



Accident Report
Queenstown Princess
Grounding on Lake Wakatipu
on 13 February 2004



REPORT NO.: 04 3381

VESSEL NAME: *QUEENSTOWN PRINCESS*

Casualty Details:

Date of Casualty:	13 February 2004
Time of Casualty:	2215 hours New Zealand Daylight Time (NZDT)
Casualty Type:	Grounding
Casualty Location:	Lake Wakatipu
Investigator:	Maurice Clark, Maritime Safety Inspector, Dunedin



REPORT NO.: 04 3381

VESSEL NAME: *QUEENSTOWN PRINCESS*

Vessel Details:

Vessel Name:	<i>Queenstown Princess</i>
Vessel Category:	Passenger
Registered Length (m):	13
Gross Tonnage:	15
Flag:	New Zealand
Owner's Name:	Queenstown Fishing Guide and Charters Ltd



SUMMARY

Queenstown Princess had 17 passengers on board and was returning to Queenstown when the vessel's port pontoon struck a rock. The passengers disembarked onto the adjacent shore. The vessel was refloated and returned to base. There were no injuries.



KEY EVENTS

1.1 Vessel Grounding - Lake Wakatipu

- 1.1.1 On Friday, 13 February 2004, at 1900 hours New Zealand Daylight Time (NZDT), the passenger vessel **Queenstown Princess** departed Queenstown Bay, Lake Wakatipu for a cruise. On departure, there were seventeen fare paying passengers, one crewmember and a Skipper on board. The Skipper stated that a safety and hazard identification briefing was held for the passengers before departure. The weather conditions were good with a light westerly wind, a low swell and clear visibility.
- 1.1.2 The first leg of the voyage was to Hidden Island, steering a course of 180 degrees magnetic (See Appendix 1 - Map of Lake Wakatipu).
- 1.1.3 **Queenstown Princess** arrived off Hidden Island at about 1915 hours. The Skipper reduced speed, turned to port and followed the contour of the lakeside, conning the vessel visually, at a distance of some 70 to 80 metres from the shore. They continued to Collins Bay, situated adjacent to Cecil Peak (See Appendix 1). At this point, the two main engines were shut down and the auxiliary propulsion units, consisting of 2 Mercury outboard motors, engaged. This was in preparation for trolling, during which the passengers fished for about the next hour and a half.
- 1.1.4 At 2100 hours, food was prepared from the barbeque and served to the passengers and crew.
- 1.1.5 At approximately 2200 hours, the main engines were re-engaged and **Queenstown Princess** departed Collins Bay for the return passage to Queenstown. The Skipper was steering the vessel manually. He was using the lights of Kelvin Heights, Queenstown, as a point of reference for the vessel's heading. The Skipper was in sole charge of conning the vessel and maintaining a lookout. All the vessel's navigational aids, including the radar and echo sounder, were switched on and working satisfactorily. The Skipper, who was demonstrating the operation of the radar and echo sounder to the passengers, was not using any of the navigational aids to assist him in conning the vessel and maintaining a proper lookout. The majority of the passengers were seated in the saloon area of the vessel, which was located abaft the helm position and navigational console. The speed of **Queenstown Princess** at this time was about 6 knots.
- 1.1.6 At 2210 hours, a loud bang was heard and the vessel jolted. The port bow of the vessel then grounded on the shore to the north of Collins Bay (See Appendix 1 – Map of Lake Wakatipu). The hull of the vessel, in way of the port bow, was breached severely by a rock on grounding (See Appendices 3 & 6 – Photographs of the vessel's port bow). The Skipper stopped both main engines immediately after the vessel grounded. The terrain, in way of the position where the vessel grounded, was steep to, with cliffs rising from the water's edge, at an angle of 50-60 degrees to the horizontal. Sunset was at 2051 hours on 13 February and, at the time of grounding, there was little or no natural light remaining. The Skipper did not see the shore before the grounding occurred.
- 1.1.7 Due to the relative grounding angle of the vessel to the shore and lake bed, the after quarter of the starboard hull was submerged. This, in turn, caused water to flood into the starboard hull and engine room through an aperture that had been cut in way of the transom stern; a similar aperture had been cut in way of the stern of the port hull. The aperture or hole in each hull had been cut by the owners of the vessel to allow passage for the controls to the two outboard motors (See Appendix 2 - Photograph).
- 1.1.8 Immediately after the grounding, the passengers were issued with lifejackets, which they put on. As a precautionary measure, in the event of the vessel sinking, they were evacuated ashore. Three of the passengers suffered injuries on grounding, one sustaining a fractured rib after falling against the barbeque, another a whiplash injury to the neck and the third was slightly injured after being thrown forward against the navigational console.



