessary for lay-by, before making the decision to abandon what security the port offers for the open sea.

If the master does decide to remain in port, there are a number of things he can do to reduce the effect of the hurricane on the vessel. If the waterway's depth permits, and if the waterway does not experience excessive currents, he should ballast the vessel down to reduce the effect of wind on the vessel's securing lines. The house ports and non-deadlight windows should be covered with plywood. Special attention should be paid to the spring lines, and the vessel must be secured to hard points on the other side of the waterway, or at least outboard of the vessel, to keep it from smashing against the dock in high winds. Yokohama fenders, if available, can be effective in reducing impact damage.

If the master does decide to put to sea, he should realize that he may be exchanging a dangerous situation for a suicidal one. I remember when, in 1998, the *Windjammer Fantome* left the security of Big Creek, Belize, to ride out Hurricane Mitch. Hammered by hundred-mile-per-hour winds and forty foot seas, she foundered and sank with all hands. The irony is that Big Creek is one of the best hurricane holes in the Caribbean. Protected to seaward by the barrier reef and the tip of the Placentia peninsula, surrounded by flat marsh with nothing to create flying debris, and in a 40-foot-deep waterway narrow enough for good scope on all sides, with proper preparations the

Fantome could have ridden out the storm as secure as a prepper in his bunker.

However, once at sea, the master must concentrate on two things: maintaining steering-way and avoiding a lee shore. Steering-way is necessary to keep the bows into the wind and waves. If the main engine fails and the ship falls off broadside to the waves, it will be in a perilous situation. The ship must also have adequate sea room to leeward, both as insurance in case she loses steering-way and to counter the effects of wind, waves, and current. If the master has any doubts about his sea room, he must make way offshore while it is still possible. A situation could soon arise in which the combination of forces could overpower the vessel's propulsive power, even if operating normally, and drive the ship inexorably toward the waiting reefs.

The best configuration for riding out a hurricane would be with at least some cargo on board. A master who must put to sea in ballast is facing a dangerous situation, as merely filling the ship's ballast tanks may not prevent excessive flexing and even hull failure. With at least some cargo on board, the master can adjust his ballast to achieve proper freeboard and trim. Of course, all cargo on board must be extremely well-secured before the vessel leaves port.

There are also navigational techniques for avoiding the worst quadrant of a hurricane, and container vessels and other fast commercial vessels, able to do 15 to 17 knots at sea, may well be able to outrun or at least ameliorate the worst effects of a hurricane.

One feature of modern vessels that reduces the risk of loss of life when riding a hurricane out at sea is the development of modern, self-launching, encapsulated lifeboats. Traditionally, the very act of getting into a lifeboat in heavy weather, and trying to get it down the side of the ship and into the boiling sea, was practically suicidal. Now, the crew can strap themselves into their seats and the boat shoots down a slide. These lifeboats are so well designed and constructed that they can survive all but the most extreme sea conditions.

The decision to ride out a hurricane is clearly not a casual one, and only a master should be able to make it. Unless he feels that his vessel and crew are up to the challenge, he should resist pressure from owners, charterers, agents, and even shore authorities to put to sea in the face of a hurricane. If there's a misjudgment and someone dies, it won't be the owner or the authorities. And, speaking personally, I'd rather face a port captain's wrath than a widow's tears.

Reproduced from *g Captain*

A SCRUTINY OF MARITIME ACCIDENT INVESTIGATION: Part 2

Captain A.J.M (Tony) Legge, Retired MNZ Chief Accident Investigator

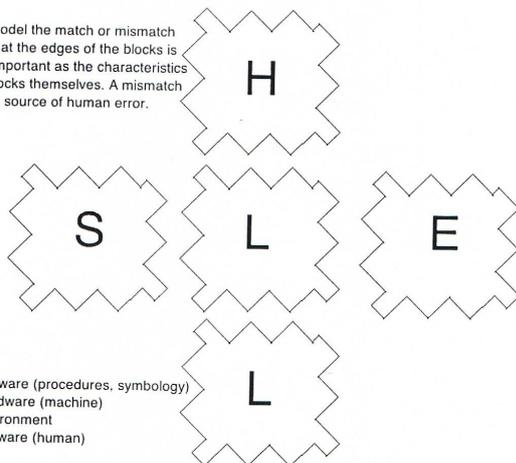
In the last issue I looked at accident investigation from a broad perspective and this article will concentrate on two theoretical techniques used by the investigator to bring an investigation to a satisfactory conclusion. Seafarers have always been interested in theory. The use of haversines to solve the PZX triangle, transverse thrust effect of a propeller movement to cant the ship, the constant bearing of a radar target to indicate potential collision, the thrust on the gooseneck of a derrick imparted by a load on the cargo hook, the effect of increased beam on the metacentric height are all examples of how we employ theory to help us do the job. Here is some investigation theory that might interest you relating to the collection of data.

Purpose of Investigation

To collect information for:-

- reconstructing the events which occurred prior to the accident
- determining factors which may have contributed to the accident
- supporting recommendations for preventative measures
- analytical purposes

In this model the match or mismatch of the fit at the edges of the blocks is just as important as the characteristics of the blocks themselves. A mismatch can be a source of human error.



The Shel Model (Source: The SHEL model (adapted from Hawkins 1975) ICAO Circular, Mont Canada.)

Information can be collected in two ways: Hardware evidence and interviews.

As you can see from the displayed model, the edges of the component blocks do not mesh. They have to be carefully matched at their boundaries to fit well. An accident can occur where the blocks are not matched well and the investigation of human factors has to identify where these mismatches occur.

The central liveware component, the individual, can be broken down into four categories. These are

physical, physiological, psychological and psychosocial.

Firstly, the physical factors deal with the physical capabilities and limitations of the person and include their physical condition, strength, motor skills and various senses. A useful question to put in this regard would be whether the person was physically capable of performing their required task(s). Is the OOW qualified with the appropriate certificate? Is his/her eyesight standard satisfactory?

The physiological aspect of a human involves his/her general health, level of stress, degree of fatigue, their tendency to smoke, drink or take drugs, and considers the individual's general lifestyle.

The psychological element of the human is complicated as it involves an individual's past knowledge and experience, such as training, and their mental capabilities such as perceptions, information processing, attention span, personality, mental and emotional states, attitudes and moods. Questions surrounding this psychological aspect would include - Was the training, knowledge and experience sufficient? Was there any misperception about the task, or did the level of attention needed exceed the individual's capacity to concentrate?

What were the person's attitudes towards work and employees, and how did these attitudes influence motivation, judgment and quality of work?

Psychosocial factors deal with influences external to the work environment, which distract or stress the individual. Deaths in the family, financial troubles or relationship problems are examples of this type of factor. They may all contribute to fatigue.

The liveware-liveware interface denotes the relationship between the individual and other persons in the same workplace. This relationship can be between fellow workers, staff and management or superiors and subordinates. Human interaction, verbal and non-verbal communications and visual signals all need to be analyzed. Had interactions with others influenced the individual's performance? How did the crew work together as a team? Did visual signals support verbal information? Did they all speak the same language? Were management policies regarding working conditions appropriate? These are the types of questions that should be considered when investigating this interface.

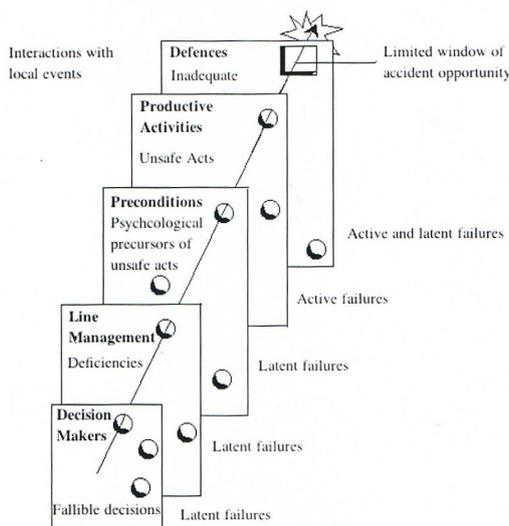
The relationship between the human and the machine is represented by the liveware-hardware interface and factors included here are the configuration of the bridge or engine room or control room, display and control design etc. These are the physical features

that could have been factors in the accident.

The liveware-software interface represents the relationship between the individual and the supporting systems in the workplace, such as regulations, manuals, standard operating procedures. A breakdown in the match of these components could be due to the manuals and checklists not being readily available, being inadequate, incomprehensible, (written in Japanese, perhaps!) or not even consulted.

The relationship between the person and the internal and external environments is described as the liveware-environment interface. The immediate work area includes factors such as temperature and noise variations, lighting and ventilation. This is the internal environment while the weather, terrain, infrastructure, political and economic situation and constraints denote the external environment. This final interface is relevant in the maritime industry as weather conditions can often be a contributing factor in an accident. However, economic pressures have also shown to hold a strong influence, especially on time constraints in shipping, or the amount of fish caught in the fishing industry.

A systems approach to the investigation of human factors in accidents allows a better understanding of how various components of the system interact and integrate to result in an accident. By adopting a systematic approach to the investigation of accidents the investigator can identify the underlying causes. In addition to the SHELL model above, this interactive approach has been proposed by many other theorists. Another model and theory by James Reason will be discussed next.



James Reason

(Source: James Reason, Human Error, 1990. United Kingdom: Cambridge University Press)

The basic proposition of the Reason model is that industrial accidents are the end results of long chains of events that start with decisions at management level. As a general framework for accident causation

Reason considers the basic elements of production to be: Decision makers, Line management, Preconditions, Productive activities and Defences.

Decision-makers include the architects and the upper management or senior executives. They are responsible for setting the goals for managing available resources (money, equipment, people and time) to achieve not only the goal of punctual cost-effective fishing and transportation of passengers and cargo for example, but also the goal of safety.

The second key element is line management. This is where the decisions which have been made by upper management are implemented. The strategies of the decision makers are implemented in each of the spheres such as operations, training, maintenance, finance, safety and engineering support.

Certain preconditions have to exist for upper management decisions and line management decisions to be effective. Equipment has to be reliable and available and the workforce has to be skilled, knowledgeable and motivated. A safe environment is another precondition. There needs to be good co-ordination between mechanical and human activities to achieve the right outcome.

Finally, the elements at the end of the complex productive system are the defences. Productive activities involve exposure to hazards. Safeguards should be in place for the human and the mechanical components to prevent foreseeable injury, damage or costly interruptions of service.

James Reason's model of accident causation shows the various human contributions to the breakdown of a complex system. He believes that accidents rarely originate from the errors made by front-line operators or major equipment failures but result from interactions of a series of failures or flaws already present in the system. These failures are not readily obvious and usually have delayed consequences.

An active failure is an error made by the operational personnel, such as the ship's crew, which has an immediate adverse effect. The skipper inadvertently switching the bridge control switch to engine room control while the engine room control was at "off" is an example of this failure type.

A latent failure is the result of a decision or action made well before the accident and usually has been lying dormant for a long time. Such a failure is usually initiated by someone far removed from the event in both time and space. It is often the decision maker at the line management level. Failure can be introduced at any time into the system by the human element. For example, upper management makes the decision to introduce a new roster system for pilots. This will be organized by line management. However, the new system may bring with it longer working hours that

can result in a lack of motivation and fatigue – precursors to an accident.

Readers will remember that an actual maritime accident occurred in Zeebrugge when the overworked and undermanned crew of the Channel ferry the *Herald of Free Enterprise* left harbour with the bow doors open. This was an oversight caused by a combination of active failures (Sheen 1987), but strong management pressures to meet the binding schedule for the Dover docking also compounded it.

Latent failures can then interact to create a “window of opportunity” for the front line operator to make an active error or failure. When all the defences of the system are inadequate then an accident will ultimately result. Those at the human-machine interface are the inheritors of system defects that are created by poor design, conflicting goals, defective organisation and bad management decisions. In effect, the part played by the front line operators creates the conditions under which latent failures can reveal themselves. Although latent and active failures will interact they will not result in an accident when defences work and the system is well guarded. In this instance the “window of opportunity” is not lined up.

This approach to the investigation of human factors encourages the investigator to look beyond the unsafe act of a front line operator and identify the many possible hazards that may already exist in the system.



Failure at Sea

Today's Captain is expected not to make any mistakes



***Asian Lily*: An active failure?
Perhaps the radar was not set in tree detection mode?**



CAPSIZE: *Princess of the Stars*
Ferry capsized in a Philippines Typhoon

COLLISIONS: *Bulk Carrier* and
HS Pucini. Ship collisions are a
frequent cause of ship losses



FIRE: Fire aboard the VL Trawler *Hercules*

HULL FAILURE: Complete hull
failure. *MSC Carla* had been
lengthened and broke apart at
the forward end of the new
mid-body.

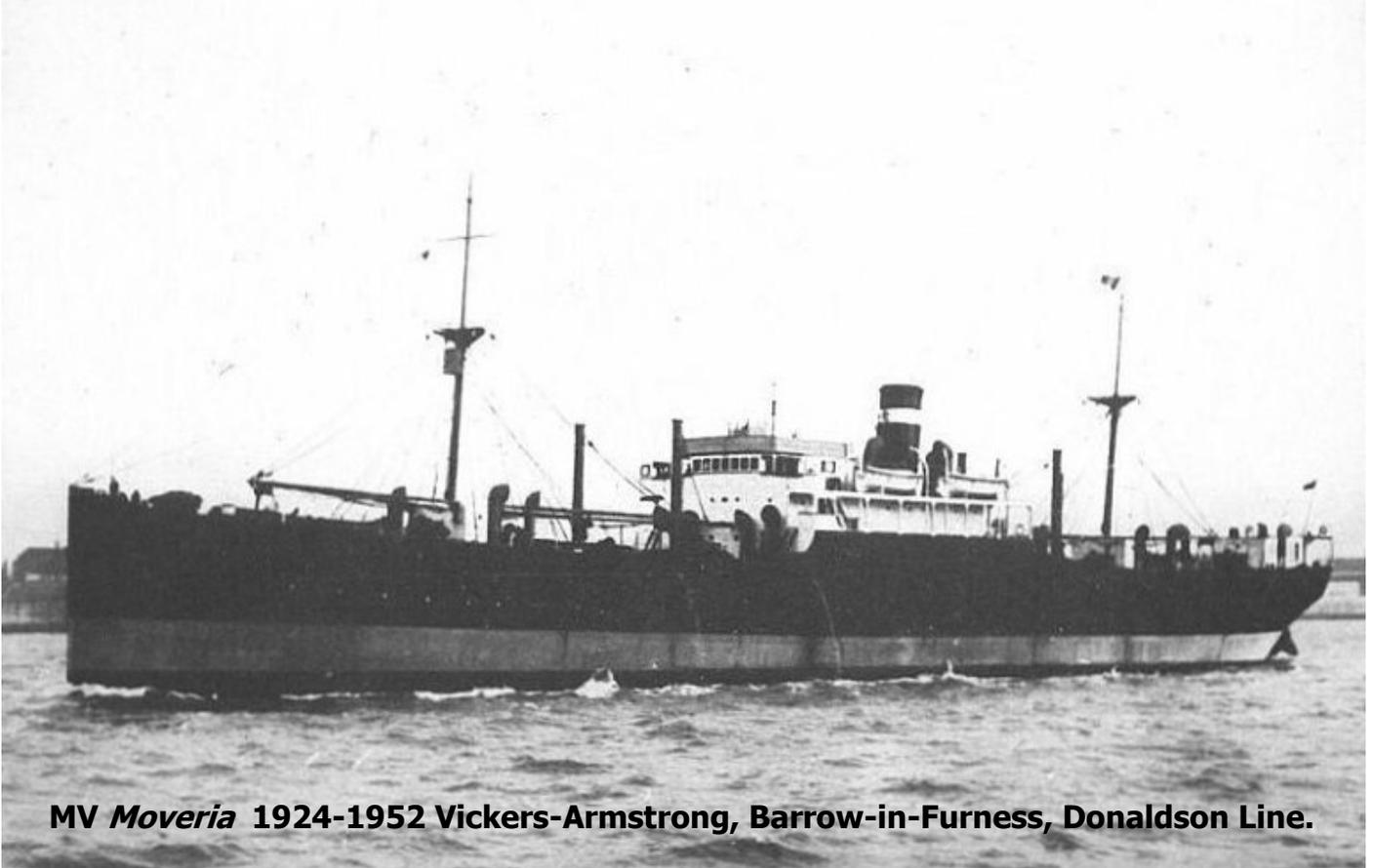


FOUNDERING AND UNEXPLAINED LOSS: *Karam 1*

Death, grief, injury, loss of resources, and loss of employment are all obvious consequences of an accident. A competent, thorough investigation to determine causes should bring about changes that will, at the very least, reduce this chain reaction.

