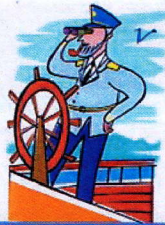


**2nd**



**Leader**

## Passage Planning

### COASTAL SHIPPING

Coastal shipping has long played a significant role in New Zealand. It has been and remains extremely efficient and cost-effective for moving large amounts of goods, and relatively quickly. In 1910, it was noted in a discussion with the Minister of Railways that a fruit grower at Port Albert (near Wellsford, less than 150 km from Auckland) had found it cheaper to ship his canned fruit to Lyttelton in the South Island by boat, and thence back to Auckland again, rather than pay rail freight rates from nearby Wellsford to Auckland.

The industry, however, over the years faced a number of troubled times as well, such as during World War II when ship requisitioning caused shortages in the transport operation. While many ports reopened after the war, they, and coastal shipping in general, faced huge pressure from rail, especially after the introduction of the interisland rail ferries in 1962.

After cabotage was abolished in 1994, international shipping lines became able to undertake coastal shipping as opportune to them on their international routes to New Zealand. While reducing the cargo reshipment rates for New Zealand industry, this is seen by some as a heavy blow for local competitors, who, specialised in coastal shipping only, are less able to achieve the costs savings of large lines – these can

generally operate profitably even without cargo on New Zealand-internal legs of their routes, and are thus able to underbid others. The law change has continued to turn the New Zealand coastal transport business into a 'sunset industry' which will could eventually die out altogether.

In the financial year 2003 / 2004 coastal cargo in New Zealand totalled around 8.6 million tonnes, of which 85% was still carried by local, and 15% by overseas shipping. These figures are 10 years old but apparently the latest available.

In 2009, the National Party announced that funding for coastal shipping and supporting infrastructure, part of the 'Sea Change' plan of the previous Labour Government, would be cut by a substantial degree.

The move was heavily criticised, amongst others, by the Green Party and the Maritime Unions in New Zealand.

Bulk freight still continues to be transported by coastal shipping and by rail transport. Historically, very car-dependent, as of 2010, transport funding in New Zealand is still heavily dominated by money for road projects – the National Government proposes to spend \$21 billion on roading infrastructure, yet only \$0.7 billion on other transport projects (public transport, walking and cycling rather than coastwise shipping which is regarded as self funding). This has been criticised by opponents of the current government strategy as irresponsible, in light of increasing fuel prices and congestion.

Government has claimed that their priority on roads is in line with New Zealanders' favoured travel modes Yeah Right! And as being the most promising in terms of economic benefits. Really?



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## TO MASTERS ORDERS



**Captain Kenneth D. Watt**

### Membership

The inclusion of photographs of RNZN vessels in this copy of *On Deck* is a reflection of the decision taken at the Company's annual general meeting, held in August last, that the Company Rules should be amended to formally admit suitably qualified naval officers to full ordinary membership of the Company. This resolution followed pressure from the Auckland Branch to recognise that whilst naval officers were eligible and had joined the Company by way of an interpretation of the then existing rules, the matter should be simplified by way of explicit reference to naval officers within Rule 4.

It is hoped that this clarification will assist in the recruitment stream of potential new members, particularly in, but not restricted to, Auckland, which is of course the base for fleet activities.

Of interest is the fact that both the Honourable Company of Master Mariners in London and our brother organization of Master Mariners in Australia welcome naval officers as members.

To further support our need for new members, particularly those holding Masters Certificates and new associate members, holders of Second or First Mates Certificates, the Company has had some leaflets produced and printed for distribution by members through their branches. These pamphlets give the objects of the Company, details and benefits of membership as well as an invitation to join us. They are a tangible aid to help us all in the process of the enrolment of new members.

Emphasis is placed on us all, as the task of maintaining, if not increasing, our numbers does not rest with the Warden, branch secretary or branch committee but is the common responsibility of all existing members. That is, if we are not to just fade away to extinction as a result either of an entrenched apathy on the matter or an acceptance that due to changes in the maritime scene in New Zealand that are beyond our control, Master Mariners as an organization is a lost cause with the inevitable conclusion that the last person on board will be required to put the lights out!

