

## In brief...

### Volpower wins Racer

Parker Hannifin NZ Ltd has appointed Volpower NZ Ltd to distribute Racor in New Zealand.

“We have been looking to appoint a professional organisation for many months to distribute the Racor brand in New Zealand and Volpower fitted the corporate strategy,” said the general manager of Parker Hannifin, Mike Lightfoot.

The appointment covers both marine and heavy machinery.

### Skipper fined after collision in sounds

Stuart Leck, of Lochmara Bay, who drove his launch into a trimaran with a family of six on board, has been fined \$2500 and ordered to pay reparations to the family.

Leck pleaded guilty to a charge of operating a ship, the launch *Krystana*, in a manner that caused unnecessary danger. He was convicted, fined \$2500 and ordered to pay the family \$5000 in the Blenheim District Court on March 24.

During a Maritime New Zealand investigation, Leck admitted not seeing the 6.8m trimaran *Jew* before he crashed into her in the Marlborough Sounds, near Picton, on April 14 last year.

His boat's radar was switched off because he used it only at night and in restricted visibility.

On board the trimaran were Warren and Dagmar Guy, their two children and Dagmar Guy's parents, Siegfried and Rosa Moseneder. The trimaran was insured.

The 15m launch collided almost head-on with the trimaran. Dagmar Guy said memories of the accident were still vivid. “It happened so quickly. I was down in the cabin with the children. I heard my husband call out to brace and then half the boat was gone. It was just shock and disbelief.”

All six members of the family were taken to Wairau Hospital with moderate injuries. The trimaran was insured.

Maritime New Zealand maritime investigations manager Steve van der Splinter said the family was vigilant. “However, as they were travelling under sail, they were unable to change course as quickly as *Krystana* would have been.”



## SUBMARINES TOP LIST OF DUD PROJECTS

THE WOEFULLY PERFORMING Collins class submarines top a list of big Australian defence projects which are either over budget or behind schedule, according to the Australian Defence Materiel Minister, Greg Combet.

He said about 10 items were on the “projects of concern” list, which he instituted after the Rudd government took power. The total value of the projects is believed to be about A\$7.5 billion (\$9.64 billion). Defence forces say there are nine publicly known projects and a small number which cannot be disclosed for commercial or security reasons.

The other items on the list include anti-ship missiles for Anzac frigates, Wedgetail early warning aircraft, unmanned aerial

vehicles and a programme to replace armoured and conventional trucks.

Combet told an Australian Defence Magazine conference that focusing on projects of concern allowed the government and industry to “break the logjam of continued delay.”

“The Seasprite helicopter received the level of scrutiny necessary under the projects of concern and the government took the tough decision to cancel the \$1 billion project.”

It has emerged that two of the six Collins submarines will be out of action for a combined total of at least nine years.

Of 28 projects the government set benchmarks for this financial year, only nine have reached their target.

## Womens association closes shop

THE NEW ZEALAND Womens Maritime Association has closed down.

The members made the unanimous decision at their last annual general meeting.

The chairwoman, Mary Armitage, said the association felt that with the proliferation of tuition centres in recent times to help male and female mariners, it had become an anachronism to the lady members.

The association's role had changed and with falling numbers it was not fulfilling its original objects and purpose, so the only responsible action left to the remaining members was to close up shop and turn the lights out.

“Friendships formed over the years will certainly continue,” she said.



## Sponsons missing after refit

THE ANATOKI HAS finally re-emerged from alterations carried out at Nelson since late December.

She berthed at Castlecliff on February 18 after turning to face bow out and later departed for Nelson.

No sponsons were built onto the hull, as originally planned. Apart from a lot of new paint, the major difference is at the bow, where the foc's'le has been raised, together with the winches.

Extra cargo capacity appears to have been achieved by utilising the previously open compartment at the bow. The bow holes appear to have been closed off, giving the bow more buoyancy for the extra cargo space there now.

Also, the anchor ports have been raised, and two half-round stiffening strakes added on each side, at deck level and below the waterline.

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## NEW DISTRIBUTOR FOR YANMAR COMMERCIAL

WHITING POWER SYSTEMS has been appointed the exclusive distributor of Yanmar's marine and industrial diesel engine and generator range in New Zealand. The appointment came into effect on February 22.

With the commercial market's demand for dependability, long service intervals, low fuel consumption and ease of maintenance, Whiting Power Systems focused on supporting Yanmar's commercial range, which has become sought after in the Asia-Pacific region.

Whiting Power says Yanmar has earned a high level of respect in New Zealand through its range of flexible power outputs to cater for a variety of uses. They include high-speed planning hull vessels such as patrol craft, passenger ferries and cray fishing boats, and heavy-duty displacement vessels such as fishing trawlers, tugs and aquaculture support boats.

The partnership will enhance Yanmar's technical, application, engineering and spares support and be of significant value to commercial vessel owners and operators for new installations and repowers.