- 1.1.9 At 2215 hours, the Skipper contacted the Queenstown Deputy Harbourmaster (QDHM) on his cell phone and, after informing him of the situation, requested assistance. Following discussions between the QDHM and the local Police, arrangements were made for the passengers to be taken from the scene of the accident to Queenstown.
- 1.1.10 After the passengers and crew were safely ashore, the Skipper put the two engines astern and was able to manoeuvre the vessel clear of the grounding position in order to put the vessel back onto an even keel and prevent further down flooding of the hull. He then proceeded a distance of about one and half miles towards Collins Bay where the vessel was beached on shingle.
- 1.1.11 At 2315 hours, the Queenstown Harbourmaster arrived on a vessel from Kawarau Shotover River Jet, which was then used to transport the passengers to Queenstown. In the meantime, arrangements were made for the vessel to be salvaged. The passengers returned to Queenstown at about 2330 hours.

1.2 Salvage of *Queenstown Princess*

- 1.2.1 At 0130 hours on 14 February, the port and starboard hull of the vessel were pumped clear, using auxiliary pumps supplied by the Queenstown Volunteer Fire Brigade; the vessel's mechanical bilge pump could not be used as it operated off the starboard engine, which was underwater. The vessel was moved further up the shore to minimize the amount of water ingress through the damaged hull. Temporary patches were then applied to the damaged area of the hull (*See Appendix 3*). At 1355 hours, the vessel was refloated, whereupon she steamed back to Frankton Arm, Queenstown, and slipped in readiness for repairs, which were conducted later in Dunedin.



KEY CONDITIONS

2.1 Vessel Particulars, Ownership and Safe Ship Management Details

2.1.1 **Queenstown Princess** is a restricted passenger vessel of glass over ply construction. She was built at Nelson, in 1993 and has a length overall of 13 metres, a breadth of 4.64 metres, a draft of 0.64 metres and a net tonnage of 8. The maximum number of passengers that can be carried at any one time is 48 persons. The vessel is of a catamaran design and is powered by twin Caterpillar 3116 diesel engines, developing 171 kW. Her propulsion units consist of 2 Seafury surface drives.

2.1.2 The helm position and navigational aid equipment are positioned on a console located at the forward end of the saloon. There is no sub-division, either in the form of a bulkhead or partition, to separate this area from the remainder of the saloon that is set aside for passengers. When making way through the water, the lights at the forward end of the saloon, in way of the helm position and navigational aids, were switched off. However, the lights at the after end of the saloon were not extinguished and these, together with the illuminated displays from the echo sounder and radar, would have had a negative bearing on the ability to keep a proper lookout.

2.1.3 The principals of Queenstown Fishing Guide and Charters Ltd, Mr Ian Alexander Meredith and Mr Andrew J Conner, own **Queenstown Princess** and two smaller vessels. Their core business consists as charter operators and fishing guides on lakes and waterways in the area of Queenstown.

2.1.4 **Queenstown Princess** held a valid Safe Ship Management (SSM) Certificate issued by SGS M&I (See Appendix 4). The relevant details of the SSM Certificate were as follows:

- Issued by SGS M&I Invercargill Certificate No. 10634/1
- Date of issue 18 December 2002
- Date of Expiry 30 November 2006
- The vessel was deemed fit for purpose as a passenger ship within enclosed waters – Lake Wakatipu.