This is not what we, as Master Mariners, are about.



**The vessel *Sten Alegria* a British owned and flagged Polish-Baltic ferry arrived in Wellington on 28 December as a chartered relieving vessel for the *Awatere*.**  
**Type: Ro-ro/passenger Ship**  
**Gross Tonnage: 22,152**  
**DeadWeight: 7,360**  
**Length x Breadth: 179.9m x 25.2m**  
**Year Built: 1998**



**In Baltic Service off Gdynia**



**Arrival Wellington, *Aratere* berthed astern.**



## A WELCOME WORD FROM LONDON



THE HONOURABLE COMPANY OF MASTER MARINERS  
H.Q.S. "WELLINGTON", TEMPLE STAIRS, VICTORIA EMBANKMENT  
LONDON WC2N 2PN

t: 020 7836 8179 f: 020 7240 3082 e: clerk@hcomm.org.uk www.hcomm.org.uk

Clerk: Commodore Angus Menzies Royal Navy

Sir, (Editor)

Thank you very much indeed for your note of 3 Sept 13 and enclosing a copy of the magazine. Thank you also for the kind words about our quarterly Journal - we too much enjoy reading your publication - please keep sending it to us.

All is very well here and we often hear from and indeed see and enjoy the company of Captain Barry Thompson, here, onboard *WELLINGTON* on his annual sojourns to UK.

Please send more of your members to visit us!

**Commodore Angus Menzies**

### INFORMATION PLEASE ABOUT AN OLD SHIPMATE

Sir

Once again, sincere congratulations on producing an excellent publication - the September number of 'On Deck' which I enjoyed.

I liked the article about Gilbert Inkster (Page 31) whom I knew slightly when he used to command the cement ships and I was his Gisborne pilot. The article mentions the *Pearl Kaspar* and her Master Sonny Tregidga. I didn't know Sonny - well before my time, but I did know his son, Alby, who had a fine big family. One of his sons was John who was an apprentice with me when I was Mate of the *Ngapara* during the delivery voyage from her Scottish builders way back in 1966.

It's what happened to John that I'm curious about. All I know is that at some stage in life's journey he became a harbour pilot, presumably at Nelson. I also heard somewhere that he was a partner in a Private Pilotage scheme set up to the likes of small ports including Wanganui.

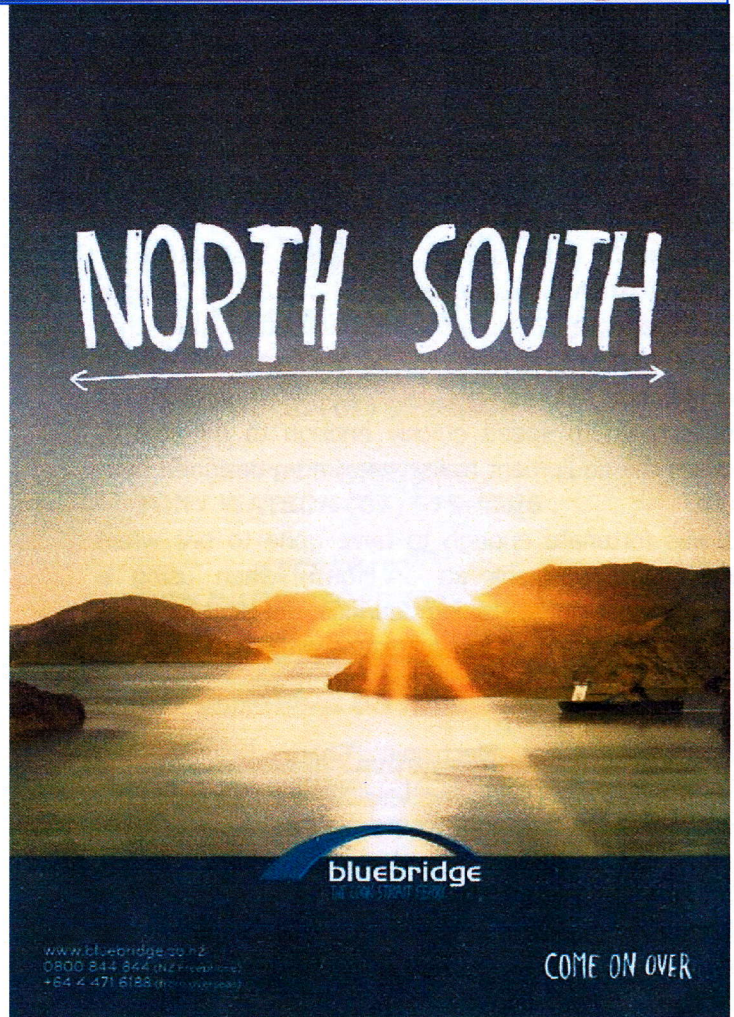
I see that neither Gil Inkster nor John Tregidga are listed amongst the Wellington Master Mariner members and so I don't really know who I ought to be writing to with this query. That's why you have been landed with it and so any help you can give would be very much appreciated, have an ask around anyway!

