

SAFESEAS CLEANSEAS

Port Taranaki
Celebrates first in
harbour safety

2

Lashing points
New requirements
for heavy vehicles

5

Safety resources
Roll off the press

8

Fishing vessels
outside limits
MNZ cracks down

13



SAFE SEAS CLEAN SEAS

Welcome to this latest edition of *Safe Seas Clean Seas*.

I visited Australia recently and gained a fresh perspective on some of the issues that Australian seafarers face operating under maritime standards and rules. A particular issue for them is the differing standards and qualifications required to operate craft between different states.

By contrast, there is only one set of rules and qualifications here in New Zealand.

The National Marine Safety Committee, whose meeting I attended, has set up a Technical Advisory Panel to interpret differences between state jurisdictions in relation to some standards. For example, the panel will consider the issue of whether a vessel designed and built to structural fire protection standards in Queensland meets the equivalent standards in New South Wales if used within that state. Just think what this would be like if you were the vessel owner!

There was also a lot of discussion about the push by the Australian Government for mutual recognition of qualifications between states. This is a topic of some interest to New Zealand and something we will keep a close eye on.

In other recent developments, I was present when the Prime Minister formally opened the Tui Area Development (offshore Taranaki). It was very pleasing to note that she mentioned the importance of Marine Protection Rules in ensuring that the development met environmental standards.

While in New Plymouth, I was also delighted to present Port Taranaki and the Taranaki Regional Council with their Safety Management System approval under the New Zealand Port and Harbour Marine Safety Code, which features in this issue of *Safe Seas Clean Seas*. Also, just as we went to press, Eastland Port and the Gisborne District Council became the second to receive approval for their harbour management safety system.

These are major milestones and congratulations go to all those who have worked so hard to make this system a living reality.

Catherine Taylor
Director of Maritime
New Zealand



SAFETY

PORT TARANAKI

celebrates

Port Taranaki recently celebrated a major milestone by becoming the first port in the country to receive official endorsement for its harbour safety management system.

At a ceremony in August, Maritime New Zealand (MNZ) Director Catherine Taylor presented the port company and the Taranaki Regional Council with certificates of approval under the New Zealand Port and Harbour Marine Safety Code for their harbour safety management system.

"Maritime New Zealand is delighted to present this approval, which is the first in New Zealand to be attained under the code," Catherine says. "It is the culmination of a significant amount of work over a long period by the port and the regional council, and reflects their long-standing commitment to developing safe practice and providing excellent service."

Published in 2004, the Port and Harbour Marine Safety Code was developed by MNZ in consultation with regional councils, port companies and other stakeholder groups. The need for the code arose out of concerns raised about port and harbour management following the groundings of the vessels **Jody F Millennium** at Gisborne and the **Tai Ping** at Bluff in 2002.

The code promotes good safety practice in ports and harbours, and provides a national standard against which performance can be measured. It covers all aspects of navigation safety in harbours, including marine pilotage, tugs, aids to navigation, hydrographic surveys, nautical charts and communications. It also deals with the regulatory system, emphasising the role of harbourmasters, appointed by regional councils, who have principal operational responsibility for the safety of navigation in harbours.

"The code represents a significant advance in securing the future safety of marine operations in New Zealand ports and harbours.

"Importantly, the fact that attaining this approval is a voluntary process demonstrates the commitment of the council, Port Taranaki and the maritime industry to improve safety, and we fully endorse and applaud that," Catherine says.

Council Chief Executive Basil Chamberlain says both Port Taranaki Ltd and the council, as its owner, are committed to absolute best practice in all aspects of port operations.

"The fact that the safety management system covers environmental protection is very important to the Taranaki Regional Council in our role as the region's environmental watchdog," says Basil.



first in harbour safety



Port Taranaki is the first in the country to receive accreditation from MNZ for its safety management systems under the New Zealand Port and Harbour Marine Safety Code.

“The port is also a vital economic asset to Taranaki and is involved with 43% of the wealth created in the region, and a third of the jobs.”

Port Taranaki Ltd Chief Executive Roy Weaver says developing an accredited safety management system makes good sense for the port company, particularly at a time when it is actively diversifying its business.

“As well as being valuable in its own right for port operations, having an accredited safety management system delivers a good, reassuring message to our customers, potential customers and the community,” Roy says.

Harbourmaster Ray Barlow says the port company and the council developed the safety management system because it is logical and represents an extension of existing navigation, safety and environmental management programmes.

Meanwhile, Catherine says MNZ is encouraged to see all other regional councils and port companies throughout New Zealand embracing the code.

“Effective safety management is an ongoing and evolving process, where there are always things we can learn and things we can do to improve. Maritime New Zealand is committed to working with all sectors of the maritime industry to develop a safe operating environment, and looks forward to strengthening those partnerships as we move forward.”

As *Safe Seas Clean Seas* went to press, Eastland Port and Gisborne District Council also celebrated receiving approval for its harbour safety management system.



Taranaki Regional Council Chief Executive Basil Chamberlain, Port Taranaki Ltd Chief Executive Roy Weaver, MNZ Director Catherine Taylor and Taranaki Regional Council Harbourmaster Ray Barlow mark the port's achievement.