A NORTH ATLANTIC TALE

Captain Guy Dennison



MV *Moveria* 1924-1952 Vickers-Armstrong, Barrow-in-Furness, Donaldson Line.

As previously recorded, life on the MV *Moveria* was never going to be romantic and the following story is another adventure caused by the *Moveria's* infamous diesel engine.

Having loaded a full cargo from the Canadian ports of Port Alfred and Montreal, we had cleared the Belle Isle Strait and set course for the UK. The weather was moderate for the Newfoundland Banks and with a WSW wind we were making reasonable headway, when once again the fatal plop, plop sound was heard from the engine room skylight and as anticipated, was shortly followed by a series of misfire explosions, sheets of flame and smoke everywhere in the engine room which was rapidly evacuated by the engine room staff.

Fortunately as had been the case in the past, no major fire occurred, however, this time the valiant Second Engineer and his staff were unable after many hours of labour to get the monster going again. The decision was taken to request a towing vessel to rendezvous with us as soon as possible and proceed to St Johns Harbour in Newfoundland about 300 nautical miles to the south, unfortunately, no towing vessel was available and a Canadian survey or coast-guard vessel offered to attempt the tow.

The powers that be decided that our port anchor cable would be needed, our insurance cable was rejected, something to do about providing a substantial

fairlead. The watch on deck, day-workers and apprentices were given the task of hanging off the port anchor in preparation.

The weather was by now deteriorating, as was normal for the North Atlantic, speed was of the essence. It is doubtful that the anchor had been fully detached from its cable for some considerable time, however, with some significant ingenuity including the help of No 1's port derrick and a large amount of good fortune, the task was completed without any serious injuries and no one fell overboard, which is even more remarkable.

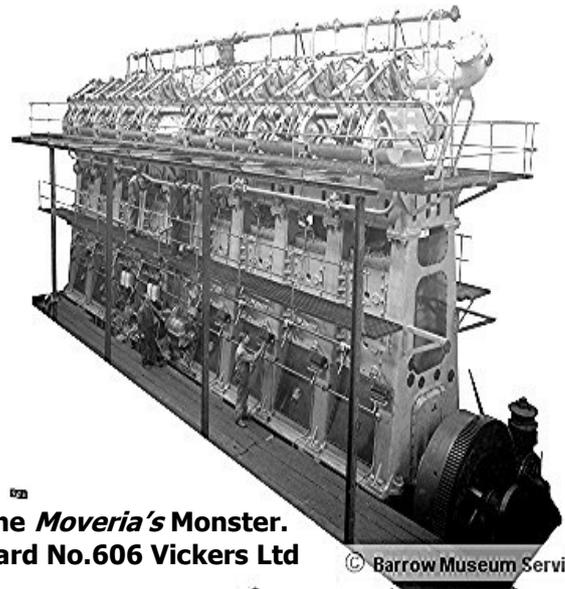
All engaged in this task received a good tot of rum, even the apprentices.

Meanwhile the Canadian vessel had reached us and how to attach the tow line or even get a runner over to her was proving a difficult task and the Schermuley Rocket gear was brought into operation and a line to the Canadian vessel was eventually achieved, just how she was going to achieve towing status was obviously going to be a problem. Fortunately, at this particular moment the Chief Engineer advised that they had disconnected either one or two cylinders and hoped they could operate on the remaining six at reduced revs and to every ones relief the monster worked and we proceeded to St Johns at reduced speed for repairs.

We anchored in St Johns and were fortunate to have a visit from a Newfoundland schooner which was now used as a fuel barge, however this magnificent vessel was still maintained in original condition and below decks was quite an education.

At that time the population of St Johns was at a reported rate of five to six females to one male, which made visits ashore dangerous from several aspects. Certain sections, of the male population, being downright awkward and, in some cases, extremely hostile. After about a week our engine was declared ready for a test, which proved OK and with the pilot on board we proceeded to sea, concluding another breakdown episode in the life of the *Moveria*. It was noticeable that the Pilot was delighted to wave his hand in a farewell salute as we picked up speed towards Britain.

It is interesting to note that our Second Engineer appeared to be the only person capable of starting the main engine. He achieved this with assistance of what appeared to be all the engineers strategically positioned. He had a whistle and a small hand bell on



**The *Moveria's* Monster.
Yard No.606 Vickers Ltd**

© Barrow Museum Service

the console and with a swift series of signs, shouts, whistle blasts and bell ringing while manipulating the control levers the machine roared into life, you can, thus, imagine the difficulties in manoeuvring it in restricted waters.



St. Johns Harbour where the *Moveria* fetched up is situated within an enclosed embayment in the southeast coast of Newfoundland serving as an important commercial centre within the region and has quite a narrow entrance called *The Narrows* being less than one cable at Battery Point. Newfoundland and Labrador's capital and largest city, St. John's, is Canada's 20th largest Census Metropolitan Area, and is

home to almost 40 percent of the province's population.

St. John's is the seat of government, home to the House of Assembly of Newfoundland and Labrador and the highest court in the jurisdiction, the Newfoundland and Labrador Court of Appeal. In the past being close to the cod fishing banks it was an important cod fishing depot but now also flourishes as a marine exploration base.

Changing times

Clive Spencer

During my years as a Pilot, Harbour Master etc. at the very busy minerals exporting port of Gove in Australia's Northern Territory. I sometimes had to take one of the tugs away. On returning to the berth and in order to reduce the effects of excessive propeller wash it was customary to steam the vessel alongside using the forward back-spring. Anyway, I duly called out to the bloke on deck "is that spring fast yet?" I was rather taken aback when he replied "I'm going as fast as I can." The next morning I mentioned this to Willie Keepa, the tug's regular Master who, incidentally comes from Bluff. Willie's reply also got me thinking when he said "maybe you should have told Alan to tie the spring off". Times they sure are a'chnagin'

Backward thinking

Clive Spencer

How many old timers can remember the gyro compass steering repeater that was part of the equipment belonging to the old "Brown's B Type" installation? The repeater had huge degree markings which made it look like part of chippy's 3ft. rule.

Aboard the ships in which I served my apprenticeship it was quite usual for the three of us to be on watch with the Mate. Sometimes, though, the Senior Apprentice would be allocated day-work and one of the Ordinary Seamen substituted. This is how a keen young OS called Jim came to be on watch with us. Jim had only been on the coast and had never seen a gyro repeater let alone one with the big degree markings.

We were outward bound, and steaming down channel and I had the first wheel till 1800. When Jim relieved me I explained all about the differences between steering by our gyro repeater and an ordinary compass. Before I had gone below, I guess Jim must have let her wander off a bit because I heard the Mate remark "You're a bit off course- aren't you son?" Jim's reply certainly got a laugh out of the Mate and I when in reply he said "No, not much Sir, only about three eighths of an inch.

Tales of whales

Nic Campbell

We oldies remember when whale sightings were a relatively familiar prospect while traversing back and forth through Cook Strait during the summer and autumn. They were sufficiently abundant that thought of any need for conservation was seldom considered, but this was before technology was initiated into aiding their capture.

Many of us had worked either in or on the periphery of the whaling industry and saw whales as legitimate commercial targets.

There are also many of us oldies who remember collaborating, if in a somewhat indirect manner, with Perano's Whaling Station operating in Tory Channel. The whalers had a lookout post continuously

manned during the day on the hills on the south side of the entrance and if we sighted a whale while in sight of the lookout one turned the ship in a complete circle before resuming course. On seeing this the fast chaser boats were immediately despatched towards your position.

The pay-off would come later if the whale was caught and a cheque was sent to the ship with all hands sharing in the largesse. My recall is that on the only occasion I was lucky enough to get a share this amounted to about £10 (\$20). Many of the smaller ships received a reward but sadly the masters in the bigger ships and those of the Union Company generally would not allow a course aberration for such as this.

Perano gunner at work in Cook Strait, c.1960,



Marlborough Historical Society - Marlborough Museum

The Perano's caught 114 sperm whales and nine humpback whales in 1963, but the following year the last whale was harpooned in New Zealand waters on Monday, 21 December, 1964 by Perano's gunner Trevor Norton. Falling prices for sperm whale oil and competition from foreign whaling fleets had led to the end of the local industry. By this time too, the rail ferries were established and as they soaked up the cargo that had been carried by the coasters and Cook Strait mosquito fleet so the 'roundabout' whale sighting practice died.

There is a personal epitaph, however. In the 1990s I received a telephone call from a young lady asking for donations to Save the Whales Foundation. I decided to make a reasonable donation of \$50 having regard to my background. She was delighted but when I told her I had once been in a whaling ship she yelled down the phone "You B——d!" and hung up. She never did get her donation but the expletive was typical of the emotive and misunderstood mores and values of the times when we were young. Naturally philosophies change as the times change and so have mine.



**tss *EARNSLAW*— A NATIONAL ICON
STILL STEAMING AFTER 101 YEARS**

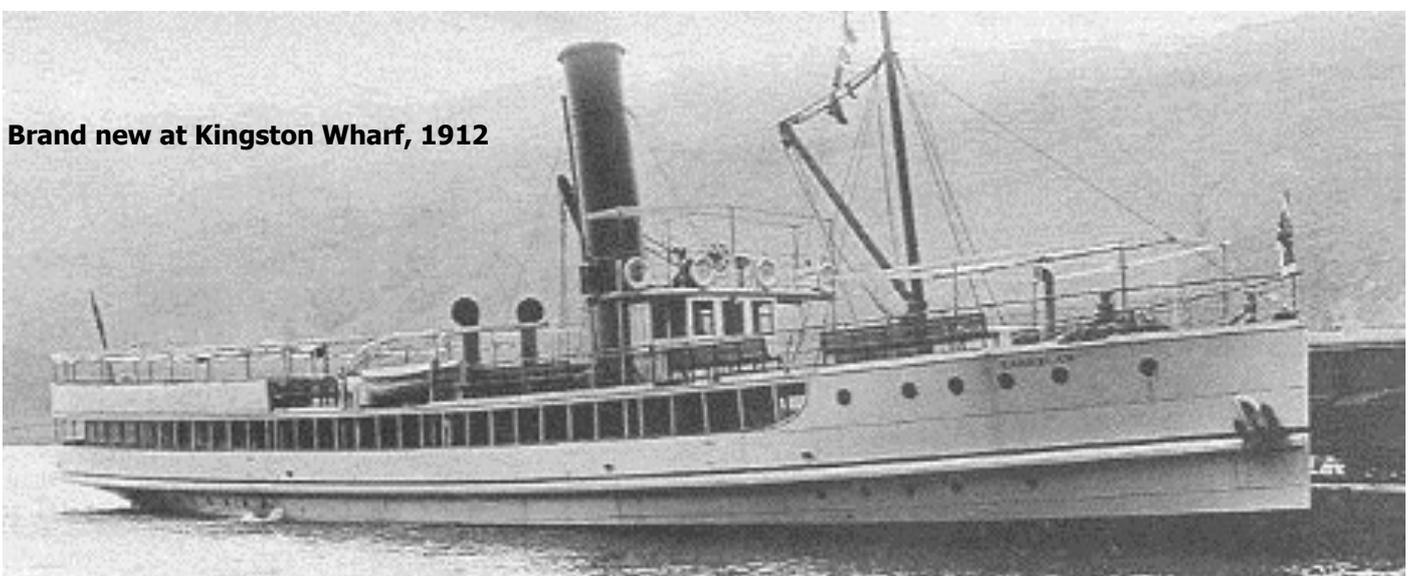
Launched by New Zealand Rail in 1912, she was named after Mount Earnslaw, a 2889 metre peak at the head of Lake Wakatipu (the highest peak in the region), she is 51 metres in length, 7.5 metres across the beam and weighs 330 tonnes. At that time she had three smaller consorts, the paddle steamers *Antrim* and *Mountaineer* and the steamer *Ben Lomond*, transporting sheep, cattle and passengers to the surrounding high country stations. At the beginning of the twentieth century, New Zealand Railways awarded £21,000 (pounds) to John McGregor and Co., shipbuilders of Dunedin, to build a steamship for Lake Wakatipu. She was to be 51 metres long, the biggest boat on the lake. Transporting the *Earnslaw* was no easy task. When construction was finally completed she was dismantled. All the quarter inch steel hull plates were numbered for reconstruction much like a jig-saw puzzle. Then the parts were loaded on to a freight train and transported across the South Island from Dunedin to Kingston at the southern end of Lake Wakatipu.

Six months later, after being reassembled, on 24 February 1912, the *Earnslaw* was launched and fired up for her trial voyage to Queenstown, with the Hon J.A.Millar, Minister of Marine as honorary captain. She became a valuable vessel for the New Zealand Railways (NZR) and was known as the "*Lady of the Lake*". Friday, 18 October, 1912, was a day the locals had long been waiting for - finally all was ready for the

Earnslaw's first official voyage. On that day, special trains brought people from Gore and Invercargill to Kingston to enable them to travel on the *Earnslaw*. She left the Kingston wharf with over 200 passengers as music from the Southland Pipe Band played, lit-up with lights from bow to stern and decorated with flags and bunting. At Queenstown the *Earnslaw* was welcomed by launches, the Queenstown Brass Band and large throngs of people. Most of the onlookers were amazed by her size and for the next few hours, hundreds of them went on board to take a closer look at the vessel. The next day was declared a public holiday so that locals could travel aboard the *Earnslaw*. Over 500 people joined this special cruise to Glenorchy. The Glenorchy Wharf was packed with residents all eager to see her. During the afternoon toasts were proposed to those who had helped make the *Earnslaw* a reality.