2.1.5 Annual flag state inspections/audits and SSM surveys had been conducted of the vessel by the Maritime Safety Authority (MSA) and SSM companies respectively, since 1997, the last occurring in June 2003 (MSA) and November 2003 (SSM). The SSM manual stated that the Skipper held a Local Launch Operators Certificate when in fact this was not the case (see paragraph 2.3.2). No corrective action notice or notice of imposition of conditions had been issued regarding the need to plug the holes that had been cut in way of the transom sterns for the controls of the outboard motors. A new SSM Certificate, dated 24 March 2004, was issued following this accident. Section 2.1 – Pre Trip Checks of the vessel’s SSM manual, required the Skipper to ensure a pre-trip check was completed and recorded prior to commencing each trip; this was to be done by the Skipper in part or full or by delegation to the crew. When the vessel was used for charter purposes, all passengers were to be briefed on the following operations of the vessel namely:

- The operations of the vessel as they apply to passengers
- Safety procedures including the location, donning and use of lifejackets
- “No Go” areas of the vessel
- Fire muster stations



- Man overboard procedures
- Any other relevant housekeeping matters

2.1.6 The Skipper stated that the passengers were given a safety briefing in accordance with the above list, prior to the vessel's departure. However, this was not recorded anywhere, and none of the passengers could recall being given any instructions regarding the location, donning and use of lifejackets.

2.2 Navigation and Safety Equipment *(See Appendix 5 – Photographs)*

2.2.1 *Queenstown Princess* was equipped with the following navigational aids:

- 1 x magnetic compass (mounted at steering station)
- 1 x daylight viewing echo sounder: model Furuno FCV – 665
- 1 x day light viewing radar: model Furuno, maximum range 16 miles
- 1x VHF radio: model Tait 2000
- 46 x Lifejackets
- 2 x Lifebuoys
- 4 x distress signals
- Bilge pumping arrangements
- Mechanical pump driven off starboard engine
- Electric bilge pumps x 2 in each sponson positioned in engine room and amidships

2.2.2 There is no LINZ (Land Information New Zealand) chart for Lake Wakatipu and no navigational light beacons or buoys to assist a mariner when navigating on the Lake at night and during times of restricted visibility. During daylight hours and in good visibility, navigation on the Lake is conducted primarily by eye. At night, it was the practice of the Skipper to use shore lights as a navigational aid to guide him in the right direction. The best navigational aid available to the Skipper was the radar but on this occasion, his attention was directed largely to showing the passengers how it worked as opposed to the importance of keeping a close check on the vessel's distance from the adjacent shore. The radar aspect of the steep to shoreline in the area of the grounding, would have provided an excellent echo on the radar screen for the Skipper to maintain a safe passing distance and for him to utilise parallel indexing techniques as a simple means of ensuring the vessel was kept a specific distance off a point of land. Parallel indexing involves placing a fixed index line on a point of land and aligning it so that it is parallel to your own vessel's heading line on the radar screen. When correctly positioned and aligned, the selected point of land should then track along the index line so that the vessel's progress, relative to the land, can be easily monitored. If the point of land subsequently appears to move inside the index line, the vessel must be experiencing a set or drift towards the land and vice versa if it moves outside the index line.

2.3 Skipper Details

2.3.1 The Skipper held a number of Certificates of Competency as a Yacht Master and Inshore/Offshore Racing Skipper. Additionally, he held an Advanced Fire Fighting Certificate, a Certificate of Competency for Survival at Sea and a GMDSS Certificate for Radio Communication.



2.3.2 **Maritime Rule Part 31B. – Crewing and Watchkeeping Offshore, Coastal and Restricted (Non-Fishing Vessels)**, requires for a vessel the length and plying limits of *Queenstown Princess*, with less than 50 passengers on board, to have a minimum crew of 1 and for the Skipper to have a Local Launch Operators Certificate (LLO) endorsed for the area. **Table 1 of Rule Part 31B.** states that the equivalent certificates that are acceptable for an LLO, are an Inshore Launch Master's Certificate and a Local Launchman's Licence, both limited as endorsed. The Skipper's yachting certificates did not comply with the equivalency requirements and accordingly he was not qualified to act as skipper of the vessel. With a crew of 2, the vessel complied with the minimum number of crew that was required.

2.3.3 The Skipper's work schedule in the days preceding the accident had not been strenuous. He was well rested at the time of the grounding and accordingly fatigue did not play a part in what occurred.

2.3.4 The Skipper did not suffer from any medical condition and he had not consumed any alcohol or taken any drugs prior to the accident.

