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Bon voyage!

Can it really be 13 years since the Maritime Safety Authority was created and I became its first and only Director of Maritime Safety? Since there was a name change to Maritime New Zealand in 2005 and the modification of my title to Director of Maritime New Zealand, I guess I can lay claim to a uniqueness in our country's maritime history, if only due to nomenclature!

But if this strikes you as the beginning of a trip down memory lane and some self serving eulogy, worry not!

As I pen this final contribution to Safe Seas Clean Seas, I want to pay tribute to the many people who have shared the vision and taken the actions to turn what this organisation stands for into reality. Yes, our job is, to many minds I have no doubt, potentially very satisfying, but only when the key results – safer, cleaner oceans and more lately, secure seas and successful multi-modal search and rescue – have been delivered.

It is my sincere belief that the last 13 years mark a 'sea change' in attitudes, let alone approaches to safety, security and environmental protection. We are still living in the era of the indomitable Kiwi spirit of "she'll be right", thankfully overlain by the "can do attitude". But what is now equally prevalent is a new culture of close to zero tolerance of unsafe acts, marine pollution of almost any kind, and any form of security incursion.

My thanks are to everyone, from every customer we serve, through to Ministers, government, Authority Board members and, naturally, the exceptionally loyal and dedicated staff who work here.

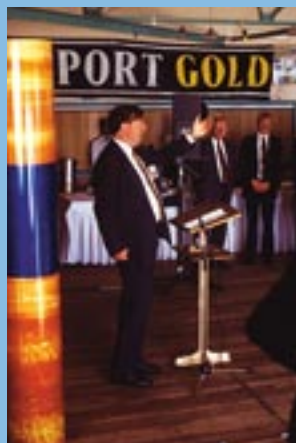
My satisfaction is that the encouragement, the preaching, the cajoling and, yes, occasionally the big stick have not been brought out in vein. That is why, and only why, I can personally move on to pastures new with a genuine belief that it was all, indeed, truly worthwhile.

Thank you all once again. The privilege has been all mine.



Russell Kilvington
Director of Maritime New Zealand

Some memories



Farewell



Clockwise from top left: **1.** Russell and the Maritime New Zealand Authority: (from left to right) Michael Ludbrook, Ken Gilligan, Russell, Susie Staley (Chairman) and Dave Morgan (Deputy Chairman) (absent – Adrienne Young-Cooper). **2.** Ian Jenkinson (Formerly MSA Board), newly appointed MNZ Director, Catherine Taylor, Ian MacKay (1st Chairman of MSA and Chair of the MSA Establishment Board) and Russell. **3.** Russell and his wife, Jennifer Van Hunen. **4.** Bruce Heather of Shipping NZ and Russell.

New Maritime NZ Director appointed

Susie Staley, Chairman of Maritime New Zealand, has much pleasure in announcing the appointment of Catherine Taylor to the position of Director/Chief Executive of Maritime New Zealand recently.

"This announcement came at the end of an extensive international search which allowed us to consider a number of international candidates, and it is pleasing that Catherine Taylor, who is currently Deputy Director Development and Business Services for Maritime New Zealand, has been appointed", says Susie Staley.

"Catherine is a Chartered Accountant and has been involved in the transport sector since 1990, holding senior management positions at Wellington Airport and the Civil Aviation Authority before joining Maritime New Zealand two years ago. As well, she has been a Director of the Civil Aviation Authority and the New Zealand Institute for Crop and Food Research Limited."

"Her extensive knowledge and experience in the transport sector, both in regulatory and commercial roles, has already added value to Maritime New Zealand."

The appointment became effective on 30 November 2006.



Ferry review released

An independent review into Cook Strait ferry operators and regulators was recently released by Maritime New Zealand.

The “Cook Strait Review”, conducted by Captain Robin Plant who is an international expert in ferry operations, was commissioned by the Director of Maritime NZ, following a series of incidents and accidents in the Cook Strait over a five year period.

The review was benchmarked against international standards and overseen by a Steering Committee comprising the five key agencies responsible for safety – Toll, Strait Shipping Ltd, Marlborough and Wellington harbourmasters and Maritime NZ.

In his report, Captain Plant makes 24 specific recommendations.

The Steering Committee’s independent Chairman, William Falconer, said the Cook Strait Review report highlighted a united approach between New Zealand’s two ferries companies, Toll (Interislander) and Strait Shipping Ltd (Bluebridge), together with harbour authorities and safety regulator Maritime New Zealand, toward maintaining optimal levels of navigational and operational safety.

Captain Plant’s brief was to look at whether past incidents and accidents had common contributing factors and if additional measures could be taken to improve safety. It encompassed the operational policies of the operators and the regulatory practices of the harbour authorities and Maritime New Zealand.