The ship has since served the remote farming communities around Lake Wakatipu, including the original Walter Peak Station. Her working roles have included; cargo ship, livestock carrier, passenger transporter and pleasure steamer. She was taken out of service for a huge makeover in 1984. Her 12 metre high funnel was painted bright red, with the hull a snow white, and her kauri timber decks glassed in.

The ship works fourteen hour days in the summer months and cruises for eleven months of the year. despite being over 100 years old.



Brand new at Kingston Wharf, 1912

DEVELOPING MET: THE GLOBAL MARITIME EDUCATION AND TRAINING ASSOCIATION

Captain Rod Short, Executive Secretary



The Global Maritime Education and Training Association (GlobalMET Ltd) is an Australian registered organisation formed in 1996. It has an international Board of Directors, Chaired by Capt Tim Wilson, Director of the New Zealand Maritime School. GlobalMET was granted NGO Observer Status by IMO in 2009. The writer serves as Executive Secretary.

In response to major concerns being expressed about maritime education and training (MET), including inability to cope with the accelerating impact of technology on ship operations, at the IMO STW 42 meeting in January 2011, GlobalMET called for the formation of a group of knowledgeable stakeholders in global shipping, representative of and supported by each sector of the industry, to clarify issues and provide leadership, direction and advice concerning the development of training strategies affecting the short, medium and long term, paying particular attention to:

- the development of MET appropriate to the needs of current and future seafarers;
- the role of technology in shipboard and maritime operations generally;
- the utilisation of technology and state-of-the-art methodologies in the delivery of MET;

and thereby assist IMO in the development of MET that meets the needs of an efficient, safe, clean and secure global industry.

As this did not go ahead – one delegation leader stating it was too soon after the 2010 amendment of STCW – GlobalMET decided to approach the Asian Development Bank (ADB).

After an encouraging initial meeting at Vice Presidential level in November 2011, GlobalMET made representations to ADB officials in Manila during 2012, resulting in the bank agreeing to fund the consultancy 'Human Resource Development in the Maritime Sector in Asia and the Pacific'. Although 'Maritime Sector' indicates very wide terms of reference, the Terms of Reference for the consultant appointed in December focus on 'Seafaring', an initial step in what could become a major consultancy.

This very welcome development has potential to bring an overhaul of MET delivery, particularly in the Asia

Pacific region.

A key area to focus on is the actual teaching and assessment, particularly in developing countries that are major suppliers of seafarers, as well as with traditional nations that have not kept up to date with change or where the newer technology has not been incorporated into Certificate of Competency education, but instead is seen as additional training that should be taken post certification. Visits to MET providers and frequent participation in forums clearly show too much 'lecturing', weak assessments, little or no use of modern teaching methodologies or technologies. The morale of teaching staff is not high and the overall status of the training sector needs to be raised. There is serious need to develop effective on-board training and mentoring, distance and blended learning, as well as raise the quality of teaching.

The above does not apply in a number of aspects to academies where the technology available is somewhat ahead of typical industry levels and is used very effectively in training; eg in Australia, New Zealand and Singapore.



Cadets training in Maritime Satellite Simulation at Singtel, Singapore.

GlobalMET is suggesting establishment of an Asia Pacific maritime teacher training institution, located in a major labour supplying country in the region, providing short courses in teaching and assessment and also serving as a venue for conferences and other meetings on MET issues. With appropriate status, it could become a global node for the development and delivery of MET, attracting expert input from within and outside Asia and the Pacific.

GlobalMET is collaborating closely with the UK-based consultant, who is visiting the Philippines, Hong Kong and Singapore in February and is to report to the ADB in May.

CARGO SHIP WITH METAL SAILS COULD SAVE 30 PER CENT FUEL



Credit: University of Tokyo

Can wind energy really power modern cargo ships? We've seen the idea of hybrid freighters before, but this concept from the University of Tokyo has a remarkable sail system.

A model of the UT *Wind Challenger* was recently shown off at the Sea Japan trade show in Tokyo. It would have giant telescoping sails that rise above the deck when wind conditions are good. University of Tokyo professor Kiyoshi Uzawa and collaborators believe this hybrid system could cut fuel consumption by cargo ships by about 30 per cent.

At \$2.5 million apiece, the cost of the UT *Wind Challenger* sails could be recovered in five to ten years assuming 25 per cent fuel savings, according to Uzawa. He plans to build a half-size prototype vessel and sea trials as early as 2016.

It would be more challenging to outfit a container ship, but it would be possible. If you have seen the video, the sails are collapsible, to get out of the way when loading and unloading. A little more ingenuity like after collapsing the sails, then fold them away to one side so that the container ship is now fully open in the middle for loading and unloading. It just takes a little more thinking. Knowing how Japanese pioneered origami and folding, optimally for toys, robots, this should be no problem in the next generation of sails. The first approach is for oil tankers to gauge feasibility of the concept, and if successful, and with a little more tinkering, a next generation sail that collapses and folds to one side would be appropriate for container ships. Many container ships right now are overloaded to beyond capacity and they've been littering the bottom of the oceans with containers that spilled-off from that overloading. This will be minimized when sails are installed

SKYSAILS ALSO PROVING EFFECTIVE

Wind has shown to be an effective cost cutter with the MS *Beluga* SkySails, which completed a two month sea voyage with a kite system in 2008, saving about \$1000 a day

Two years ago, the US Navy trialled the "kite-assisted", fuel-saving 433 feet, MS *Beluga* to deliver military equipment, a move that can potentially

reduce fuel costs by 20 to 30 per cent, or roughly \$1,600 a day per ship, according to the ship's owners at the time. The Military Sealift Command successfully delivered defence cargos from Europe to the United States. She uses a paraglider-shaped, SkySails-System, which supplements its conventional, internal combustion engines. The sail is basically a huge, computer-controlled kite that soars 100 to 300 yards into the air, using the wind to tow the ship at the end of a long tear-proof, synthetic rope.

For the past ten years, Hamburg-based SkySails has been engineering and producing what are essentially giant kites, designed to help ships reduce their fuel use by catching the wind and pulling them across the surface of the ocean. The system was put into regular shipping use for the first time in 2008, when one of the kites was attached to the 132-meter (433-foot) multi purpose heavy lift carrier MS *Beluga* SkySails. Now, Cargill Ocean Transportation has announced that it plans to use the technology on one of its long-term charter ships, a vessel of between 25,000 and 30,000 deadweight tonnes (27,558 to 33,069 US tons). It will be the largest kite-assisted ship in the world.

The kite will measure 320 square meters (383 square yards), and will fly ahead of the ship in a figure-8 pattern at a height of 100 to 420 meters (328 to 1,378 feet). Its flight path will be controlled by an automated system, and the kite itself will be launched and retrieved via a winch-equipped telescoping tower on the bow – definitely a better approach than having someone desperately bracing themselves against the deck of the ship, while clutching a couple of control lines! Information regarding the system's operation will be displayed on a monitor on the ship's bridge, although it is said to require a minimum of input from the crew.



Use of a SkySails system is claimed to reduce a cargo vessel's fuel consumption by an average of 10 to 35 percent annually, and by up to 50 percent temporarily. Due to its "dynamic flight manoeuvres," the kite reportedly generates 5 to 25 times more power per square meter sail area than a conventional sail. A study by the United Nations' International Maritime Organization suggested that up to 100 million tonnes (110.2 million US tons) of carbon dioxide could be saved each year, if the technology was broadly applied to the world's merchant fleet.

Cargill plans to install the SkySails system and hopes to have it fully operational during 2013.

TUGS IN DANCE, DISGUISE AND DRAG RACES

THE HAMBURG TUGBOAT BALLET

Since 1980, an annual tugboat ballet has been held in Hamburg Harbour on the occasion of the festival commemorating the 823rd anniversary of the establishment of the port. On a weekend in May, eight tugboats perform choreographed movements for about an hour to the tunes of waltz and other sorts of dancing music.

This is possibly the world's largest port festival. It entertains thousands of spectators and many others are embarked as passengers to get to ride the tugs during their evolutions as noted in the images below.



Hamburg tugs in 'ballet.' Hamburg port



The Hamburg 'Rock 'n Roll'

The tug mistress? or the ballet mistress?

Photos Shutterstock

SEATTLE TUG RACES ON ELLIOT BAY

Tugboat races are held annually on Elliott Bay in Seattle, during a festival each May,

The annual event features the Quick and Dirty Boat Building Competition and the popular tugboat races. The event is organized by the Seattle Propeller club and the Port of Seattle and showcases Seattle's

maritime industry. See photo below.



The Crowley tug *Hunter* powers across the finish line during the Seattle Maritime Festival tug boat races on the Seattle waterfront. More passengers aboard having field day.

Photo Jushua Trujillo/Sea.

VANCOUVER, CANADA

Seaspan tugboats gave quite a rousing performance of ballet and demo of their armament of fire fighting and other relevant marine equipment during the christening ceremony of three new RAStar Class escort/docking tugs, (Robert Allan Ltd. design) on June 28, 2012 in Vancouver, British Columbia.



Seaspan Eagle, Seaspan Osprey and Seaspan Kestrel* performing for the public on a grey day. Photo taken from *Seaspan Raven

NEW YORK TUG BOAT RACE

The New York Tugboat Race is a contest for working tugboats held in the Hudson River every autumn on the Sunday before Labour Day. Boats race one nautical mile from 79th Street to Pier 84 at 44th Street. The race is the occasion for a dockside festival. Events currently include nose-to-nose pushing competitions, a line toss competition, and best mascot/costume contests between the crews.



Shown here is the tug parade just prior to the race held on New York's Hudson River

Fifteen to 20 tugboats participate in the great North River Tugboat Race on the Hudson River, as they compete to be named the fastest boat in their class. Nor is it limited to the fastest tug. Tugs also challenge each other in nose-to-nose pushing duels and the line toss competition, where captain and crew get a chance to show off their skills and coordination.

The race is organized by the Working Harbor Committee. The WHC is a not-for-profit organization dedicated to educating people about the rich history, current vitality and future potential of the NYC /New Jersey Harbor and runs an extensive youth educational program.

DETROIT, MICHIGAN. USA

A similar contest is held on the normally sedate Detroit River when it comes alive with roaring diesels and blaring air horns as tug boats of all sizes race for glory and trophies in the annual Great International Tug Race,

It is the most unusual tug race anywhere. As more than 30 tugs of all sizes race in a mad dash for the finish line. Tugs ranging in length from 45 to 140 feet



More than thirty tugs of all sizes ploughing at speed through the waters of the Detroit River during the Great International Tugboat Race.

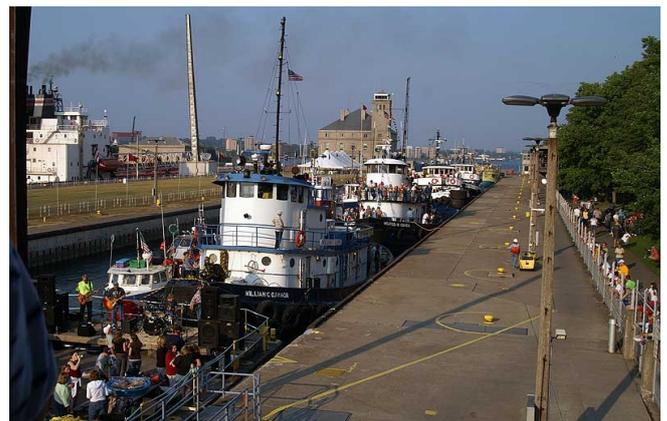
compete at the same time, all muscling for the best position. Some of the larger tugs are actual working tugs with more than 2,000 horsepower, the Detroit River boils as the tugs create a huge wake.

The race begins 1 p.m. below the Ambassador Bridge and runs to the finish line off Windsor's Dieppe Park. Trophies are awarded to the first tug to finish the race as well as to each tug that finishes first in its horsepower class.

The Great International Tugboat Race raises money for challenged children in Detroit, Windsor and the wider area on both sides of the border.

SAULT STE MARIE MICHIGAN/ONTARIO

Over 50 tug boats of many sizes from Lakes Superior and Huron through the North Channel or via the Soo Locks and from Whitefish Bay. They gather to compete in the Great Tug Boat Race held in around late June. They race for two miles along the St. Mary River. Both the festival and race raise money for challenged children in the Sault Ste Marie and area on both sides of the border.



Competitors lined up while traversing the Soo Locks to enter the St. Mary's River



'GIMME STEAM!' – Skipper Jeff Avery gives his tugboat *Regan* full throttle during the first heat of the race at Sault Ste. Marie
(USSL) John Shibley

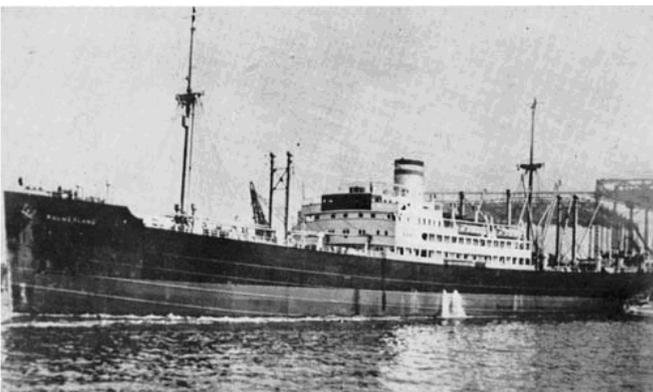
GERMAN RAIDERS OFF NEW ZEALAND

Capture and sinking of the *Holmwood* 25 November, 1940

One Man's Story

Angus Campbell's story of his capture and release as told to his son about 1945. Please make allowances for any memory lapses after over 70 years or so but this story is as accurate as recall allows.

This has taken much soul searching and recall of memory. I should have written it up years ago but here it is for what it may be worth. There were three raiders operating as a unit. The one in which the crew of the *Holmwood* were held prisoner was the *Kulmerland*. In some accounts it is also spelt *Kulrnerland* which may be the correct German spelling. The other ships were, of course, the *Komet* and *Orion*. One of these never came too close to the *Kulmerland*. I don't remember which one but Dad said the prisoners called her the Grey Ghost because of her colour and she seemed to be an unpopular ship with the crew of the *Kulmerland* who would give a facetious Hitler salute towards her when out of sight of their officers. The other one, the prisoners called Blackie. (Both these soubriquets are from my memory recall and may be not correct but the prisoners did give these other vessels nicknames because obviously they were not told the real names.) One of those ships did not treat prisoners very well and had the Nazi ethic but memory does not serve now. The captain of the *Kulmerland*, Captain Pschunder, was an ex German merchant service officer who treated his captives very well in defiance of the Nazi political officer aboard



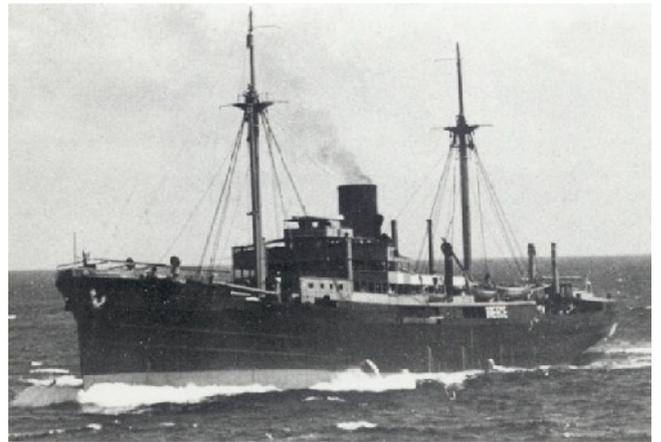
Cruiser raider supply ship *Kulmerland*
www.nzetc.org/tm/scholarly/tei-WH2-1Epi.html

At this time Angus was chief officer of the *Holmwood*. The vessel was returning from Waitangi, Chatham Islands, at the time of her capture and sinking. She carried two mates who worked 6 hour watch and watch with reliefs from the master for meals and also

to allow extra sleeping time for the mates from time to time. The vessel having left Waitangi, where the mate was on continuous duty during discharge and loading of cargo, the master was taking the early part of the morning watch to allow the mate extra sleep. There was a raider warning in force but as far as was known there was thought to be no immediate danger in the area in which the *Holmwood* was operating.