2.4 Crew Details

2.4.1 The crew member did not hold any maritime qualifications.

2.5 Weather

2.5.1 A group of 17 people from the Remarkable First National Real Estate Office had chartered *Queenstown Princess* for a belated Christmas function. Due to the prevailing weather conditions, the Skipper and crew decided to head south to Collins Bay for the comfort of the passengers.

2.5.2 During the course of the first leg of the voyage from Queenstown to Hidden Island, the lake conditions consisted of a 0.5 metre swell and a westerly wind of about 10 knots. The conditions to and from Collins Bay were calm. The visibility was good throughout.



CONTRIBUTING FACTORS

N.B. These are not listed in order of importance.

- 3.1.1 The lack of any divisional bulkhead/partition between the helm position/navigational aids console and the main saloon area, to eliminate/minimise the effect of background lighting on the ability to maintain a proper lookout.
- 3.1.2 The Skipper's loss of situational awareness caused by his decision to converse with some of the passengers and show them the operation of the radar and echo sounder instead of concentrating, as he should, on the safe navigation of the vessel.
- 3.1.3 The background noise created by the passengers would have been a further factor adding to the Skipper's distraction from keeping a proper lookout by all available means.
- 3.1.4 The Skipper's failure to utilise properly, or at all, the navigational aids that were available to ensure the safe navigation of the vessel. Utilising parallel indexing techniques on the point of land where the vessel grounded would have shown the Skipper at a glance whether or not the vessel was making good the course being steered.
- 3.1.5 The lack of any passage plan for the vessel's return trip to Queenstown, to highlight matters such as minimum passing distances off the shoreline.
- 3.1.6 The unobstructed presence of shore lights ahead of the vessel in Queenstown, shortly before the vessel grounded, may have lulled the Skipper into believing wrongly, that the way ahead was clear.
- 3.1.7 The Skipper's lack of a proper Certificate of Competency. This was a serious non-compliance, in breach of the New Zealand Safe Ship Management Code, which should have been corrected immediately by the Owners, before allowing the vessel to continue to operate commercially. Moreover, the lack of necessary maritime document was in breach of **section 68 of the Maritime Transport Act 1994**. The validity of the Skipper's qualifications should have been checked properly by sighting the actual document during inspections/audits of the vessel, rather than relying on the entries in the SSM manual that indicated, incorrectly, that the Skipper was properly qualified.
- 3.1.8 The presence of holes that had been cut in way of starboard transom stern, allowed the starboard hull to start down flooding. This was a very serious non – compliance, that significantly affected the vessel's fitness for purpose and the concomitant safety of the passengers and crew. Such a major modification/alteration in the ship's twin hulls was likely to significantly affect the structural integrity, freeboard, watertight subdivision and stability of the vessel. In such circumstances, the owners were required by **Maritime Rule Part 21.13 (19) – Safe Ship Management Systems**, to obtain:-
 - (a) A new certificate issued by a surveyor stating the particulars referred to in **Rule 21.13 (2)**
 - (a) (i) to (vii) inclusive namely,
 - (i) The particulars of the ship
 - (ii) The permitted operating limits assigned to that ship under **Rule 20.5(1)**
 - (iii) The maximum number of passengers that may be carried
 - (iv) That the ship is fit for its intended service and intended operating limits
 - (v) Any minimum freeboards assigned under **Part 47**
 - (vi) Any limitations on the use of the ship, including any restrictions on the carriage of cargo



(vii) That the ship complies with the applicable maritime rules and marine protection rules

(b) A new Safe Ship Management Certificate issued under **Rule 21.13 (11)**, stating that the safety management of that ship complies with the requirements of the New Zealand Safe Ship Management Code.

3.1.9 Since the accident, the two holes in the hull have been plugged with a proper sealant to ensure the watertight integrity of the vessel; the vessel surveyed by the SSM company and a new Fitness for Purpose Certificate and a SSM Certificate issued in accordance with **Maritime Rule Part 21**.

3.1.10 The absence of an official chart for Lake Wakatipu and the absence of any navigational light beacons and buoys to assist mariners at night or during times of restricted visibility.