“The port is also a vital economic asset to Taranaki and is involved with 43% of the wealth created in the region, and a third of the jobs.”



Pasha Bulker experience strengthens trans-Tasman bond

Experts from Maritime New Zealand's Marine Pollution Response Service (MPRS) say the grounding of the 40,000-tonne coal carrier **Pasha Bulker** has further strengthened New Zealand's close working relationship with Australian authorities.

The Panama-registered carrier ran aground on Nobby's Beach, New South Wales, in wild weather on 8 June, as she waited to load 58,000 tonnes of coal from Newcastle Port. She was already carrying 700 tonnes of fuel oil, 38 tonnes of diesel and 40 tonnes of lube oil.

The Australian Maritime Safety Authority (AMSA) called upon their kiwi neighbours to offer additional expertise on the ground, both in a participating and observing capacity, during what has been described as Sydney's worst storm event in nearly a decade.

General Manager of MPRS, Nick Quinn, says their team jumped at the opportunity to work with AMSA following a call at the height of the alert phase when the Australians feared up to five vessels could possibly run aground.

New Zealand is part of the International Convention on Oil Pollution Preparedness, Response and Cooperation.

"If New Zealand had a situation like that, we too would be calling upon our Trans-Tasman neighbours for assistance," says Nick.

"It was great to see our reciprocal relationship swing into action and this reinforces our close ties with AMSA in these situations – the experience is invaluable and the cross pollination of trained responders is healthy for both countries."



Oil spill responders Scott Read and Mark Cavanagh joined Nick at Nobby's beach, together with two national response team members – Marlborough Harbour Master Alex van Wijngaarden and Auckland Regional Council's Mick Courtnell.

"The grounding and possible oil spill from the **Pasha Bulker** had been confirmed, but there were several other vessels struggling due to adverse weather conditions," explains Nick.

"Fortunately, they managed to stay out of harm's way which meant we could focus solely on the **Pasha Bulker**," he says.

The team worked in both the Incident Command Centre and with the various field teams deploying environmental protection equipment in support of the response effort. Public interest remained high given the close proximity of the carrier to the beach.

The **Pasha Bulker** was successfully refloated three weeks after the grounding, with no harm to the environment.



The **Pasha Bulker** run aground.

New lashing point requirements for heavy vehicles

Trucking companies taking heavy commercial vehicles on roll-on roll-off (ro-ro) vessels such as Cook Strait ferries will need to fit their vehicles with secure lashing points by 1 January next year.

Maritime Rules Part 24B.10(2) requires road freight, road tank and road livestock vehicles with a gross weight of more than 3.5 tonnes to have secure lashing points fitted in accordance with the International standard ISO 9367-1, so that they can be properly fastened during transit on all ro-ro vessels.

The requirement has been introduced in response to international maritime safety concerns, with a number of accidents and injuries caused by unsecured loads at sea.

Maritime New Zealand (MNZ) Deputy Director of Maritime Services, Bruce Maroc, says the secure lashing points help to prevent vehicles moving, particularly during heavy weather sailings.

“What we are finding is that many heavy vehicles aren’t fitted with secure lashing points, and even if they are, they are often too low, which means that trucks and trailers cannot be properly tied down. This has resulted in some trucks moving during rough weather, which has caused some major damage and could potentially result in a serious injury or even death.”

Any vehicles not fitted with the lashing points after 1 January 2008 will be refused access on board Cook Strait ferries and other ro-ro vessels by the ship’s master.

Initially, the rule change was set to come into effect on 30 June 2007. However, as many trucks are still to be retrofitted, Mr Maroc says MNZ has extended the period until 1 January 2008 to give truck owners time to comply and for additional stocks of the lashing points to be sourced.



From 1 January 2008, heavy vehicles travelling on roll-on roll-off vessels will need to have secure lashing points fitted.
Photos: courtesy Fruehauf Ltd.

It is recommended that the lashing points be fitted by engineering companies who have access to certified engineers approved by Land Transport New Zealand. Trucks also need to be fitted with an information plate supplied by the certified engineer that shows how many securing points they have and their rating.

Maritime Rules Part 24B.10 will be reviewed over the next year, with the view to introducing lashing requirements for semi-trailers, with or without tractor units, when offered for transport by ro-ro ship. These vehicles are not currently covered by Rule Part 24B.10.

If you wish to receive a copy of the draft rule amendment when released for public consultation, please forward your contact details to the Rules Co-ordinator at MNZ.

Email: rules.coordinator@maritimenz.govt.nz
Phone: 0508 22 55 22

Write to:
Nautical Adviser
Maritime New Zealand
PO Box 27006
Wellington 6141

For more information about:

- certified engineers to rate the securing points, visit: www.landtransport.govt.nz/certifiers
- secure lashing points, visit: www.maritimenz.govt.nz/publications/guidance_notices/gn_issue2.pdf

Further information or questions

Email: enquiries@maritimenz.govt.nz

Operation Afloat update

A project to reduce injuries in the stevedore industry is continuing to gain momentum, with Maritime New Zealand (MNZ) Health and Safety Co-ordinator Lynn Irving leading the consultation process.