**Captain Clive Spencer**

### MORE ABOUT THE LAST POST

Sir,

Thank you for your 'lovely' story about the origins of the American Last Post. After extensive research I have to



advise you that that is what it is; a lovely story.

There are a number of variations of the origins of the Last Post but they all agree on this: The story published in ON DECK has, with variations been in circulation since at least 2008. There is no record of a Captain Ellicombe. There is no record of a son to Captain Ellicombe. There is no record of the non-existent son having the music in his pocket.

*Taps*, the American Last Post is generally attributed to co-operative work between Brigadier General Daniel Butterfield and his bugler, Private Oliver Wilcox Norton. All my sources agree that it was written in 1862.

General Butterfield was seeking a simpler piece of music than that which then existed to signal the end of the day. The result consists of 25 notes only. It is unlikely that the General wrote *Taps* during an on-going battle especially as he could not read music.. Probably, working with his bugler, he simply modified an existing call.

The words, as published in *On Deck* were written by Horace Lorenzo Trim. Other versions exist.

Even the origin of the name *Taps* is subject to debate. One story is that it derives from the Dutch Taptoe meaning that drinking was to cease and the troops return to barracks. The more likely explanation, however, is that when the previous end of day bugle call was made it was followed by three well spaced drum beats. Thus 'drum taps' evolved to simply *Taps*.

**Peter E Cagney**

## WHAT IS THE ECDIS?

By Michael Pignéguay

I haven't been on the bridge of a merchant ship in any meaningful capacity for many years, but I have been a relieving master on a number of reasonably sized super-yachts as I just love playing with rich people's toys. The bridge systems, with regard to layout, navigational 'tools', and manoeuvring equipment, have always been my first point of interest when joining a vessel. I have to say though, that the more electronic nav aids and other 'stuff' that I see, I know that there will be problems; not only in equipment failures, but also in myself and others coming up to speed quickly enough to be able to utilize the equipment to its maximum designed benefit.

I was fortunate enough to have gone to sea when navigation was still an art form; when using a magnetic compass, taking bearings and plotting them on a paper chart, using a sextant with the wonderful mysteries of celestial navigation, were all part of a deck officer's day.

Now we have Electronic Chart Display and Information Systems (ECDIS). No, it's not a sailor's social disease (although some may view it as that!), but a way of navigating where a navigator's skill is now largely made up of being able to remember what buttons to push and of what mode the computer is in. An ECDIS unit on board a vessel is designed to further increase safety which, one would hope, would be the expected result. But with everything electronic, its usefulness and accuracy depends upon the person who is twiddling the knobs and pushing the buttons.

ECDIS Ltd. is a UK firm that runs the IMO ECDIS Model Course 1.27 providing training for seafarers on ECDIS systems. As one would expect, the younger deck officers think that using an ECDIS has improved vessel navigational safety, whereas the older, more experienced navigators, tend to think the reverse. Of course, it is common for us older folk to resist change, but we managed to embrace the gyro compass and radar, and most of us have figured out how to use a mobile phone and a laptop, so what's the problem with ECDIS?