Angus told me he had been served with two lamb chops killed just before departure in the *Chatham's*. In those days such fresh meat was a treat. He never did get to eat them!

Quote Angus as I remember. "I'd just sat down in the saloon to a lovely plateful of fresh lamb chops that hadn't been in the freezer or anything but before I could eat them I was told the old man wanted me urgently on the bridge. I told the steward to keep them hot and went on up. When I got there the Miller (the master) said 'I'm worried about these three ships out there what do you think?' They had been in evidence for some time.

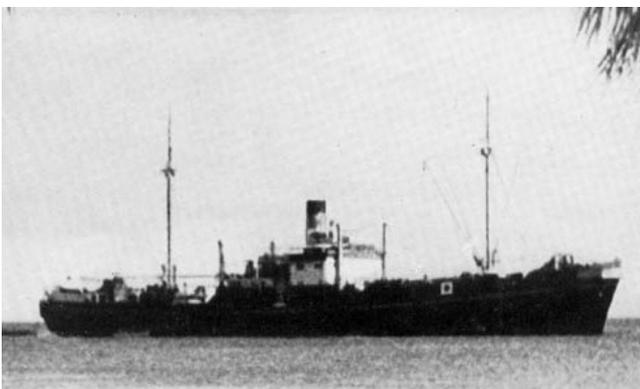


Cruiser Raider *Komet*
www.nzetc.org/tm/scholarly/tei-WH2-1Epi.html

"I looked out and saw one closing us on the starboard bow. I told the captain it was flying a message and had he read it? When he said no, I told him we had bloody well better! I was surprised he had taken no action at all after sighting the ships. I grabbed the binoculars and the first thing I saw was I was looking right down the barrel of a bloody big 6-inch gun. The flag signal was YOU SHOULD STOP YOUR VESSEL INSTANTLY AND AWAIT MY INSTRUCTIONS. This was supplemented by an instruction DO NOT USE YOUR WIRELESS. I grabbed the telegraph and immediately rang stop. The master asked what the hell I

was doing and I handed him the binoculars as I told him the flag signal code. When the engine-room answered we rang for astern and took off all our forward way. We were sure we were being apprehended by enemy raiding-warships and discussed the advisability of a wireless signal but in view of the guns trained on us, the presence of women and children aboard and the limited range of our wireless equipment, this wasn't an option."

Soon a boat put off from the ship nearest. Neither of the other two ships approached very closely. The boarding party was in the charge of a polite young German naval officer who apologised before telling the ships complement they were now prisoners of war and would be taken aboard the German raider. He asked them gather their possessions including what may be needed for the women and their children. He gave his captain's compliments to Captain Miller and told him that all the officers should also bring all their navigationables (navigation instruments) as his captain and many of his ships crew had been merchant marine members before the war. Thus they understood that merchant officers had to pay for and provide their own equipment and did not want to deprive them of the expensive tools of their livelihood.



Cruiser Raider *Orion*
www.nzetc.org/tm/scholarly/tei-WH2-1Epi.html

The evacuation of the ship then commenced while at the same time the ship's stores and cargo were broached and taken across to the raider. The sheep were killed for meat. When the *Holmwood* officers arrived on the *Kulmerland* they were escorted to the captain's dayroom. Angus said the first thing they saw was a big picture of Adolf Hitler on the bulkhead behind the captain's desk. The captain apologised to Captain Miller and told him the capture of his ship was a sad consequence of war and he hoped he understood. He then spoke briefly to the officers and told them their "navigationables" would be returned to them after they had been taken out

of adjustment and unable to be used but this would be done in such a way that they would be cheap to repair. During this interview an officer wearing the swastika emblem came into the room and after giving the Zig Heil Nazi salute spoke angrily in German to the captain. He seemed upset at the humane treatment of the prisoners. (This reason is only supposed but seems likely as the following may show.) The captain rose from his seat and spoke very sharply to the officer and waved him peremptorily out the door. He told the assembled prisoners they should not be intimidated as in his ship the crew only used the naval salute and did not subscribe to any political nonsense. This independent attitude may have later had consequences for Captain Pschunder, as I understand he was tried and executed on his return to Germany in 1943.

The captain then explained that they had been aware of the Chatham Island service for many years so had lain in wait for the *Holmwood* in order to replenish their supplies from her cargo of live sheep and other foodstuffs. He expressed surprise that the *Holmwood* had taken so long to stop after he signalled her and said that he was on the point of ordering her fired on and sunk when he saw her backwater wash as she pulled up. His guns were trained on her bridge because he did not want her to send a wireless signal warning other ships.



Passengers and crew being evacuated from the *Holmwood* after her capture.
www.nzetc.org/tm/scholarly/tei-WH2-1Epi.html

The crew were then taken down to cells near the tank tops and incarcerated. A guard was on duty at all times outside the doors except when the ship engaged in fighting. This was a worry as if anything had gone wrong they might have drowned like rats



Captain Angus Campbell in 1950

in cages. Later an officer told them that several ratings had the duty of releasing them in the event of anything that could cause a foundering. They were allowed a lot of freedom on deck provided they undertook to go straight to their cells when requested.

They heard the shelling as the *Holmwood* was sunk and were surprised that it went on for so long. Their guard said that this was because they used the opportunity to train new young gunners. True or not is not known.

During their time aboard the raider the Germans spent a lot of time helping the mothers and children, shared family photos, and some even made toys for the children.

A few days later their navigation instruments were returned to them. In the rush Angus had forgotten the key to his sextant case so the German shipwright had had to break it open. There was very little wood to repair it with on a warship because wood disintegrates and the flying splinters are a

danger during fighting. The shipwright, however, had saved a piece of apple case from the *Holmwood's* cargo and fitted it into the case expertly then added a new lock and key. Nicol later used that sextant at sea and after 60 years the lock is still good. Some years ago the sextant and case was handed on to Captain Bruce Campbell, Angus's grandson and Nicola's nephew, who is senior pilot at Southampton UK specialising in Vic's. The lock and repair are still in top condition even if technology has made the sextant less important as a navigation instrument.

As the raider's voyage continued Angus told me their greatest fear was being locked in their cells at the bottom of the ship when she went into action with the intense noise of gunfire reverberating within the hull and not knowing what was happening. As other prisoners were taken, some of who were injured, the prisoners conditions deteriorated to the point that some may have died if nothing was done.

The *Kulmerland's* captain spoke to all the captured officers. He offered to release all those who would agree not to go back to sea in any armed ship. This was agreed to but the Nazi political officer argued against this but was again overruled by the captain. Shortly after the ship anchored off Emirau Island and they lined up to be put ashore. Angus told of the chief engineer having a container of water filled with a mug, as they waited, for drinking in the heat. The chief apologised that only one glass was available, the rest having been shattered during gunfire and this he constantly refilled and passed to the women.



Some of *Holmwood's* crew on Emirau Island. Angus Campbell centre front row.

Those released were later rescued during January 1942 and returned to New Zealand. The rest of this story is well recorded but the bits above tell of one man's experiences and his conception of his captors.

Fred Abernethy the chief engineer of the *Holmwood*

retired to Otaki and died a couple of years back. He concurred with this story and didn't add much but he did say the Germans treated them as well as they could. He said he had friendly chats with the chief engineer of the *Kulmerland* while a prisoner aboard her.

There was some talk later that the *Holmwood* was somehow responsible for the loss of those other ships taken later by the raiders in not sending out a radio message. Obviously this was nonsense but the story got about and I heard it from time over the years from people, usually shore-goers, who did not know my family connections. Trying to find the truth now is difficult, going through the reports of the time tells us little other than the political spin created by the naval authorities.

We now know that the navy made unfortunate mistakes, despite having intelligence they did not interpret it properly and that led to the raiders having a more or less free run. They had advised the NZ Government that it was very unlikely that raiders would come into the Pacific and had not properly prepared for the eventuality. The idea that enemy vessels could enter the Pacific by sailing east through the Barents Sea then east through Arctic Sea until moving south through the Bering Strait had not even been considered. This passage into the Pacific was made easier as the USA was still neutral at this time.

The story regarding the *Holmwood* was typical wartime propaganda put out to build moral and place blame elsewhere. Unfortunately most people who were not involved remember the accusation but never the explanation or the truth. Interestingly, naval history still blames the *Holmwood* for not putting out a wireless message. They call her a small coaster even though she was almost as big as one of their frigates! There is also a supposition that the *Holmwood* did not destroy her Merchant Navy code book and it fell into the hands of the Germans as a great prize. Angus has said that as far as he knew the *Holmwood* never had one and this is backed up by Captain A. Copeland and Captain Joe Vangioni, my uncle and also masters in the same company. Capt. Vangioni also stated he never saw one until at least a year after the *Holmwood* sinking.

Almost every ship at that time, however, carried a copy of Bentley's Commercial Telegraph codes. These were post office approved short cuts to make telegraph and Morse code messages brief and

cheaper. These messages were charged by the word. An example of the Bentley code would be Johnston and Co, Customhouse Quay, Wellington whose code address was simply *Stonjon*, thus replacing the six word address with one word. This was a freely available publication sold world wide. It is probable this code book is the one in question; it was hardly secret and probably the raiders had a copy anyway.

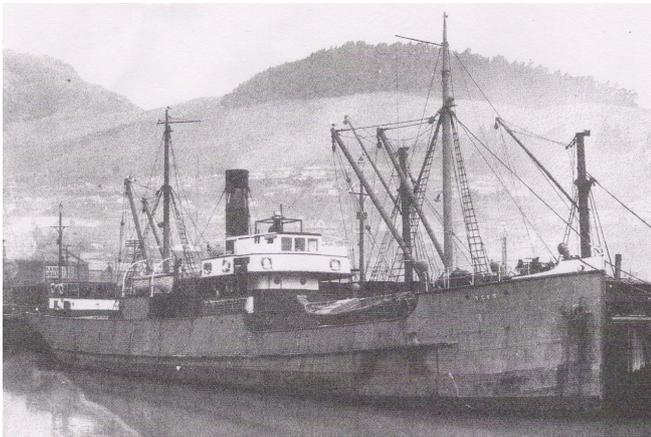
Anyway the story persists and it has a very good spin to give the naval authorities a semblance of justification but lacks any evidence. Also note that those ships that did attempt to send messages, such as the *Komata* had loss of life and their messages achieved nothing. Somehow the captain of the *Rangitane* was lauded for trying to run from the raiders and sending a message even though it cost the life of some of his passengers and crew and availed him naught! Therefore it seems that during war disregarding human life in favour of your ship is the stuff of heroes! Makes one wonder what ever happened to the first article of seamanship **"Safety of life is paramount then safety of the ship"?**

The following year in mid-February 1942, Captain Vangioni sighted what he felt was a submarine in the waters north of Cook Strait. Because of radio silence he reported this in Wellington next day but the naval officer interviewing him suggested he may be mistaken or seen a dolphin or something. Captain Vangioni replied that although he was unfamiliar with submarines he had been at sea for some 12 years and was well aware what normally should or should not inhabit the waters around his ship. He was astounded when the naval officer stated he had never seen a submarine either and had only joined the navy some months before. Shortly after this there was the riot at Featherston prisoner of war camp resulting in many deaths. Captain Vangioni always wondered if the unidentified vessel may have been some sort connection. The prisoners up until then had been moderate and quiet. Maybe coincidence, but there are those in the maritime community who still wonder? He often felt that some aspects of naval wartime procedure were cavalier.

Below is an example of the nonsense put out for public consumption by Commodore Perry, NZ Station Royal Navy.

No radio message was transmitted by the *Holmwood* before she was captured and consequently no warn-

ing of the presence of enemy raiders east of New Zealand was received. A subsequent commission of inquiry strongly expressed the opinion that, had the sending of a wireless message been attempted, 'it would probably have reached New Zealand, or if the enemy had attempted to jam the message, this jamming would have been heard in New Zealand. The evidence of Commodore Parry established that the receipt of such a message in New Zealand would have resulted in the recall of the *Rangitane* which had left her anchorage off Rangitoto at about 5.30 a.m. that morning. Having regard to the position then existing, it is also clear that the receipt of a message from the *Holmwood* would have given the Navy certain advantages in searching for the raiders which did not exist at a later date.



t.s.s. *Holmwood*

'We are fully aware,' said the Commission's report, *'that any attempt to send the message would have brought about the shelling of the Holmwood, and that this might have meant heavy loss of life, including the lives of women and children. But, having regard to the methods of warfare with which we are faced, that consideration is irrelevant. Loss of civilian lives must be faced in an effort to locate and destroy raiders. This should be realised by persons who travel by sea, and by the parents of children who travel by sea; and, lest the cool, prompt judgment of masters be hampered at critical moments, there should, we suggest, be no unnecessary passenger traffic.'* Report of Commission of Inquiry on the Loss of Certain Vessels by Enemy Action, and alleged Leakage of Information.

After all the nonsense is filtered out there remains the fact that the *Turakina* was attacked off Farewell Spit on the 20 August by the *Orion* and *Komet*. She refused to stop and sent a radio message advising of the attack. This resulted in her sinking and the death

of her master and 34 of the crew. The remainder of the crew were taken prisoner although some were injured and one later died aboard the raider. The Navy sent the light cruiser *Achilles* assisted by a reconnaissance aircraft to investigate but they found nothing. This took place less than a month before the *Holmwood* was captured. One is left wondering, after this, how on earth the navy could still insist there was no menace to shipping in New Zealand waters!

However, there are even more questions to ponder. The *Niagara* was sunk by mines on 19 June. Next the *Turakina* was sunk by a raider on 20 August. We know the Germans were aware of the *Holmwood's* regular run and lay in wait for on her so they could replenish supplies from her cargo. Why weren't naval strategists also aware of this potential source of enemy supply? Until the sinking of the *Rangitane* on 27 November the naval authorities were still advising government there was small threat to New Zealand shipping. The sinking of the *Rangitane*, though, could hardly be ignored and the navy did respond. One historian who has studied this period of naval history wrote; 'How these ships (the raiders) escaped from the scene of the sinking and avoided detection by two patrolling flying-boats, by *HMS Achilles* and its *Walrus* plane and by *HMS Puriri* and other ships is difficult to understand, but they did, and the three vessels (the raiders) anchored on 29th November off the Kermadec Islands, 600 miles north-east of New Zealand. One of the two patrolling TEAL flying boats, *Awarua* and *Aotearoa*, probably the former, was actually seen from the *Orion* on the evening of 28th November, but it was not the other way round, so eight armed RNZAF planes on standby at Gisborne were not called to attack'.