“I think all involved would agree that this process has served as a platform for a greater degree of collaboration and cooperation amongst the parties on safety issues, and given traction to their interactive roles in achieving ongoing best practice,” said Mr Falconer.

“Although the incidence of reported accidents and incidents during the period 2002 to 2005 was unacceptably high, the Cook Strait Review report showed that operators and the regulators had moved rapidly to rectify deficiencies as they became apparent.

“All of Captain Plant’s recommendations have been implemented or are under action, and of course many were implemented well before the review had even commenced because we’re talking about the review of Cook Strait ferry operations over a five year period,” he said.

Mr Falconer said the purpose of the Cook Strait Review was for participants to collectively review their practices and procedures and identify areas for improvement. While the report did not have to be made public, the Steering Committee believed transparency was important.



Maritime NZ Director Russell Kilvington welcomed the report.

“I am confident that we have a safer Cook Strait not only due to the many initiatives which all the parties have undertaken in the last 18 months, but also due to the new environment of more open, trusting and collaborative working that it has brought about.”

Toll NZ CEO David Jackson says, “It is essential that the public has full confidence in all aspects of safety relating to travelling across the Cook Strait and this report will give people confidence that safety is everyone’s number one priority.”

Strait Shipping managing director Sheryl Ellison says the company was happy to participate in the review of the Cook Strait ferry environment.

“The safety of our passengers, staff and freight is, and has always been, of utmost importance to Strait Shipping and it has been a beneficial exercise to work collaboratively with other Cook Strait service providers and relevant agencies to ensure best possible practice is achieved,” she says.



Special Investigators rates high

Special Investigators, the 'fly on the wall' documentary series following the work of Accident Investigators as they try to piece together the events leading up to an accident, came up trumps in the TV ratings.

NZ on air's 2006 annual report showed the programme listed as the # 2 highest rating show, of all the TV programmes that they funded. That is out of more than 100 programmes!!!

Maritime New Zealand enjoyed being involved with this series and hopes to be a part of any upcoming Special Investigator programmes in the future.



FREE SAFE BOATING DVD

Safe boating is no accident

Make sure you grab your copy of the 'Safe Boating NZ DVD', produced by Maritime New Zealand.

The DVD contains two hours of helpful tips, including why small craft need to keep well clear of ships in confined areas.

Maritime's Jim Lott, Manager Recreational Boating, said the educational DVD applied to all harbours and harbour approaches.

"The DVD carries on from Maritime NZ's very successful boating safety campaign *Stay on Top*," said Mr Lott.

"In addition to the DVD, our Safe Boating Advisors will be giving out boating safety packs at popular boat ramps and quick safety tips to boaties. We're really thrilled that so many people will be exposed to our new educational safety message."

Passengers aboard the Cook Strait ferries are also being shown the DVD during the crossing.

Mr Lott said the screenings onboard the passenger ferry services were invaluable to MNZ's safe boating campaign.

"Many of these passengers are recreational boaties so for us it's great to be able to screen these safe boating messages because in the worst case, a ship cannot do anything to avoid a collision," said Mr Lott.

You can obtain a free copy of the Safe Boating DVD, which covers two hours of educational info by contacting Maritime NZ's Recreational Boating Team at email: recreational.boating@maritimenz.govt.nz or Phone 0508 22 55 22.

NZ signs up for audit

New Zealand is set to participate in an International Maritime Organization's (IMO) voluntary member state audit scheme in July next year.

Director Russell Kilvington and Board Chairman Susie Staley at the recent IMO meeting in London, signed a memorandum of cooperation between New Zealand and the IMO where they volunteered New Zealand for the scheme.

The scheme is intended to provide a Member State with a comprehensive and objective assessment of how effectively it administers and implements mandatory IMO conventions, which are covered by the scheme.

It is intended that the results of the audits will be fed back into the regulatory process at IMO to help make measurable improvements in the effectiveness of the international regulatory framework of shipping.



Russell Kilvington and Susie Staley with International Maritime Organization Secretary-General Mr. Efthimios Mitropoulos at the IMO meeting in London.





Stevedoring *Priority ONE*

Lynn Irving is a face a lot of our readers will recognise. The former National President of the Royal NZ Coastguard Federation between 2000 and 2002 has begun work with Maritime New Zealand as its External Health & Safety Coordinator.

Lynn's background of course isn't just Coastguard. She operated her own Health & Safety consultancy business for six years and has also been a manager with ACC and CEO of the Private Hospitals Association.

"Health & Safety is definitely my passion, so I'm thrilled to finally be able to mix it with my love for the maritime industry."

"This truly is a dream job and one which I know will make a difference."

Lynn's first priority in the newly created Maritime NZ position is to focus on stevedoring. Her appointment falls under Maritime New Zealand's commitment to injury prevention through the New Zealand Injury Prevention Strategy.

"My objective is to build up some positive relationships with our key stakeholders so that we can work together harmoniously to achieve a common goal of safer stevedoring employment and activities," says Lynn.