Lynn says a concerted effort has been made to meet with all stakeholders as part of "Operation Afloat", which includes representatives from ports, stevedore companies, shipping companies, shipping agents, unions, the Department of Labour (DOL), ACC, nautical surveyors and training organisations.

"The focus of the consultation process, which is ongoing, is to further develop an understanding of issues that are impacting upon safety, and have been identified by the industry and MNZ as areas requiring further work," says Lynn.

At a planning meeting in July, stakeholders, representing a broad cross-section of the industry, formed a steering group to address a number of priority issues, including:

- investigating a data set for industry reporting of accidents/incidents
- a proposal for minimum standard/guidelines for operations



- skills shortage/training
- management of early notification for sub-standard ships
- jurisdiction over wharf area (MNZ and DOL).

In addition, Lynn says MNZ was requested to investigate means for early notification of safety issues on ships transiting New Zealand ports. A central system would ensure that ports are warned in advance of any hazardous conditions requiring attention, and contribute to the implementation of preventive actions.

Injury stats show encouraging signs

The latest fishing sector injury statistics are showing an encouraging decline in accident claims, says Accident Compensation Corporation (ACC).

Linda Murphy, ACC's Workplace Injury Prevention Programme Manager, says the number of new claims in the coastal fishing sector has dropped by 16% to 118 for the year to the end of June 2007.

"This is well down on the peak year for injuries in 2001 – 2002, which saw 303 claims to ACC. The decrease in claims from the fishing sector demonstrates an increased focus on safety."

Linda says while it is too early to determine what impact the FishSAFE programme is having on injury numbers, the early signs are positive.

"Although still a relatively new programme, FishSAFE seems to be a contributing factor to this focus on safe practices," she says.

"We will be able to provide a more measurable evaluation of the impact of FishSAFE when the programme has been running for a longer period of time."

However, Linda says of the claims received by ACC, a large number (44%) are for soft tissue injuries, with industrial

deafness also still a major problem at 17% of all claims.

Sharyn Forsyth, Maritime New Zealand (MNZ) Manager of Safety Research and Analysis, and who is responsible for co-ordinating MNZ's strategic input to FishSAFE, says the statistics are encouraging.

She says the improved focus on safety is due to the twin philosophies of industry helping industry, and government and industry working together.

"While it's still early days, the signs are extremely encouraging regarding the impact that the FishSAFE programme is having on safety in the fishing sector," she says.

"Maritime New Zealand puts the success of FishSAFE down to the extensive amount of effort put into the programme by the industry mentors who support it.

"A recent evaluation of FishSAFE concluded that the mentor network was seen by all parties surveyed as performing very effectively, and that it was instrumental in bringing about the changes in understanding and performance on fishing vessels that all parties have been hoping for."



Drowning – it is preventable

Death by drowning is the third highest cause of unintentional death in New Zealand. Only motor vehicle crashes and falls have higher tolls.

“These numbers are too high. This drowning toll is preventable,” says Richard Greenwood, Accident Compensation Corporation Programme Manager, Drowning Prevention Strategy.

Richard says that a partnership approach, which is the thrust of a recently released five-year implementation plan, will enable the co-ordinated implementation of activities to achieve the goals and objectives of the national strategy: *Drowning Prevention Strategy: Towards a Water Safe New Zealand 2005-2015*.

Maritime New Zealand is one of a number of government agencies working alongside non-government organisations to improve safety in and around water.

“Through this implementation plan,” says Richard, “water safety initiatives and resources will be better co-ordinated, issues will be addressed in collaboration with other organisations, rather than in isolation, and priority will be given to water safety research, education, environment and rescue activities, spearheaded by strategic leadership.”

Efforts of the water safety sector have halved the rate of drowning in the past 20 years. But the fatality rate is still of real concern – more than double that of Australia. In 2005, 115 lives were lost by drowning. Water-related injuries are a further concern, with about 650 people hospitalised in New Zealand each year.

Risk areas identified include inland waterways, beaches, the open sea and domestic locations. Four key demographic groups are named as children 0–4 years, males, people between the ages of 15–44 years, and Māori.

The strategy’s vision is two-fold: a water safe New Zealand, free from drowning, and a water safety culture established in New Zealand.

Flares are not fireworks

Those who use distress flares as a substitute for fireworks are not only breaking the law, but may also put other lives at risk, Maritime New Zealand (MNZ) warns.

Concern over the misuse of distress flares was highlighted in the case of a Nelson boatie, who admitted setting off flares in Torrent Bay, Motueka, on 31 December 2005 to see in the New Year.

The man was one of a number of boaties in the bay to misuse flares as part of the New Year’s Eve celebrations. However, one of the flares set off by the boaties flew into nearby bush, sparking a blaze that cost rural fire authorities more than \$11,000 to put out. A nearby campground also had to be evacuated.

A prosecution was brought against the man by MNZ for causing “unnecessary danger or risk” to both people and property through improper use of the flares, but the charges were withdrawn after he agreed to pay \$11,500 to the Waimea Rural Fire Authority.

“This is a timely reminder that distress flares are not fireworks, and proof that irresponsible actions like this can cause serious damage” MNZ Deputy Director of Maritime Services Bruce Maroc says. “Flares are designed to burn at a very high temperature, so they also have the potential to cause serious injury or worse if they’re not used properly.