Only nine days later the same raiders sunk 5 ships, *Vinni*, *Triaster*, *Triona*, *Komata* and *Triadic* in a little more than 24 hours off Nauru Island. Next, unbelievably, 20 days after this, the raider *Komet* returned to Nauru Island and destroyed the shore/sea interface machinery of the phosphate loading infrastructure. Again one must ask how competent the naval authorities were in not realising Nauru was a gathering place for concentrations of merchant ships awaiting loading nor taking steps to protect these important loading facilities after the mass sinkings of 5 merchant ships demonstrated the importance of the facility? The Germans were certainly aware!

One is also astonished to note that all three of the raiding fleet returned safely to Germany. Perhaps



**German bombardment of Nauru Island
December, 1940**

after all this a spin (propaganda) doctor was needed to placate public disquiet.

This story may not be the version that has been scripted by some war historians but the question one needs to ask about any version of history is; Who benefits from that version?

The interests of the powerful, the politicians and of course, the generals change often, and thus so do the stories that extol their efforts. There are, of course, absolute truths, things that actually happened, genuine facts, but simply because history may have been accepted with distortions should not negate an attempt to wrestle out the truth.

Who benefitted from the official version? It would be difficult to find any benefit to the merchant ship survivors. The Politicians? The Generals and Admirals? One must consider the answers for ones-self.

Notes

Captain S W Roskill, one of Britain's most eminent naval historians, remarked in "The War at Sea"

" ... it is only fair to mention that the captains of German armed merchant raiders generally behaved with reasonable humanity towards the crews of intercepted ships, tried to avoid unnecessary loss of life and treated their prisoners tolerably"

Kapitan Ruckteschell, in his view, was the "only exception", his conduct being " so far contrary to the Hague Conventions that he was brought to trial and

convicted as a war criminal in 1947".

The same Captain S W Roskill in "A Merchant Fleet at War" stated that "under International Law the immunity of a merchant ship from attack depended on her not "resisting' capture"".

Trying to escape or returning fire was obvious resistance, but the Germans maintained that the use of wireless also constituted "resisting" and so justified their attacking ships that did so. Perhaps it might even be argued that organising ships into escorted convoys was also a form of resistance to capture.

Ships sunk by German raiders in the Pacific

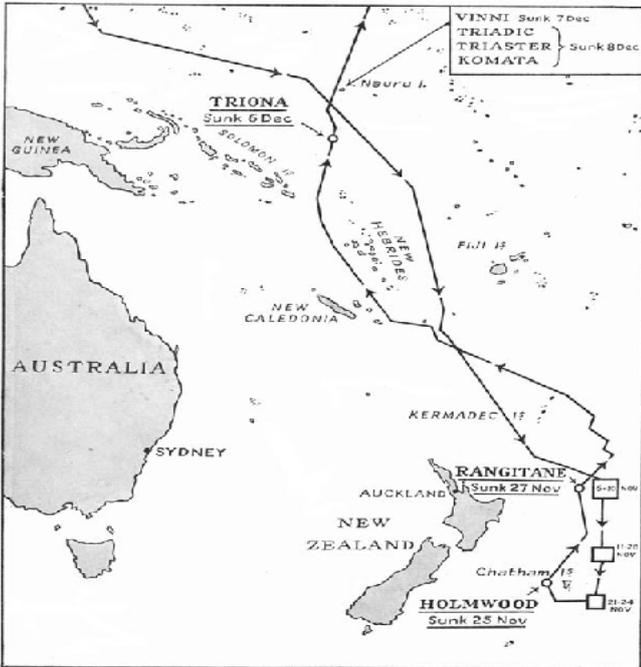
- Turakina** 9,691 GRT
- Ringwood** 7,203 GRT
- Niagara** 13,415 GRT **
- Puriri** 927 GRT **
- Port Brisbane** 8,276 GRT **
- Britannic** 1,500 GRT **
- Holmwood** 546 GRT
- Rangitane** 16,712 GRT
- Triona** 4,413 GRT
- Vinni** 5,181 GRT
- Komata** 3,900 GRT
- Triadic** 6,378 GRT
- Triaster** 6,032 GRT

** Sunk by mines. The raiders managed to lay 228 mines mainly across navigation routes and outside Lyttelton, Wellington and Auckland harbours. Some of these mines were laid in mid 1941 by the small German auxiliary layer *Adjutant*.

SURVIVORS FROM S.S. "HOLMWOOD"

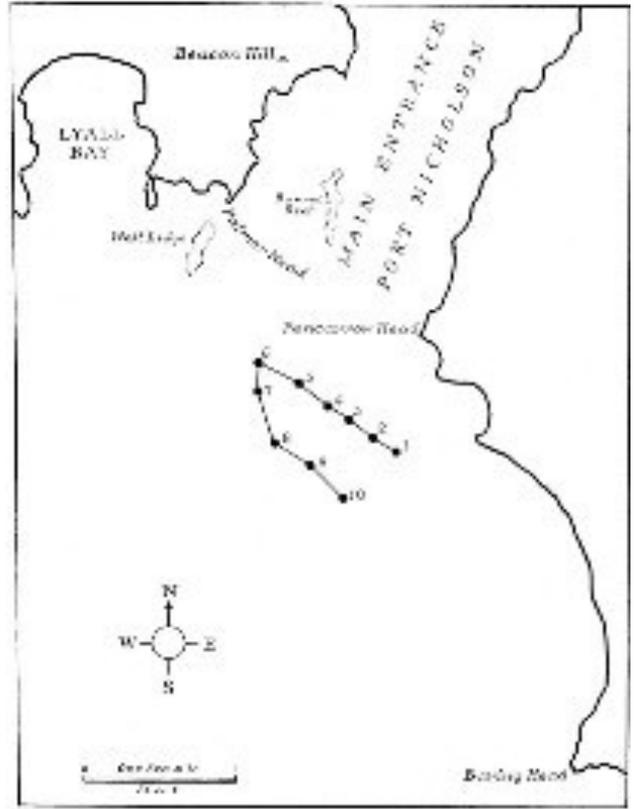
NAME	OCCUPATION	AGE	ADDRESS	NEXT-OF-KIN
ARTHUR CAMPBELL	First Mate	50	24 Gladis Ave, Wellington N.Z.	Wife.
CYRIL CLARK	Second Mate	34	35 Cornford Street, Wellington, N.Z.	
FRED ABERNETHY	Chief Engineer	39	Overthrow Terrace, Wellington (Hataitai)	Wife.
KEVIN LE OHU	Second "	31	47 Swans Rd. Aronaide Christchurch, N.Z.	Wife.
DONALD G. CLAYTON	3rd "	31	236 Bay View Road, DUNEDIN, N.Z.	"
D. MALCOLM	A.B.	45	60 Lendon St. Lyttelton N.Z.	"
FREDERICK JOHNSTON	A.B.	44	6 Lendon St. Aramoko Mangonui, N.Z.	Brother.
D. CORNISH	Pipeman	40	Kokiri Greyouth, N.Z.	
THOMAS W. ALLEN	"	48	177 Asia St. Wellington	Wife.
JAMES FEEHELY	"	58	No. 8 Lendon St. Lyttelton	
CHARLES WATKINSON	O.S.	20	O/c Mrs. Champell Pribbleton Canterbury, N.Z.	Guardian
JOHN ALBERT LINDBERG	Cook	65	274 Willis Is. Wellington.	Wife.
PETER JAMES SWILSON	L.A.B.	48	31 Dublin St. Lyttelton, N.Z.	"
THOMAS LEE LONDON	A.B.	26	Windsor Terrace	Mrs. Bonn 71 Campbell
MACHILLAN	Steward	55	61 Wright St. Wellington.	Too Wellington
J. KILGUSCH	A. B.	50	6 St. Mary St. Wellington.	Mother. Father.
F. JAMES GIBB	WIFE & CHILDREN		2 Ashhurst Palmerston N.Z.	
MR. & MRS. R.C. EDWARDS	WIFE & CHILDREN		6 Parry St., Christchurch.	
MR. & MRS. MACMURDO	WIFE & CHILDREN		No N.Z. address.	
MISS C. ROUGH		19	Garoparamar Wellington, N.Z.	
* CAPT. H. J. MILLER	(Arrived by plane).			

Copy of the Holmwood's cyclostyled survivor list sent by Holm and Co. to dependents when news of their release had been notified.

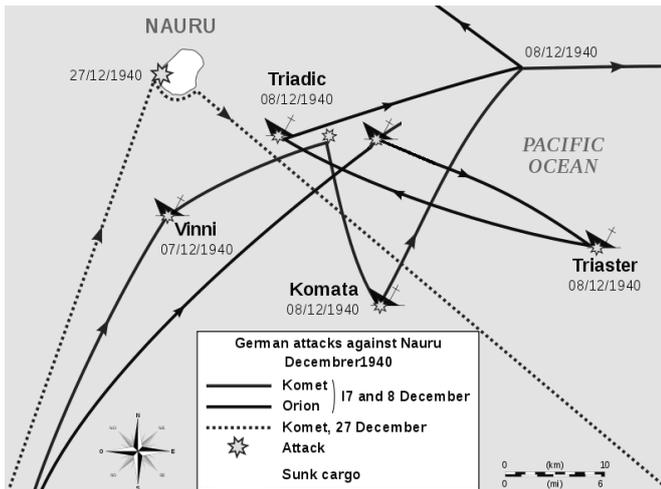


Voyage of the raiders Kulmerland, Orion and Komet
27 October to 8 December, 1940

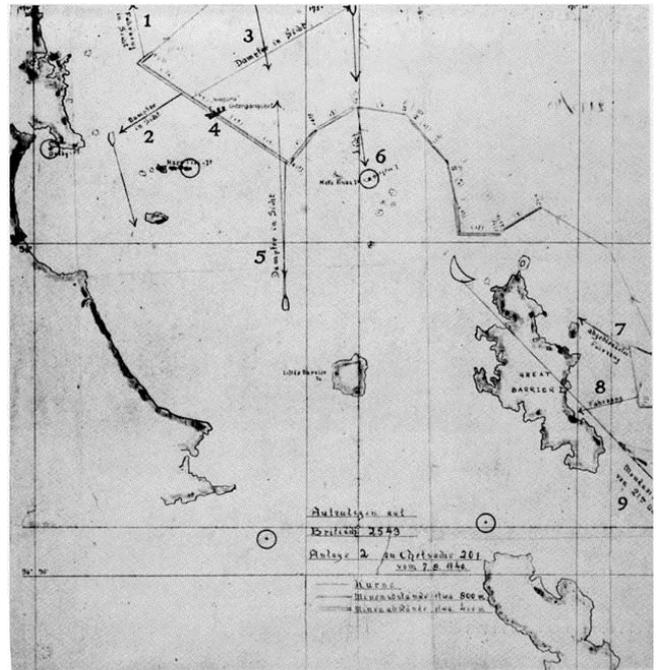
1. Map showing the voyage of the raiders, *Kulmerland, Orion and Komet* in the south-west Pacific. nzet.org



4. Enemy minefield laid off Wellington



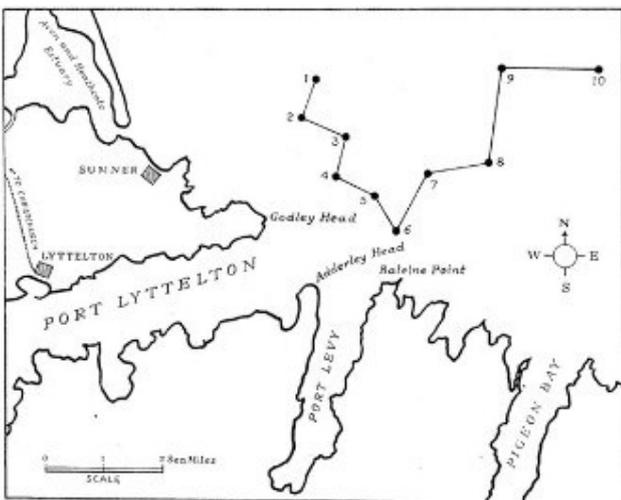
2. Map of the attack on and sinking of 5 vessels at Nauru Island and the return 3 weeks later to destroy the phosphate loading machinery.



This reproduction of the *Orion's* chart of her course across the approaches to the Hauraki Gulf shows also the position of ships sighted while her mine-laying was in progress. The numbers added in black give a key to translations of the notes on the map:

- (1) Vessel in sight
- (2) Steamer in sight
- (3) Steamer in sight
- (4) Position of sinking of *Niagara*
- (5) Steamer in sight
- (6) Moko Hinau light
- (7) Blacked-out vessel
- (8) Vessel
- (9) Moon bearing at 2100 hours

5. This reproduction of the *Orion's* chart of her course across the approaches to the Hauraki Gulf shows also the position of ships sighted while her mine-laying was in progress. The numbers added in black give a key to translations of the notes on the map. nzet.org



3. Enemy minefield laid off Lyttelton



SEMINAR ANNOUNCEMENT

4th & 5th April 2013

Cape Peninsula University of Technology,

Southern Africa Branch

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- Maritime Law Association
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MEETING THE CHALLENGES FOR AN AFRICAN MARITIME ECONOMY

The Nautical Institute, in association with the Institute of Chartered Shipbrokers, Maritime Law Association of S.A., S.A. Institute of Marine Engineers and Naval Architects the Society of Master Mariners S. A. will be presenting a seminar aimed at identifying and offering solutions to the technical challenges that will be encountered in the development of the anticipated African Maritime Economy emerging from the Government's and SAMA's initiatives in this regard. The South African Maritime Industries Conference held in 2012 started a process that once implemented will see significant developments within the regional maritime environment over the months and years to come.

The rebuilding of the SA ship's register together with a range of possible state interventions in this industry have the potential to place sudden and dramatic demands on our maritime technical capacities and on our maritime professionals. This seminar will seek to inform

these affected maritime professionals of developments and how they will impact on their industry sectors and their professions. Papers focusing on the technical challenges likely to be encountered and strategies required to meet them will be presented by the convening organisations as well as from invited experts in their fields.

Commander Tsietsi Mokhele SAMSA CEO, who is particularly well placed to assist delegates in envisioning the maritime future of our country and this region, will provide the keynote address.

Your engagement in the discussions, debates and solutions needed to ensure our readiness for the times ahead are invited and we look forward to your participation in this seminar and the associated professional demands that will be placed on us.

Registration booking forms as well as other details of the seminar are available from the Nautical Institute Southern Africa Branch's website: info@nautinst.co.za or contact Diane Coetzee at 00 27 (031) 2061861



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LIST OF ROYAL YACHTS OF THE UNITED KINGDOM

Depending on how the term is defined royal yachts date back to the days of antiquity with royal barges on the Nile in ancient Egypt
This is a list of Royal Yachts of the United Kingdom.