Unfortunately along with electronic navigation comes the lazy navigator; it's just got too easy compared with what used to have to be done in order to obtain your ship's position. Pressing a few buttons just doesn't compare with having to go outside the wheelhouse, climb up onto the monkey island in a cold wind and pouring rain to take a few bearings with the standard compass. Then having to remember the bearings while retracing our steps to the chartroom, hoping that they would give you a decent fix! What fun that was! Yeah, right!

Total reliability on electronic navigational aids is not the answer of course, but there is no stopping its advance, and so if you are still at sea and are of the 'older' generation of navigators, it would pay to embrace it rather than ignore its inevitable advance. One of the problems that has surfaced on ships manned with older masters who have not kept pace with electronic nav-aid developments, is that junior officers have been able to pull the wool over their master's eyes in what can or can't be done with ECDIS. This of course can lead to a dangerous situation where the master may not be in possession of the full facts and has no way of electronically checking them.

The 1.27 IMO course is designed to provide an overall understanding of how ECDIS systems function, but for many it's akin to having to learn a new language. Being an electronically based system it does have its weaknesses, the main one being that it can develop faults (which may or may not become immediately apparent), or it can fail outright. The IMO recognises this and requires vessels to carry a back-up system, the most suitable being an identical second ECDIS unit. With two units it would pay to have them both running simultaneously with each on a different (chart) scale. Now, that makes sense and would be very useful. As with a paper chart, it pays to use the largest scale for the area that the vessel is operating in, so having the two units would save having to zoom in and out and having to scroll forward. Being able to see both your immediate vicinity in detail and the larger area ahead would greatly assist the navigator in keeping his situational awareness of the area he is traversing, avoiding some 'tunnel vision'.

Following a series of incidents involving the misuse of ECDIS equipment, the P & I Club has recently urged ship-owners to ensure that their ships' officers are properly trained in its use. But having no standardisation in the design of the equipment has produced a 'vast array' that presents 'a challenge for navigators to reach an acceptable degree of competence in a specific on-board system'.

Mandatory fitting of ECDIS equipment started on certain sized ships on July 1 2012, and goes right through to a ship's first survey after July 1 2018. Dates depend on type, size and the date of the keel being laid.

An ECDIS strength has to be its continuous display of the ship's position. ECDIS units are usually situated out in the wheelhouse where the navigator can see a direct correlation with his outside view, especially with a 'head-up' display. But it still depends on a reliable GNSS GPS position and so should always be checked with radar, and if still carried, some compass bearings!

I think modern navigational aids are just amazing and I do enjoy using them. But I still keep a paper chart handy and a good eye on what's happening outside the wheelhouse window.

## BRANCH CONTACT DETAILS



City of Auckland Arms

**WARDEN:**

TED EWBank (09) 520-3120

**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 Arms

**WARDEN:**

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

**WARDEN**

TIM WOOD (07) 522-6400

**DEPUTY WARDEN:**

TONY WATSON (07) 575-4226

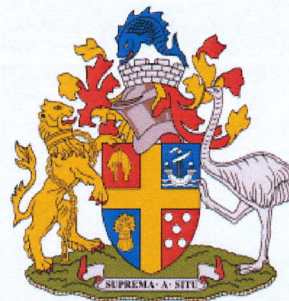
**SECRETARY:**

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

**DEPUTY WARDEN:**

TO BE ADVISED

**SECRETARY:**

GRAHAM WILLIAMS (04) 904-3180

**TREASURER:**

TO BE ADVISED

Luncheon Meetings are held at Noon each 2<sup>nd</sup> 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.org.nz](http://www.mastermariners.org.nz)



## Captain John Donald Cleaver QSM

We were saddened to learn of the death of Captain John Cleaver on 10 July last year. John was born in Deal on the English Channel coast in 1928. He received his early education in the village of Battle in Sussex where he met his first wife Gwyneth whom he would marry later.