“Also, because search and rescue agencies are obliged to act upon flare sightings, pranks and hoaxes waste valuable time and resources that could put the lives of people who are in genuine distress at risk.

“While the boatie concerned has acted responsibly in reimbursing authorities for the damage caused, it’s very disappointing that there were a number of others who also admitted setting off prank distress flares on New Year’s Eve,” Bruce says.

Anyone who causes a fire by improper use of a flare risks being held liable for all related costs, and could face charges under the Maritime Transport Act and Forest and Rural Fires Act.



A volunteer demonstrates the correct use of flares, which may only be used in an emergency or during an approved demonstration.

Safe working practices for merchant seamen

Just published is a *Code of safe working practices for merchant seamen*, which is a manual for seafarers working on large international ships that come into New Zealand waters.

This is a small, but nonetheless important, audience of seafarers who work on SOLAS vessels, ie those to which the International Convention for the Safety of Life at Sea applies.

The code is available in ring binder format and also on DVD. For more information, email: publications@maritimenz.govt.nz



Amendment to Rules Part 21 and Part 46

MNZ is currently reviewing Maritime Rules Part 21 Safety Management Systems and Part 46 Survey, Certification and Maintenance.

The intent of the amendments is to ensure that the rules reflect MNZ's requirements for Safe Ship Management groups and public consultation will commence in October. The amendments are intended to come into force on 1 July 2008.

Informal consultation is taking place with stakeholder groups and public consultation will commence in October. The amendments are intended to come into force on 1 July 2008.

The upcoming new *Safe Ship Management Guidelines* will not be affected by the proposed amendments.

SEARCH & RESCUE

Teamwork highlighted during Taharoa Express incident

Excellent teamwork was a key ingredient in getting the bulk iron sand carrier **Taharoa Express** successfully back on to an even keel after it began listing off the Taranaki coast in late June.

The 275 metre long bulk carrier provides a regular cargo service to China and Japan from Port Taharoa in the Waikato, and is the largest cargo ship trading into New Zealand.

The vessel spent a little over two weeks anchored in Tasman Bay, near Nelson, for repairs after developing an 18 degree list (or lean) when its cargo shifted in heavy seas near Cape Egmont.

It originally left Port Taharoa and sailed for calmer waters in Tasman Bay, when safety limitations set by MNZ for rough weather meant it was unsafe to remain at the loading buoy. An earlier problem, believed to be a result of dry dock work in China, also meant it had to stop loading part way through while this was addressed.

Peter Williams, MNZ Deputy Director Safety and Response Services, praised all involved for the way they handled the incident.

"As soon as we were made aware that there was a problem with the vessel, all concerned swung into action to resolve the situation. There was excellent co-operation, communication and work by the vessel's master, his crew and the vessel's owners, the Port Taharoa Loading Master, Maritime New Zealand's Harbourmaster, the Rescue Coordination Centre New Zealand, the Director's Advisory Team and MNZ's



The bulk iron sand carrier **Taharoa Express** in rough seas as it heads to Tasman Bay to correct an 18° list. Photo: courtesy Martin de Ruyter, Nelson Mail.

maritime safety inspectors, who remained on board more or less throughout the entire two weeks to ensure that the vessel was made safe."

Peter says correcting the vessel's list was a slow and careful process. This included pumping off thousands of tonnes of fresh water, which is normally mixed with the iron sand to form a "slurry" as part of the loading process, as well as a considerable amount of ballast water.

Once this had been done, diggers were then flown out to the vessel to help redistribute the iron sand and balance up the load. Re-ballasting, which involves the pumping of seawater into cargo holds on the opposite side of the list, was also carried out to help bring the vessel back on to an even keel.

"Despite this long and slow process, everyone pitched in and worked well together to get the job done," Peter says.

"A huge thanks goes to all those involved by helping to get the **Taharoa Express** back on an even keel, safe and underway again."



Expanded executive team for MNZ

The start of the new financial year on 1 July saw Maritime New Zealand (MNZ) welcome a new organisational structure following a review and consultation process.

The executive team now comprises seven senior managers all reporting directly to the Director.

MNZ Director Catherine Taylor says the organisation will continue to evolve and develop. "If it did not, then we would not be responsive to the needs of government or the industry which we serve."

The addition of newly appointed Legal Counsel, Stephanie Winson to the executive team, reflects Catherine's emphasis on ensuring that as a regulator the actions taken by the Director and the procedures that MNZ follow for the issue of maritime documents are lawful.

MNZ's executive team includes:

Peter Williams, Deputy Director Safety and Response Services

Peter's responsibilities include search and rescue (Rescue Coordination Centre New Zealand), the distress and safety radio network, maritime security, oil pollution response and aids to navigation). He joined the then Maritime Safety Authority (MSA) in 2002 as Divisional Manager Safety Services after a career in the Royal Navy (UK) and nine years with Broadcast Communications Limited.

Bruce Maroc, Deputy Director Maritime Services

Bruce is responsible for overseeing MNZ's ship registration, maritime investigations, seafarer education and safety audits. Bruce holds postgraduate qualifications in Business (Shipping) and served at sea as chief engineer. He was an engineering superintendent for Howard Smith Shipping in Australia and then moved to New Zealand in 1994 to become the fleet manager for Silver Fern Shipping before joining the then MSA in 2000.