3.1.11 The failure of the Skipper to maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions namely, the radar and echo sounder, so as to make a full appraisal of the situation, in breach of **Maritime Rule Part 22.5**.



CAUSE

Human Factor

<input checked="" type="checkbox"/> Failure to comply with regulations	<input type="checkbox"/> Drugs & Alcohol	<input type="checkbox"/> Overloading
<input checked="" type="checkbox"/> Failure to obtain ships position or course	<input type="checkbox"/> Fatigue	<input type="checkbox"/> Physiological
<input checked="" type="checkbox"/> Improper watch keeping or lookout	<input type="checkbox"/> Lack of knowledge	<input checked="" type="checkbox"/> Ship Handling
<input type="checkbox"/> Misconduct/Negligence	<input checked="" type="checkbox"/> Error of judgement	<input type="checkbox"/> Other . . .

Environmental Factor

<input type="checkbox"/> Adverse weather	<input type="checkbox"/> Debris	<input type="checkbox"/> Ice	<input type="checkbox"/> Navigation hazard
<input type="checkbox"/> Adverse current	<input type="checkbox"/> Submerged object	<input type="checkbox"/> Lightning	<input type="checkbox"/> Other . . .

Technical Factor

<input type="checkbox"/> Structural failure	<input type="checkbox"/> Wear & tear	<input type="checkbox"/> Steering failure
<input type="checkbox"/> Mechanical failure	<input type="checkbox"/> Improper welding	<input type="checkbox"/> Inadequate firefighting/lifesaving
<input type="checkbox"/> Electrical failure	<input type="checkbox"/> Inadequate maintenance	<input type="checkbox"/> Insufficient fuel
<input type="checkbox"/> Corrosion	<input type="checkbox"/> Inadequate stability	<input type="checkbox"/> Other . . .

- 4.1 The failure of the Skipper to maintain a proper lookout, using all available means, to ensure the safe navigation of the vessel at all times.



OPINIONS & RECOMMENDATIONS

5.1 Opinions

- 5.1.1 Since the accident, the Skipper has passed the examination for a Local Launch Operators (LLO) Certificate of Competency. This Certificate remains valid for a period of 5 years. Currently, the syllabus for LLO does not include the requirement to undertake a restricted radar observer course. Further, there is currently no requirement for the holder of an LLO to undertake a course on electronic navigational aids. The Maritime Safety Authority (MSA), subject to securing appropriate funding for policy and syllabus review, from the Ministry of Transport in the financial year 2005/2006, will develop a restricted radar course that includes other forms of electronic navigational aids commonly used on vessels, such as GPS. Further, the MSA, also subject to securing appropriate funding for policy and syllabus review, will revise the syllabus for LLO and equivalent certificates, to include a practical electronic navigation aid component, along the lines of a revised restricted radar course. Finally, the MSA, subject to securing appropriate funding for the cost benefit study and industry consultation for the proposed course from the Ministry of Transport, will conduct a cost benefit analysis into the requirement that applicants who need to renew their LLO certificates should be required to undergo practical electronic navigational aid training.
- 5.1.2 The MSA, over the past 18 months, has developed with industry a **Code of Practice for SSM companies**. This Code, which will come into force on 1 February 2005, will detail the standards and delegations of SSM companies, ship owners and skippers. Industry seminars, on going since August 2004, are being conducted for the training of SSM companies and their surveyors focusing on owner and skipper responsibilities and obligations. The Code will be reflected in an amended **Maritime Rule Part 21**, due to be published in the financial year 2004/2005.
- 5.1.3 A detailed hydrographic survey of Lake Wakatipu has recently been completed by Land Information New Zealand. It is expected to be published shortly.