He was sent to board in Barnstaple in Devon where he attended the local grammar school from the age of 11, and later at 16 commenced officer training for the Merchant Navy in HMS *Worcester* and aboard the *Cutty Sark* on the Thames. He went to sea as a cadet in 1946 in a de-requisitioned hospital ship for the British India Company. This trip lasted for more than three years with transfers to various ships on the Indian and African coasts. Following this he spent another three years sailing out of both South Africa and India.

During this time he kept in touch with Gwyneth and they married in 1953. He then joined a new-build USSCo vessel for her delivery to New Zealand. He began permanent employment with that company and Gwyneth followed him out. They initially settled in Christchurch, moving to Lyttelton in 1956.

John's maritime career in New Zealand covered some 35 years of which 25 were as master. He commanded most classes of ships but for the last 8 years of his career commanded all four of the final Wellington - Lyttelton Steamer Express vessels namely, the *Hinemoa Maori*, *Wahine* and the *Rangatira*. John was well respected as a very able shipmaster.

John and his wife raised four children in Lyttelton before Gwyneth died of cancer in 1970. Another blow came when his son David died at 21. A few years before retiring John re-married to Beverley.

In retirement John joined several community groups and was an advocate for Lyttelton, which became his avenue for giving. He was an advocate for Lyttelton and was chairman of the Lyttelton Residents association for many years, he spoke out openly for those without a voice and argued openly against bureaucratic policies that he thought were wrong. He opposed council spending on initiatives that may raise rates to levels many people could not afford. He saw amalgamation with the city as the only way to maintain council services without huge rate rises. He was the prime mover in the restoration of the 1880s torpedo boat *Defender* and the Magazine Bay building to house her as a museum piece.

He was a great lover of people and an egalitarian who believed everyone was the same. His civic work was recognised by the Queen in her 2008 New Year Honours list in which he was awarded the Queen's Service Medal.

He is survived by his wife Beverley, son Russel and daughters Anne and Barbara, nine grandchildren and three great grandchildren. The Company offers its condolences.

## Captain Christopher Morris.

It is with great regret that we inform you of "The Crossing of the Bar" late last year, of our valued Dunedin member, Captain Christopher Morris. Our condolences will be forwarded to his wife Ellen and family. He was a member of the Tauranga Branch and died 22 September, 2013

## Captain Ronald Albrecht Colebrook 1935 -2013.

Ron was born in Auckland in 1935. The family moved to England in 1939 so his father could enlist with the Royal Air Force. Ron started his seagoing career when he attended Pangbourne Nautical College - outside Reading - for his pre-sea training in 1949 and in 1953 joined Blue Star Line as a Cadet. In 1961 he obtained his Masters Certificate studying at Sir John Cass Nautical School in London. During 1962 he decided to return to reside in New Zealand and left Blue Star. He joined Union Steamship Company while in the UK and was appointed to their vessel *Ngatoro* as 2nd Officer while she was at the builders yard in Dundee. Ron remained with the Union Company until 1968 and then spent a brief time as master of the Columbus Line vessel *Wellington Explorer*. In 1970 He joined ACT (NZ) Ltd. As National Ship Planner for their container services transiting New Zealand. In 1973 he joined New Zealand Rail on the Cook Strait ferries. He semi-retired in 1999 and then joined Strait Shipping until he fully retired from seagoing in December 2011.

Ron passed away at his home in Wellington on the 21 September 2013. A memorial service was held at Old St Pauls, Wellington on the 27th September. We extend our condolences to his wife, Marie and his children - Alex, Helen, Phillip, Anne-Marie and their families.

## OSTEND SPIRIT HITS BEACH AT FULL SPEED



On 13 November 2013, the 26,000 gross ton ferry *Ostend Spirit* (previously the *Pride of Calais*) threaded the needle between two ship hulks at Turkey's Aliaga ship demolishing yard. Watch her last hurrah here:

[http://gcaptain.com/pride-calais-turkish-shipbreaker-video/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29](http://gcaptain.com/pride-calais-turkish-shipbreaker-video/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29)