John Mansell, General Manager Maritime Operations

John is responsible for MNZ's Safe Ship Management systems and processes, flag and port state control, management of MNZ's 10 district offices and oversight of all small commercial vessels. John is a Master Mariner and Fellow of the Nautical Institute with a seafaring career spanning 35 years. During this time he served aboard general and refrigerated cargo ships worldwide and spent 20 years in command of passenger/rail/road ferries in the Cook Strait trade. John joined the then MSA in 1994 and has held a variety of senior management portfolios.

Lindsay Sturt, General Manager Strategy and Communications

Lindsay is responsible for overseeing the safety and environmental research and analysis programme (including rules development), the development and implementation of education and communication initiatives, and management



Catherine Taylor.

of the national recreational boating safety strategy. Lindsay has been with MNZ since its inception in 1993, holding a number of senior management positions. He has wide experience in the development and implementation of shipping and ports policy, both within New Zealand and overseas.

Trevor Coad, General Manager Corporate Services

Trevor is responsible for overseeing MNZ's financial, information and administration services as well as its planning and government reporting functions. He has previously held a senior management portfolio with the Hutt Valley District Health Board as Chief Financial Officer and then PricewaterhouseCoopers, where he worked in their Business Assurance unit specialising in risk management and internal audit. Trevor joined MNZ as Corporate Services Manager in 2007.

Val Parsons, General Manager Human Resources

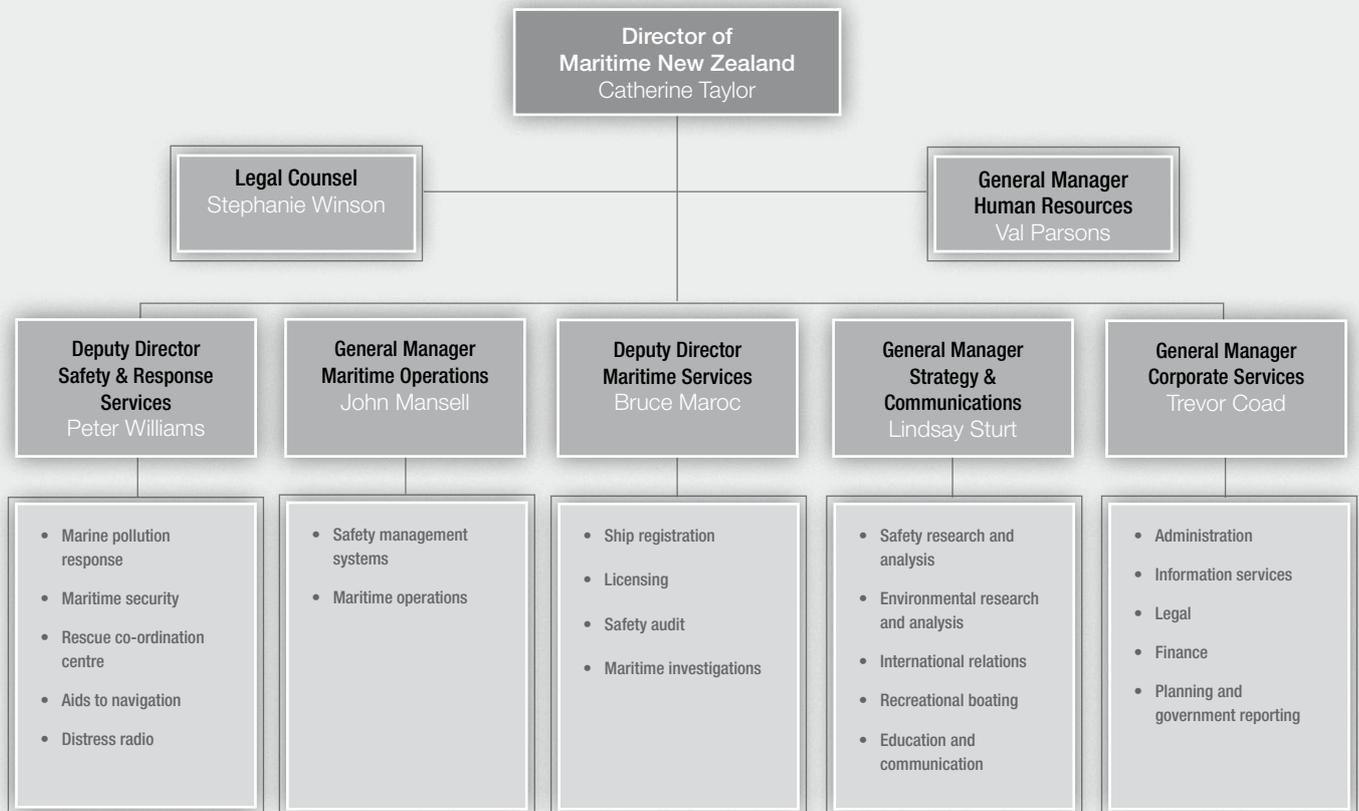
Val is responsible for managing MNZ's internal human resource policies and procedures and developing effective strategies to retain and recruit staff with technical expertise.