Nile Royal Barge

There have been 84 Royal Yachts since the restoration of the monarchy in 1660. King Charles II had 25 Royal Yachts and five were simultaneously in service in 1831. Occasionally merchantmen or warships have been chartered or assigned for special duty as a temporary Royal Yacht, for example the steamship Ophir in 1901 and the battleship HMS Vanguard in 1947. In 1997 HMY Britannia was decommissioned and not replaced. There is currently no British Royal Yacht, although MV Hebridean Princess has been used by the Royal Family.

* 20th century merchant vessels.

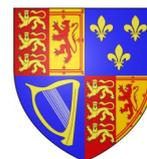
Ships

Mary (1660-1675)
Royal Escape
Anne (1661-?)
Bezan (1661-?)
Katherine (1661 - ?) Built by Phineas Pett
Charles (1662-?)
Jamie or Jemmy
Henrietta
Merlin* (1666-?)
Monmouth (1666-?)
Navy (1666-?)
Saudadoes (1670-?)
Cleveland (1671-?)
Queenborough (1671-?)
Deale (1673-?)
Isle of Wight (1673-?)
Kitchen (1674-?)
Katherine (1674-?)
Portsmouth (1674-?)
Charles (1675-?)
Charlot (1677-?)
Mary (1677-?)
Henrietta (1679-?)
Isabella Bezan (1680-?)
Fubbs (1682-?)
Isabella (1680-?)
William & Mary (1694-?)
Squirrel (1695-?)
Scout (1695-?)
Queenborough (1701-?)
Soesdyke (1702-?)
Portsmouth (1702-?)
Isabella (1703-?)
Drake (1705-?)
Dublin (1709-?)
Bolton (1709-?)

A SUGGESTED NEW DESIGN.

Replacing the Royal Yacht Britannia is a forever-controversial subject and has seen enthusiasm, pledges and disapprovals at every level of government and across the board. In this time of financial strictures it is not seen as politically beneficial.

Charlot (1710-?)
Carolina (1710-?)
Chatham (1710-?)
Chatham (1741-?)
Portsmouth (1742-?)
Royal Caroline (renamed Royal Charlotte in 1761), 1749 - ?
Dorset (1753-?)
Plymouth (1755-?)
Augusta (1771-?)
Portsmouth (1794-?)
Plymouth (1796-?)
William & Mary (1807-?)
Royal George (1817-1842)
Prince Regent (1820-?)
Royal Charlotte (1824-?)
Royal Adelaide (1833-?)



Victoria and Albert (1843-1855) - remained in-service as Osborne (1855-1867)

Fairy (1845-1863) (tender to Victoria and Albert)
Elfin (1848-1901)
Victoria and Albert (ii) (1855-1900)
Alberta (1863-1913) (tender to Victoria and Albert (ii))
Osborne (1870-1908) (tender to Victoria and Albert (ii))
Victoria and Albert (iii) (1901-1937)
SS Ophir* (1901) - chartered steamship for the royal tour of the colonies
Alexandra (1908-1925)
Britannia (Royal Cutter Yacht) (1893-1936)
RMS Empress of Britain* (1931-1940)
Empress of Australia* (1939)[2]
HMS Renown (1916) Used in 1920 for the Prince of Wales Empire tour and in 1927 by the Duke and Duchess of York to visit Australia
HMS Vanguard* (1947) Battleship used to take George VI and family to South Africa
Gothic* (1952-1954)



Britannia (1954-1997)

MV Hebridean Princess* (chartered 2006 & 2010)



REMEMBERING 'OLD RIP'

Ripple Rock was a well-known hazard to New Zealand trans-Pacific masters and seamen.

Half a century ago, sailing the Inside Passage from Seattle or Vancouver to northern ports such as Ocean Falls and other lumber settlements, wasn't as straight forward as it is today. A pair of dangerous underwater peaks jointly called Ripple Rock created severe whirlpools in the waters near Vancouver Island, sinking numerous ships and claiming more than 100 lives. It took the largest non-nuclear explosion in history to finally end the threat. Seymour Narrows, the location of Ripple Rock, was a hazard to navigation from the time the first sailing ships began charting the area.

An underwater, twin-peaked mountain in the Seymour Narrows of the Discovery Passage in British Columbia, Canada, Between Vancouver, Maude and Quadra Islands, a part of the marine trade route from Vancouver and coastal points north. It was about 5 nautical miles north of, Campbell River. Only 2.7 metres (9 feet) underwater at low tide, a marine hazard, described by the explorer George Vancouver as "one of vilest stretches of water in the world." By 1958, more than 120 vessels had been badly damaged or sunk and over 110 people had drowned on "Old Rip".

It was destroyed by a planned explosion on April 5, 1958. This was National Historic Event in Canada. The Ripple Rock explosion was seen throughout Canada, live on CBC Television. It was the first live coast to coast television coverage of an event in Canada. Fifty years later, the City of Campbell River commissioned a Vancouver-based special effects firm to "recreate" the blast

The first attempts at planting explosive charges on Ripple Rock were made with floating drilling barges with the goal of blasting away the rock in pieces. The first, in 1943, was secured with six 3.8 cm steel cables attached to anchors that altogether weighed 998 metric tons. This approach was abandoned when one cable broke on average every 48 hours. Another attempt in 1945, involving two large overhead steel lines was similarly abandoned after only 93 (out of 1500 planned) controlled explosions were successful. The currents in the narrows played havoc with the 150-foot barge and the anchor lines broke over and over again. The attempt was abandoned.

Two years later, a second attempt was made. This time the plan was to attach a barge to two 11-ton overhead steel lines on a 3,500 foot cable. But that failed to hold the barge in place for very long as well. It had been estimated that 1,500 drill holes were needed, but only 139 were drilled before that attempt was terminated. Nine workers died in the two attempts.

A decade passed before the National Research Council came up with a plan to tunnel under the rocks from nearby Maud Island. Specifications for the removal project called for sinking a 500-foot vertical shaft at Maud Island, tunnelling 2,100 feet under the narrows and running 300 foot shafts upwards into (each) rock but if the blast was successful the navigating depth would be increased to 40 feet.

The work began in November of 1955 and took nearly 27 months. Between November 1955, and April 1958, a three-shift operation involving an average of 75 men worked to build a 174 metre vertical shaft from Maud Island, a 762 metre horizontal shaft to the base of Ripple Rock, and two main 91 meter vertical shafts into the twin peaks, from which "coyote" shafts were drilled for the explosives. The contract was awarded to two firms for \$2,639,000. At the time of the contract it was estimated the tunnels and shafts would not be completed until either 1957 or 1958. 1,270 metric tons of Nitramex 2H explosives were placed in these shafts, estimated at ten times the amount needed for a similar explosion above water.

The explosion took place at 9:31:02 am on April 5, 1958. 635,000 metric tons of rock and water was displaced by the explosion, resulting in debris at least 300 metres in the air, falling on land on either side of the narrows. The blast increased the clearing at low tide to about 14 metres (45 feet). The Royal Canadian Mounted Police cleared the area of within 3 miles of the explosion and the engineers that witnessed the explosion were housed in a bunker.

The explosion was noted as one of the largest non-nuclear planned explosions on record at that time, though Soviet authorities reported a larger explosion in the Ural Mountains to carve a new channel for the Kolonga River and in China to open a copper mine.

**RIPPLE ROCK SHORT PHOTO ESSAY. GEORGE VANCOUVER'S ' - - - VILEST STRETCHES OF WATER IN THE WORLD'
- 1958, virtual violence 5 April, 1958, Big Bang +1958, relative tranquillity**



'BULLY' HAYES—PACIFIC PIRATE

William Henry Hayes
Born 1827 or 1829
Died 31 March 1877
In the Pacific Ocean off Kosrae,
in the Caroline Islands
(Federated States of Micronesia)
Other names Bully Hayes
Occupation ship's captain, trader
and blackbirder



William Henry 'Bully' Hayes was a ship's captain who engaged in blackbirding in the 1860s and 1870s and whose arrival on any Pacific Island would cause islanders to hide in fear of being kidnapped and shipped off to be a labourer on some distant plantation.

Hayes operated across the breadth of the Pacific in the 1850s until his murder on 31 March 1877 by his cook Peter Radeck, or "Dutch Pete". Hayes has been described as a South Sea pirate and "the last of the Buccaneers". However James A. Michener & A. Grove Day, in their account of his life, warn that it is almost impossible to separate fact from legend in his life; they described Hayes as "a cheap swindler, a bully, a minor confidence man, a thief, a ready bigamist" and comment there is no evidence that Hayes ever took a ship by force in the "proper" tradition of a pirate or privateer.

There are two stories as to how he earned his nickname "Bully": one explanation is that "Bully" is Samoan for "elusive" or "evasive";[4] the second explanation is that he was called "Bully" because of his behaviour towards his crew. He was a large man who used intimidation against his crew, although he could be very charming if he chose to be, as well as being capable of generosity to Pacific Islanders in need.

Early career: He was born in Cleveland, Ohio, one of

three sons of Henry Hayes, a grog-shanty keeper. Hayes became a sailor on the Great Lakes after running away from home. He is believed to have left New York as a passenger on the *Canton* on 4 March 1853, although when the ship reached Singapore on 11 July 1853 it was captained by Hayes, with the *Canton* being sold by Hayes in Singapore. Hayes operated in East Asia, carrying out various frauds on ship's chandlers over mortgaging ships, providing forged papers in payment for cargo and selling cargo for his own account rather than for the account of the owners of the cargo.

Hayes has been associated with the disappearance of the *Rainbow* in 1848 in Australia and in 1853 as having been involved in the McIvor Escort Robbery. Possibly he also played a central role in the disappearance of the gold ship the *Madagascar* in 1853.

Australia: Hayes arrived in Fremantle, Western Australia in January 1857 as captain of the *C. W. Bradley, Jr*—really still the—*Canton*, repurchased and renamed. Hayes married Amelia Littleton although he is believed to have earlier married in the United States.

The Singapore ship's chandlers caught up with Hayes in Perth, Australia and forced the sale of his ship and bankrupted him. Hayes escaped his creditors and in Melbourne, Australia he gained the command of a ship sailing to Vancouver, Canada. Hayes was thrown off the ship in Honolulu for swindling passengers. He next proceeded to gain command of a new ship with a cargo obtained by fraud. Hayes sailed back across the Pacific, abandoning his wife Amelia in San Francisco. Hayes lost that ship in a storm and others to creditors, but he always found new ships to command and new cargos to fraudulently acquire and sell. Between maritime adventures Hayes became a member of a blackface minstrel troupe in New South Wales, Australia.

New Zealand: Hayes was a notable early figure in the history of the Otago Region of New Zealand. After facing bankruptcy in Australia in the late 1850s, he sailed to Otago in 1862 (at the time the region was the centre of a gold rush). He travelled the region with a travelling company of vaudeville artists on a tour of New Zealand. In January 1863 they arrived at Arrowtown. Hayes married a widow Mrs Roma 'Rosie' Buckingham, whose four sons were vaudeville artists, performing as The Masters Buckingham. Hayes and Roma settled in Arrowtown where he opened a hotel, the "United States", later called "The Prince of Wales". Hayes had a falling out with the Buckingham family who offered any barber £5 to cut his hair off short. Eventually this happened and it was revealed, as rumoured, that Hayes had been deprived of an ear in California where he had been caught cheating at cards. After this he was mocked in a popular play, and with his reputation gone he and his wife left for Port Chalmers. Later he acquired a ship in Australia,

the *Black Diamond* which he hid in Croixelles Harbour, near Nelson. On August 19, 1864 the boat capsized, drowning Rosie, her baby, her brother, a nurse. Only Hayes survived. He moved to Christchurch, where he married Emily Mary Butler in 1865.

Blackbirding on the *Rona*: In May 1866 Hayes acquired the brig *Rona* and operated in the Pacific with bases in Apia, Samoa, and in Mili Atoll in the Marshall Islands. Hayes became notorious in the Pacific because of his activities as a Blackbirder; engaged in recruiting Pacific islanders to provide labour for the plantations of Tahiti, Fiji, Samoa and Australia. While there was some voluntary recruitment of Pacific islanders, the activities of blackbirders predominantly involved kidnapping, coercion and tricks to entice islanders onto blackbirding ships, on which they were held prisoner until delivered to their destination.

Hayes made money blackbirding and purchased the brigantine *Samoa*. By coincidence Hayes lost both ships off Manihiki, Cook Islands in March 1869. Hayes then purchased the schooner *Atlantic*, although soon after he was arrested in February 1870 by the Consul Williams in Apia on charges related to his blackbirding activities. Hayes escaped from Samoa on 1 April 1870 on the ship of Ben Pease, the *American Blackbirder*. The account of adventures of Hayes and Pease provided by James A. Michener & A. Grove Day is different in detail to that provided by Alfred Restieaux, an island trader who had dealings with both Hayes and Pease. What is consistent between the accounts is that Hayes and Pease proceeded on a trading cruise in the Caroline Islands and the Marshall Islands in the 250-ton brig *Pioneer*. According to Alfred Restieaux, Hayes and Pease argued over the ownership of the cargo; Hayes claimed the cargo was his and that Pease was merely carrying it as freight, while Pease claimed a half share in the cargo. Restieaux's account is that Hayes sold the cargo in Shanghai; with Restieaux recounting two stories that he had been told about Pease's death: the first was that he drowned after jumping overboard from a Spanish Man-of-War, the second was that he was killed in a fight in the Bonin Islands. What happened to Hayes is uncertain. In any event when the *Pioneer* arrived back in Apia Hayes was in sole command with his explanation for this change in command being that Ben Pease had sold the ship to Hayes and had retired to China – an explanation that many doubted but would not or could not challenge. On his return to Apia, Hayes appears to have bribed his way out of the charges he faced.

Hayes renamed the ship the *Leonora*, the name of his favourite daughter, painting her white in an effort to change her reputation from being the 'black' ship of the blackbirding trade. Hayes continued to trade in coconut oil, copra and in the lucrative blackbirding trade. Hayes was eventually arrested by Captain Richard Meade of the USS *Narragansett* on 19 February 1872 but was released as Captain Richard Meade could not find witnesses or proof that warranted the

continued arrest of Hayes. Hayes's reputation meant that no crew members would give evidence against him.

The wreck of the *Leonora*: In January 1874 Louis Becke, who later wrote stories of the exploits of Bully Hayes, joined the *Leonora* at Mili Atoll in the Marshall Islands. The *Leonora* was wrecked on 15 March 1874 during a storm while in Utwe/Tahf harbour on the south coast of Kosrae at what is now the Utwe-Walong Marine Park on Kosrae.

After the wreck Hayes brawled with the European traders on Kosrae and with his crew, with the islanders being subject to seven months of oppression and violence. In September of that year HMS *Rosario* under Captain Dupuis arrived and Hayes was arrested, but yet again he escaped, this time by a 14 foot boat, built of timber from the wreck of the *Leonora*.