5.2 Recommendations

- 5.2.1 That the MSA write a letter to the Skipper of *Queenstown Princess* severely censuring him for his failure to keep a proper lookout and con the vessel safely, and for failing to have the necessary maritime document, in breach of **section 68 of the Maritime Transport Act 1994**. This to be accompanied with a warning that in the event there is a repetition of this conduct, the letter of censure will be taken into consideration by the Director of Maritime Safety in determining whether or not to bring a prosecution against him or take action against his maritime document.
- 5.2.2 That as soon as is reasonably practicable, the Queenstown Lakes District Council give critical consideration to the provision of appropriate funding for the establishment of a suitable number of navigational light beacons/buoys that will best aid the safe navigation of commercial and recreational vessels on Lake Wakatipu.
- 5.2.3 (a) That the owners/operators of *Queenstown Princess* conduct regular internal audits of the vessel to ensure that passenger safety briefings are being held and recorded in accordance with the requirements of the vessel's SSM manual. The first audit to be conducted and recorded in the vessel's SSM manual, by the designated person ashore, within two months of the final report into this accident being published.
- (b) That the owners/operators of the vessel give critical consideration to the practicalities of constructing a bulkhead/partition between the helm position/navigational aid console and the main area of the saloon to eliminate/minimise the effect of lighting on the ability to keep a proper lookout and to reduce, so far as possible, the effects of noise which may distract the skipper.

(c) That the owners/operators of the vessel, include in the vessel's SSM manual, within two months of the final report into this accident being published, a written procedure stating that between the hours of sunset and sunrise, and during periods of restricted visibility, passengers are to be kept away from the helm position and electronic navigational aids so that the skipper can concentrate on the safe navigation of the vessel, with the concomitant benefit to passenger safety. Additionally, it is recommended that within 2 months of the final report into this accident being published, the gist of this procedure be included in a suitably worded written notice, to be posted in a conspicuous position in the main saloon of the vessel and verbally drawn to the attention of passengers at each safety briefing, prior to the vessel's departure.

(d) That the owners/operators of the vessel, include in the vessel's SSM manual, within two months of the final report into this accident being published, a written procedure stating that a passage plan be prepared by the Skipper before each departure, which should include the minimum distances when passing off salient points on the shore, to ensure the safe navigation of the vessel at all times.

5.2.4 That a copy of this report be forwarded to the vessel's SSM Company. This to be accompanied with a letter from the MSA with a request that they conduct an audit of the vessel at the expiry of the period of two months of the final report into this accident being published, to check whether the owners have complied with the recommendations set out in paragraph 5.2.3 (a), (b) (c) and (d) above.

5.2.5 That the MSA write a letter to the owners/operators of the vessel severely censuring them for failing:

(a) To ensure that the Skipper was properly qualified for command and that the ship was crewed as appropriate, with qualified and certificated seafarers, in breach of **section 68 of the Maritime Transport Act 1994**, and as required by **section 6.1 (1) and 6.2 of the New Zealand Safe Ship Management Code**, that is annexed to **Maritime Rule Part 21 – Safe Ship Management Systems**.

(b) To establish procedures to ensure the vessel was maintained in conformity with the provisions of relevant mandatory rules and regulations and with any additional requirements established by the owner. In meeting these requirements the owner was required to ensure, amongst other things, that when conducting any significant modification/alteration to the vessel, such as the two holes in the hull, the vessel was not to be operated commercially until such time as a new Fitness for Purpose Certificate and a SSM Certificate had been issued by a SSM surveyor.