Stephanie Winson, Legal Counsel

Stephanie is responsible for providing specialist legal advice to the Authority on its legislative and governance responsibilities and to the Director and staff on the exercise of various statutory powers, advising on the management of legal risk and providing appropriate legal support in respect of civil and criminal litigation. Stephanie's legal career started in 1991 as a criminal prosecutor in Namibia, joining the Namibian Parliament as Director of legal services in 1995. Immigrating to New Zealand in 2000, Stephanie joined the Civil Aviation Authority and was its senior solicitor for four years before joining MNZ in August 2007.



Executive team structure



Feedback sought on kayaking strategy

Maritime New Zealand (MNZ) is seeking feedback on the future direction of kayak safety, from operators, recreational bodies and national organisations involved in the industry.

MNZ Manager of Environmental Research and Analysis, John Marshall, says that consultation and analysis over the past 18 months has resulted in the development of a draft kayaking strategy that takes into account the following findings:

- there are a number of very positive developments and trends influencing the development of safety systems and kayaking qualifications – and little evidence to support the need for additional legislation under the Maritime Transport Act

- the line between commercial and recreational kayaking is clear in most instances, but in a few cases, there is genuine confusion over which is which
- while there are a diversity of kayaking traditions in New Zealand and a wide range of activities undertaken in a variety of physical settings, communication between the various traditions is limited.

A public version of the draft strategy will be available for comment by November, with the aim of finalising the strategy early in 2008.

The strategy outlines initiatives covering entry level qualifications for commercial guides and instructors; safety management of commercial kayaking operations; standards for accommodation providers supplying small craft for guest use; competencies and assessment for multisport kayaking; and safety information for novice and intermediate recreational kayakers, and visiting overseas kayakers.

MNZ is also developing a set of safe operating guidelines for commercial kayaking operations, which explains the currently applicable law and defines what MNZ considers good practice.

The draft strategy will be available for comment by November on the MNZ website: www.maritimenz.govt.nz

Nugget Point stars in kids' show

A slice of New Zealand maritime history recently starred in the kid's TV show *What Now*.

Maritime New Zealand's (MNZ's) Nugget Point lighthouse, located in Southland near the mouth of the Clutha River, recently featured in the programme when the *What Now* team paid a visit to the nearby town of Balclutha.

The lighthouse began operating for the first time on 4 July 1870, from a nine metre high stone tower. Oil illumination was initially used, but in 1949 the light was converted to diesel generated electric power, then later connected to mains electricity.

The lighthouse was fully automated in 1989, and today the light is powered via mains electricity with a battery backup. It flashes twice every 12 seconds and is visible for 10 nautical miles (18 km).

The lighthouse also enjoyed a colourful history. The first few years of its operation were peppered with friction between the three keepers stationed there. In 1880, a dispute arose between the two assistant keepers, the youngest complaining about the difference in salaries:

"This sir, has a very degrading effect, as it makes two distinct classes of men and to make it worse the second class cannot possibly qualify themselves for the first ... I would respectfully ask, are those men better educated, better workers, or better watches than the young assistant? I am convinced they are not. ... I can't send my children to boarding school, therefore my children must grow up in ignorance."



The Nugget Point Lighthouse – a slice of maritime history.

"The Nuggets" was also renowned for its cold weather, and although the station was connected to the mains power supply, electricity was not supposed to be used for heating. One keeper was twice turned down when he requested electric heaters for his house, despite the neighbouring station, Cape Saunders, receiving seven heaters. After a series of letters and much debate, the issue was finally resolved – at the end of winter!

In 1989, the light was automated and the last keeper withdrawn. The light is now electronically monitored from Wellington.

New aid to navigation

Maritime New Zealand (MNZ) recently commissioned a new light beacon on the Taranaki Coast following several accidents in the area.

MNZ Lighthouse Engineer Jim Foye says the new beacon, called "Puniho", is located north of the Cape Egmont lighthouse and has been installed to enhance safety following several accidents along this stretch of coast.

"The recommendation to install the new light followed a MNZ accident report and Coroner's inquest into the sinking of the yacht *Thyme* in May 2004. A year later another yacht, the *Maizey*, also ran aground in a similar position."

The solar-powered light sits on top of a five metre aluminium tower and flashes three times every 10 seconds. It can be seen for nine nautical miles (16 km).

Jim says MNZ is grateful for the help of local property owners and the Cape Egmont Volunteer Coastguard in assisting to establish the beacon.



The new Puniho beacon located north of Cape Egmont.



Crackdown on vessels operating outside safe limits

Maritime New Zealand (MNZ) is cracking down on commercial fishing operators working outside their vessel's certified safe limits and without the proper qualifications.

MNZ General Manager of Maritime Operations, John Mansell, says the move is in response to more and more fishing vessel operators "pushing the boundaries" by operating outside their granted areas of operation, or going to sea without the proper qualifications.

"The simple message is that if you're the owner/skipper of a commercial fishing vessel you need to make sure you operate within the limits shown on your Safe Ship Management (SSM) certificate. If you do not, and you're caught, the appropriate enforcement action will be taken. This applies to all operators large and small," says John.