"I've just received the latest Department of Labour stats that show injuries remain high and serious in the industry – so that is a driver for us to ensure that stevedores go home in one piece after each shift."

Lynn says her approach is to work from the ground up.

She is part of the the Safety & Audit Team and is not in an enforcement role. Relationship building is the key to positive culture change, she says.

Lynn will meet with stevedores, port companies, employers unions, harbour masters, port security, shipping agencies and relevant Government agencies over the coming weeks, to talk about issues and brainstorm new initiatives.



Top: Lynn with the 2nd Officer on board the Timaru Star at Port Nelson. Above: Lynn with Chris Tootill of Toll Owens, overseeing the discharging of coal from the STX Pioneer, Port of Tauranga.

In her spare time, Lynn says she loves to get out on the ocean, play golf and grow roses (despite the north easterly winds!).

"I sailed for years in Auckland and around the Pacific before moving to Wellington in 1994. I jump at any chance to get back out on the water and am still an active crew member of Wellington Volunteer Coastguard."



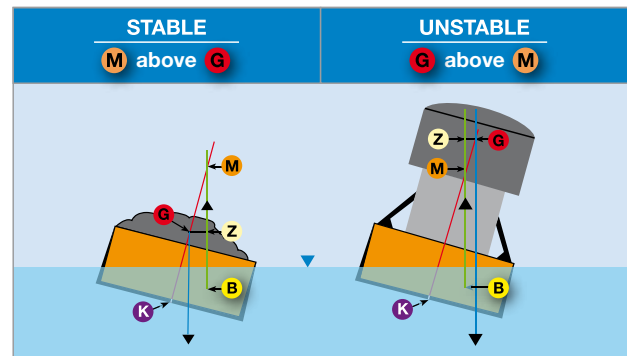
Picton's barge tragedy prompts Safety Guidelines

Last year's Picton barge tragedy, which resulted in the death of two truck drivers after their trucks slipped off the barge and plunged to the bottom of Picton harbour, has resulted in Maritime NZ preparing a Barge Guidelines publication.

The purpose of the guidelines is to provide insight into the basic stability concepts relevant to loading and to loaded pontoon barges.

These guidelines have been produced for all those who own, operate or work on barges.

Pontoon barges are used for a very wide variety of cargos, from bulk cargoes such as coal, rock, and logs – with low to medium centres of gravity – through to vehicles, and unique 'one-off' loads such as industrial equipment and storage tanks, which may have very high centres of gravity, and windage areas. Pontoon barges are also used as work platforms for many types of equipment including cranes and pile drivers.



A diagram from the Barge Guidelines.

Stability considerations are critical to conducting transportation and other marine operations safely. The guidelines publication only deals with stability. It is assumed that other aspects of best marine practice – such as having sufficient handling power (bollard pull), and manoeuvring capability, watertightness arrangements (including securing of hatches etc), and ensuring adequacy of tow rigging, emergency, and safety gear – have all been addressed.

Visit www.maritimenz.govt.nz for more information.

RULES

Compass requirements

► VESSELS LESS THAN 12M

Do you own a vessel which is less than 12m in length? Is it fitted with a compass?

Maritime NZ is keen to clarify the maritime rules in this area for vessel owners/operators following feedback that there is confusion among boat owners.

The requirements are contained in Maritime Rule Part 45 – Navigational Equipment; specifically Part 45:18-22.

Passenger ships

It should be noted that passenger ships of less than 6 metres in length, and non-passenger ships/fishing ships between 6 and 12 metres that do not proceed beyond restricted limits (inshore), must be fitted with a magnetic compass permanently mounted as near as practicable to the centre line.

This compass must have an appropriate table or curve of total errors (deviation card) available at all times.

Non-passenger ships

Non-passenger ships and fishing ships of less than 6 metres in length operating within restricted limits must have a compass and a similar deviation card, but the compass does not need to be permanently mounted and may be a hand-held compass.

NB – It is not necessary to use the services of a licensed compass adjuster to produce these deviation cards.

Restricted Waterways

A ship of less than 12 metres in length which operates only on a river or other restricted waterways do not need to be provided with a compass.

Maritime New Zealand deems a restricted waterway to be a body of water of less than 100 square kms.

For more detailed information and the requirements as set out in Part 45, please visit Maritime NZ's website at www.maritimenz.govt.nz or phone 0508 22 55 22.

SCHEDULED TRIP REPORTING

What's all the fuss about?

Commercial fishing has been in Darren Guard's blood all his life. His family had the first shore-based whaling station in New Zealand and were also the first to register a boat in New Zealand.

"It was just a natural progression that I'd end up owning and running commercial fishing boats," says Darren when we caught up with him to discuss the issue of trip reporting aboard one of his fishing vessels, *Kathleen G*, which was docked in Nelson recently.