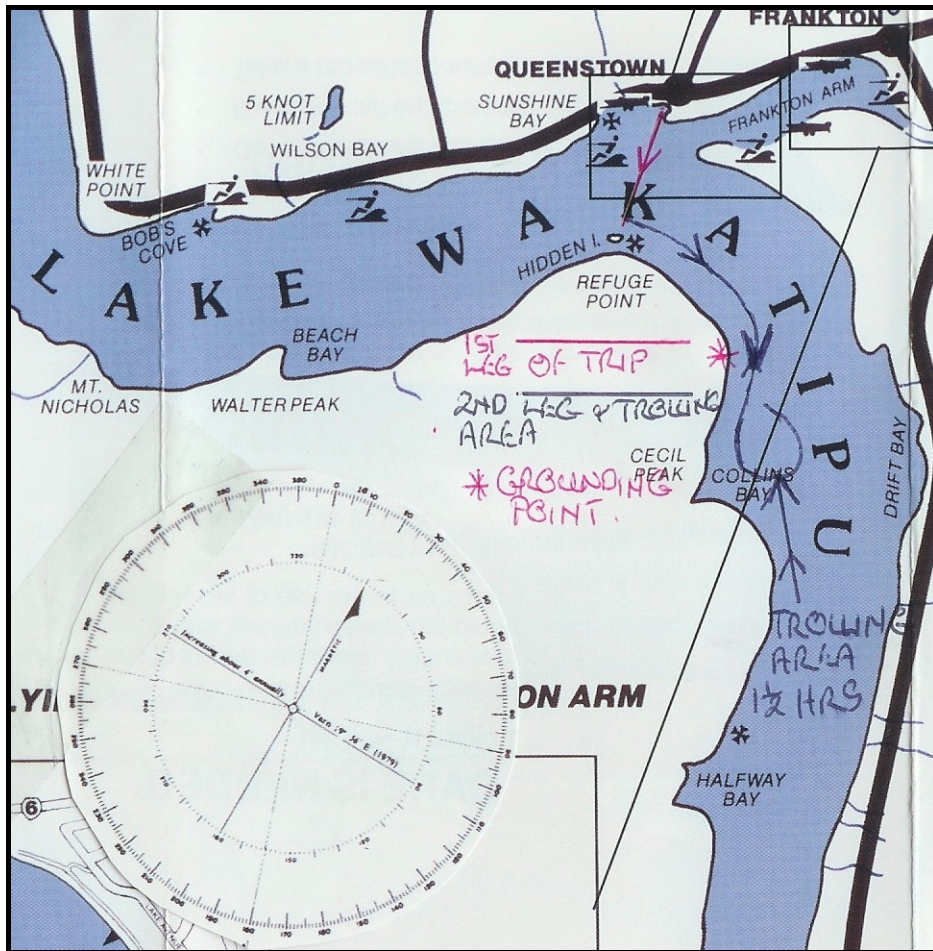
The above letter, severely censuring the owners, to be accompanied with a warning that in the event of any repetition of this conduct, the letter of censure will be taken into consideration by the Director of Maritime Safety, in determining whether or not to bring a prosecution against the owners.

5.2.6 That within two months of the final report into this accident being published, the Skipper of the vessel undergoes a practical radar training course, including the utilisation of parallel indexing techniques, by a recognised examiner, to be appointed by the MSA. This to be conducted using the radar fitted on board *Queenstown Princess*.

5.2.7 That copies of this report be forwarded to all SSM companies, the Maritime Operations Division of the MSA (including appropriate dissemination to Maritime Safety Inspectors), the Rules and International Standards Division of the MSA, the Seafarer Licensing Division of the MSA and to the Business Development and Communication Division of the MSA.



Appendix 1



Appendix 2



Appendix 3



Appendix 4

Safe Ship Management Division
Free phone 0800 103 433

NEW ZEALAND SAFE SHIP MANAGEMENT CERTIFICATE

issued under the provision of rule 21.13(7) or 21.13(11) of Part 21 of the Maritime Rules by

Name of Vessel	Queenstown Princess	MSA No.	105501
Home Port	Queenstown	Gross Tonnage	N/A
Name and Address of Owner	Queenstown Fishing Guides & Charters Ltd C/o 63 Hensman Road QUEENSTOWN		
		Length O A	13

The above Vessel is Fit for Purpose as: Passenger Ship

The above ship must not proceed beyond the following operating limits

Enclosed Water Limit - Lake Wakatipu.

The above ship must not carry more than the following number of passengers:

Enclosed Waters	<input type="text" value="48"/>	Inshore Limits	<input type="text" value="Nil"/>	Restricted Coastal Limits	<input type="text" value="Nil"/>
Coastal Limits	<input type="text" value="Nil"/>	Offshore Limits	<input type="text" value="Nil"/>		

Lifesaving appliances are provided for a total of persons.

(all as detailed in the Vessels S.M.S. Manual)

THIS IS TO CERTIFY THAT the Safe Ship Management System of the ship has been audited and that it complies with the requirements of the New Zealand Safe Ship Management Code and that the ship and its equipment remain fit for their intended purpose.

This Certificate is valid until 30 November 2006, subject to periodical audit/inspection of the ship and its management system.

Date of Issue: 24 March 2004

Signed: *David Nabet*
Authorised Signatory of SMS Division

Certificate No: 10634/2

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Member of the SGS Group Member Organisation de Surveillance



Appendix 5



Appendix 6