"The other issue which is of concern to us is those operators who may be working inside their agreed area of operation, but who do not have the proper qualifications.

"Maritime New Zealand will be increasing its surveillance and monitoring in a variety of different ways to ensure greater compliance with these requirements, which are there for safety reasons and are designed to protect both vessels and the lives of those on board."

John says enforcement action may include detention, suspension of a vessel's SSM certificate, or prosecution.

"This means that owners and skippers must take immediate action to resolve any manning and limitation issues they may have if they wish to operate outside their current limits. They also need to make sure that they have the appropriate qualifications or have undergone any further training necessary to upgrade their current qualification to the required level.

"This is important because the further offshore a vessel operates, the more self reliant and better equipped it must be. This includes having enhanced life saving and communication equipment on board and a higher level of crew training and qualifications."

Meanwhile, operators will be pleased to learn that there will be a change regarding engineering qualification requirements.

John says MNZ has listened to fishing industry representatives about the costs of carrying a MEC4 qualified person on board vessels less than 24 metres in length that operate more than 100 miles from the coast.

"It has been agreed that Maritime Rules Part 31C will be amended to allow fishing vessels that have less than 750kw propulsion power, and less than four engineering systems on board, to carry a MEC6 rather than a MEC4.

"Vessel owners should apply to MNZ for an exemption if they wish to take advantage of this pending rule amendment."

Environmental focus for World Maritime Day 2007

Responding to environmental challenges was the theme of this year's World Maritime Day, celebrated by the International Maritime Organization (IMO) on 27 September.

Maritime New Zealand (MNZ) Education and Communications Manager, Christl McMillan, says the theme is a topical one and provides an opportunity for those in the industry to reflect on the safety and cleanliness of the marine environment, specifically in terms of how ships and boats treat the sea.

"New Zealand is an island nation that depends on the oceans for transport, fishing and recreation. Unfortunately, the maritime industry is also a major area of risk to the marine environment, so it's essential that everyone involved understands the potential environmental implications of being thoughtless or having an accident.

"Oil spills, sewage, chemicals, ballast water and antifouling paints all pose very serious threats to our marine environment. Maritime New Zealand has an increased focus on not just oil spill prevention, but on a marine pollution response system that has the ability to deal with major pollution events," Christl says.

In New Zealand, World Maritime Day was celebrated with a networking function in Auckland on 17 September. In

addition, school children in Te Atatu where the Marine Pollution Response Service (MPRS) is based, participated in an open day on 20 September seeing the oil spill clean-up gear close up.

World Maritime Day is celebrated every year by the IMO, a specialist agency of the United Nations charged with developing and promoting common international standards of maritime safety, security and marine environment protection.

New Zealand is one of those 166 Member States and is represented at the IMO by MNZ.

New – student info page!

Check out our new student information page providing a summary of current marine challenges and useful links. Go to the Maritime NZ website and click on "Environmental protection" at: www.maritimenz.govt.nz

Local school children participated in an open day at MPRS getting to see oil spill response equipment such as booms and skimmers that are loaded on the truck pictured.



Congratulations Graeme!



Safe boating stalwart Graeme Cotton has been recognised by MNZ for his outstanding contribution to the cause.

Maritime New Zealand (MNZ) recently honoured safe boating stalwart Graeme Cotton for his tireless efforts in promoting the cause.

Graeme was recently presented with the MNZ Award for his outstanding contribution to boating safety education, during the Coastguard Boating Education Awards in Auckland.

"The award reflects Graeme's amazing contribution to promoting small boat safety and raising boaties' awareness of safe practice," said Lindsay Sturt, MNZ's General Manager of Strategy and Communications.

"Graeme has had a long history of involvement in small boat safety, which

stretches right back to when he lived in the Twizel area when the Think Big power projects were under way. During that time, he tirelessly promoted boating safety over all the McKenzie basin area," Lindsay says.

"Over the last 15 years or so, Graeme has quietly worked away in his own time around the Nelson area, firstly as a Ministry of Transport Launch Warden, and since 2003 as a MNZ Safe Boating Advisor.

"During that time, he has put in huge hours and covered large distances, and has never asked for assistance nor looked for any thanks. He has also handed out thousands of safety information packs, making these up in his own spare time with resources supplied by MNZ and local councils."

Lindsay says Graeme has also made up thousands of additional information packs for others to distribute. This recently included safe sea kayaking packs for the Stoke police station to hand out.

"Graeme has also erected many 5 knot signs and safety notices around the boat ramps and continues to maintain them all, not to mention the thousands of hours he's spent down at boat ramps giving good safety advice."

Lindsay says the level of Graeme's commitment was highlighted recently when a few days after recovering in hospital from a heart attack, he contacted the recreational boating team to request more resources for safety information packs.

"Many thanks Graeme for what has been a fantastic contribution to boating safety education."