The final voyage on the *Lotus*: Hayes reached Guam. He purchased the schooner *Arabia* on credit in April 1875 and accepted a commission to help convicts escape from prison. He was arrested and ended up in prison in Manila, Philippines, which was under the control of Spain until the Spanish–American War. Hayes was eventually freed and landed in San Francisco without funds in early 1876. He persuaded a Mr and Mrs Moody, to fund the purchase of a schooner the *Lotus*. Hayes tricked Mr Moody into going ashore and sailed off with Jenny Ford Moody still on board. After arriving in Apia, Samoa, on 2 January 1877 the *Lotus* sailed to Kosrae, the atoll on which *Leonora* was wrecked, where Hayes intended to collect coconuts left at the time of the wreck. When leaving Kosrae on 31 March 1877, the ship's cook Peter Radeck, or "Dutch Pete", responding to threats from Hayes, killed him. While the events are unclear, it is understood that Hayes was shot with a revolver, struck on the skull with an iron implement and thrown overboard. Charles Elson, the mate, and the remaining crew sailed the *Lotus* to Jaluit in the Marshall Islands and gave an account of the death of Bully Hayes. No one was concerned at his death – indeed Peter Radeck was treated as a hero.

While Bully Hayes may not have ever taken a ship by force in the tradition of a pirate or privateer he used acts of fraud being his practice to gain command of a ship. However if the suspicion is true, that he disposed of Ben Pease to gain command of the *Pioneer*; then that may qualify him to be a pirate; perhaps his life as a blackbirder, is what establishes his credentials as a pirate - such was the depths to which piracy had descended in the second half of the 19th century.

Louis Becke and Bully Hayes: At the age of 19 Louis Becke was working in Mrs Macfarland's store in Apia, Samoa. He sailed a ketch, the *E.A. Williams* to Mili Atoll to deliver it to Hayes, arriving on 17 January 1874. Louis Becke remained as a passenger on the *Leonora*, until the ship was wrecked on 15 March 1874 during a storm while in Lele harbour at Kosrae. It was seven months until HMS *Rosario* rescued Louis Becke and the others. Later Becke use his experience of his time with Hayes in his Pacific stories. In some he tells the story of Hayes that are based on first-hand experience although there may be some element of storytelling. *With thanks to Wikipedia.*

CLOSE CALLS

ARE COASTAL SHIPPING LANES THE ANSWER?

Source: Maritime NZ. "Near-misses" are defined as "a sequence of events and/or conditions that could have resulted in loss. This loss was prevented only by a fortuitous break in the chain events and/or conditions. The potential loss could be human injury, environmental damage or negative business impact.

Reported events since October 2011

Wellington Harbour, 12.11.2011: The launch *Waikomouri* failed to give way to the Interislander ferry *Kaitaki* while it was approaching Wellington Harbour. Despite sounding five horn blasts, the *Kaitaki* was forced to give way instead.

Canterbury, 25.1.2012: When the cargo ship *Kota Permasan* were asked by a pilot vessel to lower its ladder, its tripping line fell into the water. This could have been dangerous if the line was caught in the propeller.

Napier, 15.2.2012: A fishing boat cut across the Port of Napier's entrance channel, preventing the containership MOL *Summer* from turning into the port entrance.

Taranaki, 27.2.2012: A damaged ladder on bulk carrier *Uni Auc One* was deemed unusable for boarding and unsafe.

Napier, 21.3.2012: In "restricted visibility" the containership *Maersk Brani* encountered yachts while departing from the Port of Napier and had to alter course and reduce speed to allow them to cross ahead of it.

Napier, 28.3.2012: The containership MOL *Summer* struck a berth, causing a crack 230mm in length and 10mm wide in the hull.

Napier, 28.3.2012: The tug *Maungatea* was slow in taking the weight of cargo ship *STX Harmony* and towing it while it was turning and backing into a berth, resulting in its starboard shoulder making a "glancing contact" with a corner of the wharf.

Taranaki, 10.6.2012: The pilot ladder and accommodation ladder of the chemical tanker *World Navigator* were observed to swing away from the ship as it rolled.

Queen Charlotte Sound, 11.7.2012: The *Kaitaki* was forced to sound a series of horn blasts when it came across the launch *Tira Hou*, which was en route to Picton. In reduced visibility, the *Kaitaki* had to drastically reduce speed, before the *Tira Hou* made a sharp course alteration just 50m from the vessel.

Wellington Harbour, 12/08/2012: With a GPS course "grossly in error", the container ship AAL *Brisbane* was on track for a near-miss with Pencarrow Rock before the harbour pilot came on board, noticed the mistake and adjusted the course, avoiding a grounding.

Cook Strait, 30/08/2012: The *Kaitaki* was leaving Tory Channel when it was noted the gas tanker *Astrid* had not made any action to avoid collision. When the

Astrid could not be contacted, the *Kaitaki* had to alter course.

Wellington Harbour, 2/10/2012: The *Kaitaki* had to change its heading to make room for an oil tanker, *Pacific Lohas*. The two passed 50m to 75m away from each other.

Marsden Pt, 27/10/2012: A small boat was speeding towards the oil tanker *British Curlew* when it noticed the ship and veered off at the last minute.

John Riding, senior partner of Marico Marine, the international maritime risk assessment organisation, he has tracked ships cutting too close to land as often as every two days, including a 280m cruise liner monitored while sailing through the Mercury Islands.

Commercial vessels in New Zealand waters must comply with rules that require competency, compliance with collision regulations, an electronic system that identifies them and for crews to develop passage plans for their navigation around coasts. But Mr Riding said if a Government did not introduce a new system where authorities would plot GPS-guided routes for ships, it was only a matter of time before another ship grounded. "What we've got now is a free-for-all - and you don't have to look very hard to know the free-for-all isn't actually working," he said, "If we made it so ships have a passage plan and they've got to pass through a, b and c, you can seriously influence where the ships go." Mr Riding believed what he saw as "prevention" would prove far less expensive than dealing with ships after they grounded.

New Zealand Shippers' Council chairman Greg Steed said any new system put in place would have to be "safe and pragmatic" for a country the size of New Zealand. "We'd support that but we'd have to look at the costs involved in that, because we would be concerned they could be passed on to shippers - and there needs to be good justification for something like that to happen," he said.

Shipping New Zealand president Captain John Robinson said shipping lanes could slightly extend travelling distances, but "if it improves the safety, then it's got to be accepted really by most lines". But he said the number of accidents had been low compared to the amount of shipping in New Zealand, where overseas vessels made around 6800 port calls last year.

Opposition MPs are also calling for change. "I think the Government should be directing Maritime New Zealand to take a closer look at this - and it's a good example of where the Government taking a hands-on approach and re-establishing some light-handed regulation that helps to improve safety could be very sensible," Labour transport spokesman Iain Lees-Galloway said.

Green MP Gareth Hughes, who backs compulsory shipping lanes, accused the Government of downplaying the risk of further accidents since the *Rena* disaster. He also said the near-misses were also an urgent reminder that the country needed a better oil spill response capability.

A Ministry of Transport spokesperson said the country had low levels of shipping traffic by international standards and compulsory lanes were generally used in areas with narrow waterways or large concentrations of vessels; to keep ships with hazardous cargo clear of coasts; and where navigation was hazardous.

The ministry would go over issues and any evidence with Maritime New Zealand before deciding whether it would review regulations. The spokesperson said the Transport Accident Investigation Commission's report on the *Rena* disaster - due some time after July - was "likely to be of particular relevance".

VESSELS RISK TRAVERSING BOP EXCLUSIVE ZONE

Bay of Plenty Regional Council Marine Operations Manager, Rueben Fraser, reported on 7 March, that since the start of this year 39 vessels had breached the two nautical mile exclusion zone placed around the Astrolabe Reef where salvage work continues on the *Rena*. He has warned vessels of the dangers of intruding within the area.

WANT THE RIGHT ANSWERS? ASK THE RIGHT QUESTIONS!

Walt Disney's Goofy once made this famous statement after recovering from one of his many failures. While driving his car, and approaching a blind intersection he asked his know-it-all machine if any cars were coming. The machine answered 'NO' but a few seconds later Goofy's car was wiped out by a truck. Lying in a hospital bed he mused, "Y'know, it's not knowing the answers so much as knowing the questions to ask."

Within the New Zealand Company of Master Mariners nearly 10,000 man years of hands on marine experience is often largely ignored by those who are tasked with administering New Zealand's shipping and marine environment. Most of us have been there and done that over some 40 years. Sailed the world's oceans in all conditions of weather and wave climate. Sailed within and through the world's most congested waters with and without designated shipping lanes. Sailed this coast when there were many more vessels of all types, flags and characteristics than are in local waters currently. Sometimes several vessels departed and arrived at ports or narrow passages at similar times and needed to be avoided; never seemed to collide with each other or cause stress to their officers. In fact, generally it worked.

There just might be some answers amongst this enormous well of experience but it is a knowledge well seldom dipped with the courtesy of being asked.

THE RAFT OF THE *MEDUSA* A PORTRAIT OF AN UNPLEASANT TRUTH



**Raft of the *Medusa*
Théodore Géricault 1791-1824**

It was July 1816 and following Napoleon's defeat at Waterloo, the French frigate *Medusa* was ordered to depart Rochefort and set sail for the Senegalese port of Saint-Louis in a diplomatic mission to accept return of their (French) colony from the British. In an effort to make good time, the *Medusa* overtook other vessels and deviated from her chartered course by over 90 nautical miles. The ship ran aground on a sandbank off the West African coast and after frantic efforts to free the ship failed, the 400 passengers and crew made plans to leave the ship and travel the 50 nautical miles (97 km) to the coast in six surviving life-boats. The only problem with this plan was that the six life-boats could only carry 250 of the unlucky souls that made up the passengers and crew of the *Medusa*.

In an incredible story of cowardice, incompetence and sheer bastardry, the remaining 146 men and women were piled on to a hastily-built raft and set adrift in the South Atlantic! Seventeen crew members decided to take their chances by remaining on-board the grounded vessel. With sparse provisions aboard the raft, the crew, crazed, parched and starved, mercilessly slaughtered the weakest. They then ate their dead companions as they violently took control of the drifting raft. After 13 days of hell on the South Atlantic, the raft was rescued by pure accident as no particular search effort had been mounted by the French for the survivors of the *Medusa* wreck.

By this time only 15 men were still alive. The others had been killed or thrown overboard by their comrades, died of starvation, or thrown themselves into the sea in despair. The incident became a huge public embarrassment for the French monarchy, only recently restored to power after Napoleon's defeat in 1815.

A replica wooden *Medusa* is now moored permanently in Marseilles, where it is used as a Royal French Navy training ship!

US JUDGE DISMISSES *COSTA CONCORDIA* CLAIMS SMALL PRINT SENDS LAWSUIT TO ITALY

Rajesh Joshi

Lloyds List

February 2013

A Florida judge has handed down a landmark decision involving *Costa Concordia*, telling members of a Massachusetts family who were on board the ill-fated cruise ship that they must sue Costa Cruises and Carnival in Italy because that was the condition printed in their tickets to which they agreed when they booked and paid for their cruise.

This is said to be the first such conclusion reached among the slew of lawsuits launched in the US by US citizens against the Miami-headquartered cruise group in the aftermath of the casualty in January 2012.

However, the verdict replicates a similar conclusion reached in a US lawsuit brought by business owners on the Tuscan island of Giglio, where *Costa Concordia* capsized.

Another judge in Florida similarly ruled in September last year that these plaintiffs must sue in Italy. The Giglio case is currently on appeal.

According to experts, the fact that a lawsuit in Carnival's home state mounted by US citizens has now reached a similar culmination carries great significance.

They believe this decision could end up as important case law as similar lawsuits brought by other US-domiciled passengers are processed through the system. Carnival's lawyers declined comment.

In upholding Carnival's motion to dismiss the lawsuit filed against it by *Costa Concordia* passenger Wilhelmina Warrick and members of her immediate family, US District Judge William Dimitrouleas held that the cruise company's contention of "forum non conveniens" was valid.

Judge Dimitrouleas pointedly refers to a clause in the ticket titled 'Choice of Forum', which reads in part: "All claims, controversies, disputes, suits, and matters of any kind whatsoever arising out of, concerned with or incident to any voyage or to this contract if issued in connection with such a voyage, shall be instituted only in the courts of Genoa, Italy, to the exclusion of the courts of any other county, state or nation. Italian law shall apply to any such proceedings."

The order obliges Carnival to agree to reinstate Ms Warrick's lawsuit in case Italy refuses to exercise juris-

dition and in a few other theoretical instances. However, the plaintiffs for now have been handed a comprehensive defeat.

"The plaintiffs did not attempt to cancel their voyage and did not complain about any of the terms and conditions," Judge Dimitrouleas noted.

Ms Warrick and her two siblings, along with their two parents, booked their *Costa Concordia* cruise in December 2011 through a California travel agency. The tickets were issued only in January 2012, after they logged their passport details following repeated reminders.

The mother was unable to make the cruise because she lacked a visa, and the father stayed behind with her. Only the three siblings were actually on board. The parents nonetheless were suing Carnival because they were not allowed to board *Costa Concordia*.

The Warrick family also was suing Carnival for fraudulent misrepresentation, maritime negligence, gross negligence, intentional infliction of emotional distress, negligent hiring, fraudulent inducement and deceptive trade practices.

The lawsuit asserted vicarious liability and actual and apparent agency. Judge Dimitrouleas rejected all these allegations.

QUEEN OF THE NORTH SINKING OFF BRITISH COLUMBIA WATCH OFFICER DENIES GUILT VANCOUVER FEBRUARY 2013



A case of great interest to executive watch-keeping bridge officers is currently before the courts in Vancouver.

MV *Queen of the North* was a RORO ferry built by AG Weser of Germany and operated by BC Ferries, which ran along a scenic 18-hour route along the British Columbia Coast of Canada between Port Hardy and Prince Rupert, British Columbia, a route also known as the Inside Passage. On March 22, 2006, with 101 per-

sons aboard, she failed to make a planned course change, ran aground and sank. Two passengers, Gerald Foisy and Shirtley Rosette, whose bodies were never found, were lost in the tragedy. A separate investigation by the Transportation Safety Board determined the navigating officer and a crew member on the bridge, quartermaster Karen Bricker, were having a conversation and did not make a critical course change just before the ship ran aground.

Karl Lilgert, the navigating officer responsible for steering the vessel at the time, was charged in B.C. Provincial Court in Vancouver, said a statement issued by the province's Criminal Justice Branch.

There is concern that this process took four years for a criminal charge to be laid, when based on information that was available immediately after the sinking of the vessel.

Data recovered, depicts a routine voyage until the vessel missed a scheduled turn and sailed straight into an island, Ligert's criminal negligence trial heard on Feb 5. An expert witness took evidential data recorded by the vessel's electronic chart system, which the court heard. Lilgert is charged with criminal negligence causing the deaths of the two passengers. Lee Alexander, who teaches at the University of New Hampshire and is an expert in electronic marine navigation, was asked by the RCMP to analyse data from the vessels electronic chart system. He reviewed the data numerous times and said that, the only thing that appeared out of the ordinary during the sailing was a single missed course alternation, which occurred shortly after midnight. He added that, the GPS information is the most accurate data available to plot the vessels position, before the sinking. Meanwhile, Lilgert has pleaded not guilty to two counts of criminal negligence causing death. His trial, before the jury, is expected to last up to six months. The ship had a gross tonnage of 8,806, and an overall length of 125 She had capacity for 700 passengers and 115 cars. -- Lloyds Agents (Granite Claims Solutions)

TOO MANY LOSSES

Tom Leander

Lloyds List

With at least four seafarers, but possibly as many as 11, dead after the sinking of *Baltic Ace* in the North Sea on the night of Wednesday 12 December, Lloyd's List can only add its name to the many shipping industry entities that have expressed sorrow over this dreadful loss.