Whiting Power Systems was previously a major Yanmar dealer, with workshops and showrooms in Westhaven, Auckland and Lyttelton, Christchurch. It will now support owners and operators with access to the wider Yanmar network and a national dealer network, with the expertise and experience to assist with virtually any diesel engine, whether it is marine or industrial.

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In brief...

**Australian navy ship sent home in shame**

The Royal Australian Navy revealed on March 30 it sent one of its ships, *HMAS Kanimbla*, home early after three drunken crew members caused \$35,000 worth of damage on a joy-ride in New Plymouth last year.

The sailors, aged between 22 and 28 years, smashed a stolen frontend loader into a number of buildings while their ship was docked at Port Taranaki in March last year.

The trio were allowed diversion on charges of unlawfully taking a motor vehicle and interfering with a motor vehicle during a drunken rampage. They agreed to pay full reparations for the damage at New Plymouth's new \$3 million Huatoki Plaza.

The Navy made the disclosure amid a continuing row over allegations which surfaced in April last year of sexual assault and intimidation on board another of its ships, *HMAS Success*.

An inquiry heard that women sailors on the warship were told if they spoke out about bullying and sexual assault incidents, "They would never speak again."

**Simulator mimics ship's engine room**

MARINE ENGINEERS AND navigation cadets can now improve their skills on New Zealand's first full-mission engine room simulator, offering a "real-life" training experience.

"We are committed to providing learning opportunities that are as close to the real working environment as possible. The simulators take that achievement to a higher level," said the director of the New Zealand Maritime School, Captain Tim Wilson.

Students experience the reality of shipboard working life in the simulators, whether on the bridge with the captain or operating the equipment down in the engine room, just as they would on any of the world's 52,000 vessels at sea.

The simulator will also help the school to respond to the skills shortage issue in the domestic freight industry, as identified



Steven Joyce opening the SIM

in the government's Seachange project. It also ensures cadets are ahead of the new requirements for engine room resource management training currently under review by the International Maritime Organisation.

The Minister of Transport, Hon Steven Joyce, congratulated the school at the launch of the simulator on April 9.

The school is located in Auckland and attracts youths chartered for a career at sea as marine engineers or navigation officers.



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## SSM COMPANY CAN NO LONGER OPERATE

THE HIGH COURT has upheld a decision by the director of Maritime New Zealand to withdraw approval for Survey Nelson Ltd to operate as a safe ship management company.

The director withdrew the approval on November 2009 following its concerns over how the company was applying safety standards. The owner/operators, Terry and Jean Reynolds, sought a judicial review of the decision and were granted an interim order allowing them to continue operating until the review was heard.

In upholding the decision, Justice Simon France said Maritime NZ had treated Survey Nelson with "considerable fairness". He said the Reynolds had been given ample opportunity to address Maritime NZ's concerns before the approval to operate was withdrawn.

The director of Maritime NZ, Catherine Taylor, said the decision to withdraw Survey Nelson's approval to operate as an SSM company had not been made lightly, but was in the best interests of maritime safety.

"I am pleased my decision has been upheld," Ms Taylor said. "This course of action was made on the base of public safety and the judge's decision reflects that."

She said SSM companies "stand in the shoes of the director." Their systems were the means by which Maritime NZ regulated the safety of New Zealand's domestic commercial shipping operators. "It is vital we can trust them to do their job properly."

Ms Taylor said her staff had spent a year working with Survey Nelson but the company was unable to demonstrate it could meet the high safety standards required.

Maritime NZ says it is now contacting all the owners of the 609 vessels under Survey Nelson's supervision to ensure they all met the required standards through a "robust" programme of audit inspections over the next six months.

In an open letter dated March 30, Terry and Jean Reynolds said all of its customers would be invited to join another safe ship management company and had recommended Maritime Management Services Limited. They said they hoped to be able to continue to operate as sub-contractors to MMS in an effort to reduce any disruption to customers and to assist with the transition.

"We have been humbled and gratified by the support we have received," said Terry.



## Warships continue piracy patrols

AFTER MONTHS ON patrol in the Gulf of Aden and the Somali Basin, a task force of NATO warships handed over their counter-piracy mission on March 12 to the new NATO task force, which had sailed to the area to take over.

NATO warships have been conducting counter-piracy patrols off the Horn of Africa, an area of strategic importance, since October 2008. On March 12 it was the turn of the five warships from the Standing NATO Maritime Group 2, who currently come from the United Kingdom, Greece, Italy, Turkey and the United States, to pick

up the baton of this ongoing mission.

"The continuing presence of warships (from several nations) is essential if we are to combat the scourge of piracy," said NATO's maritime commander, Admiral Sir Trevor Soar. "Piracy has the potential to affect us all, given that 95 percent of the world's trade goes by sea. As we have clearly demonstrated, NATO is making a real impact in deterring and disrupting piracy."

NATO has extended its counter-piracy mission, known as Operation Ocean Shield, until the end of 2012.

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