Special plan to minimise spill risk

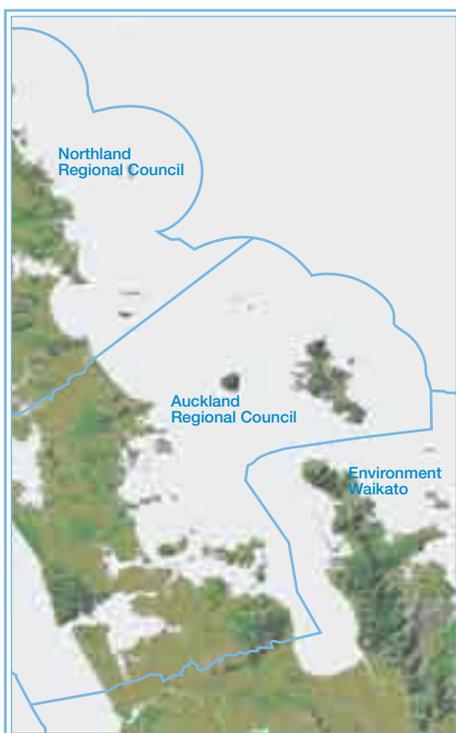
A special contingency plan to help minimise the risk from potential oil spills in the Hauraki Gulf is to be completed shortly.

Maritime New Zealand (MNZ) staff Dayne Maxwell and Alison Lane have been working with representatives from the Northland, Auckland, and Waikato Regional Councils to produce the Hauraki Gulf Marine Oil Spill Contingency Plan, which recognises the special values of the area and the heightened risk of a potential spill on them. The plan has taken about a year to produce.

“This is the second special area oil spill contingency plan that has been developed, and follows a similar one developed for the Fiordland area to help minimise the potential impact of any oil spill,” says Nick Quinn, General Manager of MNZ’s Marine Pollution Response Service.

“The plans recognise the significant impact a spill would have in these areas, and complement national and regional response plans which are already in place to respond to the threat that this poses,” he says.

“In particular, this latest contingency plan recognises that there is an increased risk to the Hauraki Gulf due to the number of oil tankers visiting the New Zealand Refining Company at Marsden Point, and the large volume of shipping movements in and out of the Port of Auckland.”



Hauraki Gulf Special Area.



The Hauraki plan covers an area from the Firth of Thames, up to and including the Poor Knights Islands, and all the offshore islands in between. This area also includes three regional council boundaries.

The planning process began with an environmental risk assessment in each of the three regions. This involved consultation with regional council staff and other interested parties, such as the Department of Conservation and local iwi, to identify important sites for protection and assess their sensitivity to the impacts of a potential spill.

“Site sheets” are being produced for each area, which include a description and map of the site and any resources that may be at risk. The sheets also identify any operational issues which may affect an oil spill response operation, and outline the preferred response option(s) for that site.

In addition, the plans include scenario-based planning for oil spills in each of the three regions, such as a large scale wildlife response, a large scale dispersant operation, and an oil spill response on one of the remote islands in the gulf. Procedures for the transfer of oil are also being produced in order to reduce the risk of a spill occurring.

Stay tuned for new safety campaign



Maritime New Zealand (MNZ) is set to film a new *Stay on Top* television commercial following the successful lifejacket and weather campaigns fronted by rugby legend Colin Meads.

MNZ Education and Communications Manager, Christl McMillan, says the focus of the new campaign is *Stay on Top with communications equipment* – as lack of reliable communications is the third highest contributing factor to boating fatalities after no lifejackets and bad seas.

“This time around we see a real need to focus on communication equipment”

Christl says a recent Colmar Brunton evaluation of MNZ's first *Stay on Top* campaign, which screened for four years, confirmed a new commercial was worthwhile.

“*Stay on Top with a lifejacket* and *Stay on Top with the weather* commercials showed marked improvements in boatie behaviour, with over 80% recalling the advertising saying it reinforced or changed their behaviour towards wearing

lifejackets and checking the marine weather forecast before they went out.

“This time around, we see a real need to focus on communication equipment and how boaties can better equip themselves should a worst-case scenario happen.”

The new commercial will be fronted by another well-known New Zealander, but the person's identity will not be revealed until the official launch of the campaign prior to Labour Day in October – traditionally the start of the summer boating season.



Staying on top with communications equipment is the focus of a new MNZ advertising campaign.

Feedback

Your feedback and ideas on *Safe Seas Clean Seas* are very welcome.

If you'd like a particular topic covered in our next edition, then please contact the publications team by email: publications@maritimenz.govt.nz or phone 0508 22 55 22.

From 1 January
to 31 August 2007

11

MARITIME FATALITIES 2007

From 1 January to 31 August 2007, there were **eleven** fatalities – **two** in the **commercial sector** and **nine** in the **recreational sector**.



LEVEL 10, OPTIMATION HOUSE
1 GREY STREET, PO BOX 27006
WELLINGTON, NEW ZEALAND

TELEPHONE +64-4-473 0111
FACSIMILE +64-4-494 1263
WWW.MARITIMENZ.GOV.TZ

Subscribe to *Safe Seas Clean Seas* and *Lookout!*

To receive these quarterly publications, or to change your address details or tell us about others who may want to receive them, email us at publications@maritimenz.govt.nz or phone 0508 22 55 22.

Disclaimer: All care and diligence has been used in extracting, analysing and compiling this information, however, Maritime New Zealand gives no warranty that the information provided is without error.

Copyright Maritime New Zealand 2007: Parts of this document may be reproduced, provided acknowledgement is made to this publication and Maritime New Zealand as source.