The casualty marks a tragic bookend to a 12-month

period that opened with the loss of *Vinalines Queen* last Christmas Day, in which 22 seafarers died, and was followed in January by the capsizing of *Costa Concordia* that killed 32 people.



The deaths of merchant seafarers do not generally attract mainstream media attention to anything like the extent of coverage devoted to deaths of tourists, even though the pain suffered by the families of the victims is no less deep.

To keep things in context, shipping has recorded continuous improvements in safety, decade after decade. Total losses as a percentage of the world fleet have fallen from 0.97% in 1910 to 0.4% in 1985 and just 0.15% in 2009. Nor can that figure ever be zero, unless the future brings technological advances of which we cannot now conceive: ships will always sink, sometimes with fatal consequences.



But given that the on-the-job death rate for seafarers some 12 times higher than for land-based workers, there is obviously room for improvement.

The flag states involved must investigate how *Baltic Ace* and *Corvus J* came to collide. If there are lessons to be learned, they must disseminate them widely.

NOT ONE MAN'S MISTAKE

Michael Grey

This article has appeared in several journals and formats since it was first published in November, 2012 Lloyd's List. Its social and maritime implications are such that On Deck is extending it to our readership.

The other day, I went to Liverpool, where the UK branch of the officers' union Nautilus was holding its conference. Not being involved with union business, I wandered off to Merseyside Maritime Museum, where a new exhibition commemorates the 1980 loss of the oil-bulk-ore carrier *Derbyshire* and all 44 people on board.

The real heroes are the *Derbyshire* Families Association, which refused to accept this was just another unexplained loss and campaigned tirelessly to discover the wreck and the reasons for the casualty. The small, accessible exhibition communicates the great sadness that surrounded the disappearance of the ship. Seeing the various artefacts and pictures of the shattered remains discovered on the sea bottom, it is difficult not to think of all those hundreds of other seafarers whose ships also vanished without trace in the 1980s and 1990s who had no DFA to fight for a more substantial explanation than "heavy weather".

"A century on from the sinking of *Titanic*, how much progress have we really made on passenger-ship safety?" This was the topic of Nautilus UK's afternoon session and a very capable panel assembled to debate this subject.

Robert Ashdown of the European Cruise Council spoke of the size and importance of the cruise sector and of the work of the Operational Safety Review put together to see what could be learned after the *Costa Concordia* incident in January. The OSR is a very practical and important strategy that will ensure best practices are shared.

There is no secret that the human element has been seen as a common theme, but it is also realistic and sensible to admit that although safety is pre-eminent, there is no guarantee it is fool-proof. Andrew Higgs, who spends a lot of time at the International Maritime Organization representing the International Union of Marine Insurers, suggested several features of this billion-dollar loss that cost 32 lives needed urgent clarification.

He said there was a need to question evacuation procedures, damaged stability and buoyancy, soft issues such as seamanship and the human element, hard issues such as speed of evacuation and use of that "golden hour" immediately after an accident. Eight hours after *Costa Concordia* grounded, people were still leaving the wreck.

Maritime and Coastguard Agency naval architect Paul Coley pointed to the huge numbers of people at risk in today's giant cruise-ships and noted the main thrust of work on damage to stability in recent years had concentrated on problems with ro-ro vehicle decks. Mr Coley asked what constituted an "acceptable risk" with changing societal attitudes, and introduced the concept of the ship being its own best lifeboat, with duplication of essential services to get a damaged ship back to port.

Former Marine Accident Investigation Branch chief inspector John Lang spoke of the huge burden on Italy's accident investigators, hampered by the precedence claimed by the criminal investigation. This, he maintained, was not an accident investigation, even though it pandered to modern demands for blame to be apportioned and to the feeling "something must be done".

Admiral Lang suggested that we needed to learn about the things that went right in such accidents, as much as those that obviously went wrong. We needed facts, proper evidence and publication in full, not leaks or speculation if there was to be any trust in the process of discovery, *Costa Concordia*, like *Titanic* a century before, was more than one man's mistake.

Allan Graveson of Nautilus spoke of the long-held concerns about cruise-ships, the validity of the "safe return to port" concept and the varying attitudes of flag states to the safety of cruise-ships. He suggested the design of ships, rather than sheer size, was the most important issue and called for the regulatory approach to statistical frequency of serious accidents to be revisited.

This was a good-humoured debate around a deadly serious subject and, in the absence of the Italian report into the *Costa Concordia* loss, arguably a little premature. But a number of important issues were raised, not least the deplorable way in which the master was treated and doubts about Italian investigative capabilities, bearing in mind the administration's failure to publish any meaningful report about the earlier fatal accident involving *Costa Europa*.

It is worth remembering the spirit of the relatives of those lost on board *Derbyshire*, who would not give up until a proper investigation into the loss of this huge ship had been completed. We need to keep nagging until the Italian authorities provide a thorough, transparent and authoritative account of *Costa Concordia's* loss. The relatives of the 32 people who died — and, indeed, all who go on cruises — deserve nothing less.

DOOMSDAY CLIMATE CHANGE? **Iconoclastic opinion from our most prolific contributor.** **Captain Ron Palmer**

The report copied below is a good read and partly supports what I have contended about climate change since its inception. The article below could have mentioned that the egotistical science boffins suddenly found they could get heaps of publicity from some hokus pokus claptrap on climate change. They soon found the some cooperative environmentalists and a few other influential political parasites were in support and the boffins could enjoy invitations to expensive junkets travelling the world, at tax payers expense espousing their claptrap on climate change. The politicians could see another method for gleaning more tax from the people in the form of Carbon Tax; and we continue to pay it.

It was initially called Global Warming but many countries were experiencing real cold periods in their winters and the thinkers were asking "if this is warming it's bloody cold." So the boffins quickly changed the bogus gravy train to Climate Change. There may be a slight change in the climate and maybe it is changing and for the better in NZ. This summer is like it was when I was a kid some 50 years or so ago, when weather reports were sourced by the barometer and cloud formations etc. Not as accurate as today with information being feed into a computer but is not always accurate. If yo input rubbish into a computer you will get rubbish out and there you have it for Climate Change.

The following is an extract from a factual report –

There has not been any significant change in climate over the last 16 years.

The opinion that informs our news doesn't shift easily. Five years ago, the British Met Office was busy along with everyone else scaring the pants off us all. It had a "new system" to predict future weather using "world class science".

The "world-class" science showed that the planet by now would be much hotter and getting hotter still. The Met Office trumpeted the scary result in a glossy brochure.

Five years on, the Met Office now admits that there's been no statistically significant warming in 16 years. And that there will be none over the next five years. That's despite greenhouse gas emissions increasing at a rate faster than the gloomiest of gloomy forecasts of just five years ago.

There were no trumpets blaring for this result. There was no glossy brochure. No great headlines. The Met Office quietly slipped the "no change in world temperature" results onto its web page on Christmas Eve. There's no better time to drop facts that you don't want reported. There are no newspapers on Christmas Day and little news reporting.

The Met Office went out of its way to ensure that a 20 year hiatus in global warming went unreported. The facts can't be allowed to shake opinion or kill off a good story. There's no chance the political reporting here will now change or that the dopey Emissions Trading Tax will be dropped.

CONFUCIOUS ON THE INTERNET **The Hegelian Dialectic** **C.W.F. Hegel 1770–1831**

The Hegelian Dialectic is where the ruling elite create a problem, anticipating in advance the reaction of the population to the crises, and thus conditioning the people to call for change.

When the population is properly conditioned, the desired agenda of the ruling elite is presented as the solution.

The solution they present is not intended to solve the problem, but to serve as the basis for a new problem, or exacerbate the existing one.

When the newly created problem reaches boiling point, it becomes the foundation for the people to clamour for change again.

This process is repeated over and over, all the time moving society towards whatever end point they have in mind.

PROBLEM – REACTION - SOLUTION

MEN IN HEAVEN **Yeah, Right!**

When everybody on earth was dead and waiting to enter Heaven, God appeared and said, "I want the men to make two lines. One line for the men who were true heads of their household, and the other line for the men who were dominated by their women. I want all the women to report to St. Peter."

Soon, the women were gone to St. Peter, and there were two lines of men.

The line of the men who were dominated by their wives was 100 miles long, and in the line of men who truly were heads of their household, there was only one man.

God said to the long line, "You men should be ashamed of yourselves. I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him."

God turned to the one man, "How did you manage to be the only one in this line?"

The man replied, "My wife told me to stand here."

NORPORT – ROOM TO EXPAND?



New Zealand's northernmost deep water port at the entrance to Whangarei Harbour

A study on ports in the upper North Island has helped bring two Northland authorities closer together.

The Northland Regional and Whangarei District councils held a combined meeting at the regional council's offices on Thursday to discuss the report.

It is believed to be the first formal meeting of its kind, although the region's councillors meet regularly in a more informal way.

Regional chairman Craig Brown and Whangarei mayor Morris Cutforth sat side-by-side, each taking turns to receive and discuss the ports study, with jokes about unitary authorities cast aside.

The independent report was done by PricewaterhouseCoopers for the Upper North Island Strategic Alliance (UNISA), which the two councils were instrumental in forming.

Northland growth and infrastructure manager Vaughan Cooper says the study looks at growth over the next 30 years at Northport, Ports of Auckland and Tauranga.

It finds all will grow and all are needed to cater for the cargo increase, he says.

The report finds there will be more growth pressure on the ports themselves than supporting infrastructure –such as roads and rail.

It also says substantial change like a completely new port is not affordable and the best solution is

incremental changes to improve efficiency and infrastructure.

Whangarei District living manager Paul Dell says Aucklanders' want to reclaim their waterfront so there is more opportunity for Northport to expand.

"There's no doubt for Northland that whatever happens to Auckland as they start their journey of becoming the most liveable city, there's some opportunity for the growth of Northport to be outside the usual growth."

Decisions need to be made over what is best for New Zealand as a whole, he says, and that could involve investing in Northport more than the other two ports which are near capacity.

Whangarei councillor Brian McLachlan says Ports of Auckland and Tauranga are able to be competitive because they have access to rail and Northport is at a "great disadvantage".

"I'm strongly advocating that rail be on the agenda."

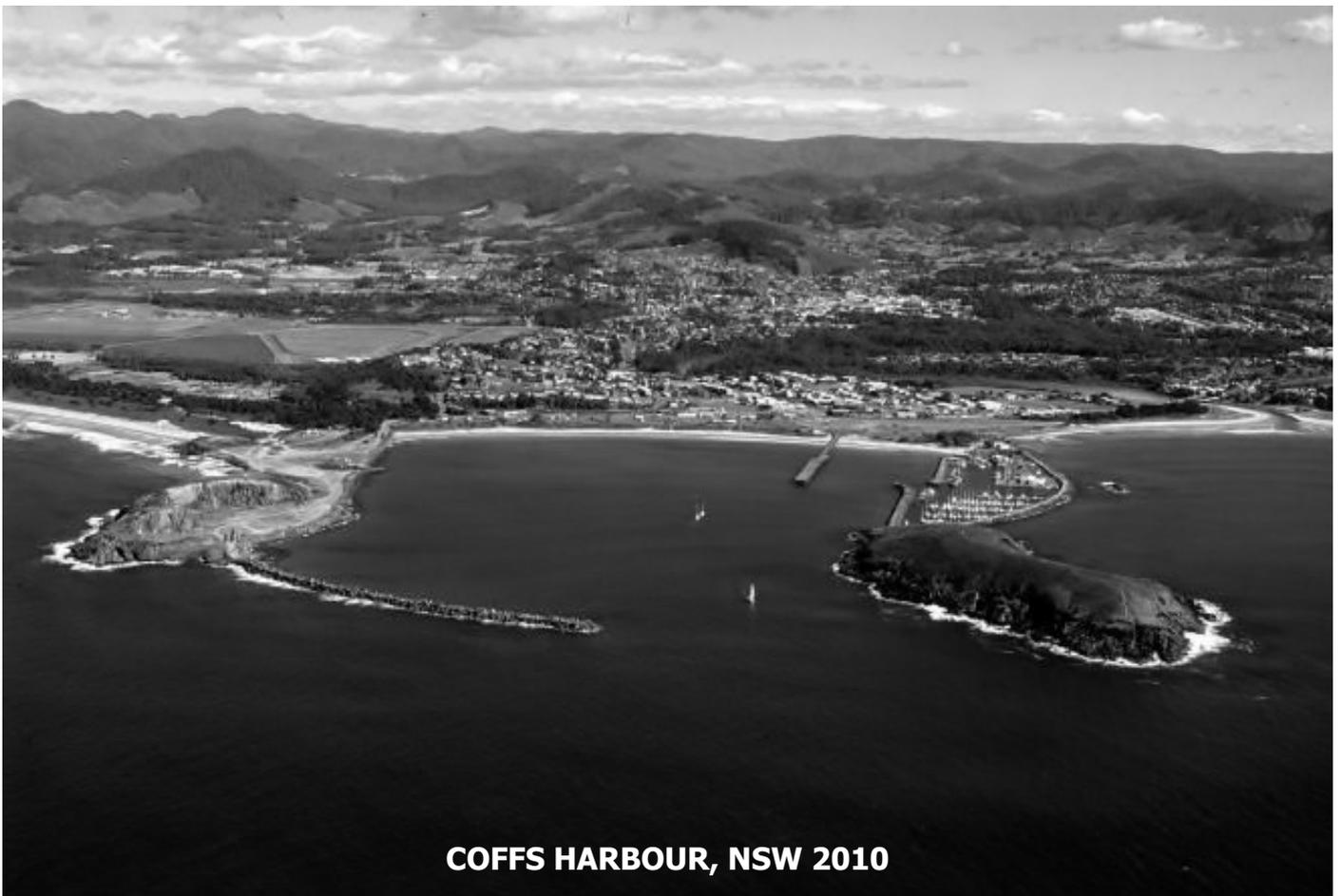
But the study says the rail connection from Southdown to Wiri (within Auckland City) is the main issue for the network as it is under pressure with freight from Ports of Auckland and Tauranga, commuter traffic and other consignments.

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OCEAN FALLS , BRITISH COLUMBIA ca 1960



Two Pacific Rim ports. Once busy and productive places serviced by New Zealand ships but now redundant for maritime commerce. Ocean Falls is now all but a ghost town fast returning to nature while Coffs Harbour has embraced a new life as a tourist destination.



COFFS HARBOUR, NSW 2010



"Trade Winds"

By John Masefield

In the harbour, in the island, in the Spanish Seas,
Are the tiny white houses and the orange trees,
And day-long, night-long, the cool and pleasant breeze
Of the steady Trade Winds blowing.

There is the red wine, the nutty Spanish ale,
The shuffle of the dancers, the old salt's tale,
The squeaking fiddle, and the souging in the sail
Of the steady Trade Winds blowing.

And o' nights there's fire-flies and the yellow moon,
And in the ghostly palm-trees the sleepy tune
Of the quiet voice calling me, the long low croon
Of the steady Trade Winds blowing.