It's a beautiful morning in Nelson and those in port are enjoying a bit of harmless banter before heading back out to their "secret" spots in the hope that they'll bring back another good haul of fish.

Kathleen G's Skipper, Alan Basalaj, arrives back from town with a bag of groceries ready for another four or five nights at sea. His two sons, aged under 5, are so excited to be with their Dad again. This very scene emphasises what Darren has been chatting about for the past half hour or so.



The *Kathleen G*.

When asked to explain what the big deal was around trip reporting, the FishSAFE advocate explains it shouldn't be a big deal.

"It's just commonsense," he says.

"There are no excuses for failing to make scheduled trip reports because there are so many options available to fishermen," says Darren. "They owe, if not to themselves, then to their loved ones who expect their safe return to shore."

"Trip reporting... it's such a loose term," he says. "It's a phone call to someone on land. It's just about communicating with anybody off the vessel."

But he's quick to sympathise with fishermen who hesitate to trip report.

"It's tough competition out there. Of course you don't want people getting a sniff of where you're at, but there are ways around that."

"We are all too well aware of tragedies which could have been averted if the skipper had kept in touch. When a fatality hits, everyone talks and we all say it... 'if only someone had rung someone'."

Darren's trip reporting system is simple. His boats are within cell phone coverage 90% of the time, he says, and his scheduled contact with his skipper/s is every 24hrs. If no contact is made



Kathleen G's skipper, Alan Basalaj, prepares for another four or five nights at sea by making scheduled trip reports by cellphone.

within 48hrs, he starts the process of elimination. When he has exhausted those avenues, he says he would then make the call to Rescue Coordination Centre New Zealand.

"There are big areas which we fish so whenever I talk to my skipper/s I ask if anyone else is in the area, because this gives me something or someone to fall back on if our scheduled contact has passed."





Meri Leask of Bluff Fishermen's Radio, is a familiar voice to many at the other end of a VHF or SSB. The busy volunteer can take up to 150 calls on a busy day. Photo: Sonya Crook.

He says a good way for fishermen to avoid others poaching their spot is to organise a code for the areas they fish.

"An easy thing to do is to look at the limits and do a grid reference, naming each area maybe a, b, c, d. When you make contact with your nominated person on land or wherever, you can just say that you're in 'c' at the moment and they'll know exactly where you're talking about because they'll have your grid and codes in front of them. How easy is that!"

And this is where a guy like Domonic Venz, a former fishermen and, for the past four years, an accident investigator with Maritime New Zealand, comes into the picture.

Dom has been in the game all his life. He's worked for the big guys and the little guys and he's working hard to organise a campaign to remind fishermen about the kind of trip reporting options available to them.

Based in Nelson, Dom says each owner or skipper works differently. Some utilise Fishermen's Radio, others the Maritime Operations Centre, relatives or friends. Some, regrettably, don't use anyone.

Right at that moment, as Dom is talking, one particular fishermen who has been listening to Dom while having a fag in the sunshine pipes up: "You'll never change me Dom, I'm not telling any bastard where I am. I know the sea. I know if the ocean's going to turn on me and I get the hell out of there."

But Dom's message is simple.

"For goodness sakes, just make contact with someone.

"When I was in the business I'd contact my wife or Meri Leask at Fishermen's Radio and I'd have my own little codes organised with them. At least they knew roughly where I was, which would have given the search and rescue teams a real heads up if I had missed my scheduled contact and they were coming out to look for me.

"The way I look at it, it's a couple of minutes out of your day. It may well be a call that could save your life."

Fishing vessel reporting

Did you know that the Maritime Operations Centre (MOC) which runs maritime radio offer a free vessel schedule service?

This can be accessed using 0800 Maritime (**0800 627 484**) free phone number.

Using the phone can offer you privacy for secret fishing spots, so that in the unlikely event of an emergency MOC can use that information for search and rescue purposes. You can also access them on VHF and SSM radio anytime day or night. You can even arrange a simple code over the phone to use and then use this on the radio later.

So don't hesitate, use them for regular skeds and let them know what you are up to.





Cape Saunders upgraded

These pictures show the upgrade which took place in June at Cape Saunders.

The old high maintenance tower and equipment was replaced by a modern low maintenance aluminium tower and new equipment.

The upgrade also allowed the removal of a diesel generator and power house. A battery in the tower now supplies the backup power if the mains power fails.

The old tower has been sent back to Kaipara where it originally came from. It will be restored by a local lighthouse group. The old rum lens and lighting equipment will go to the Port Chalmers Museum.

Do you want to know more about lighthouses in New Zealand? Visit our website for historical information at www.maritimenz.govt.nz/lighthouses.



Cape Saunders History

1880: Original wooden tower erected.

1954: Original tower replaced because of rot by a steel angle iron open lattice work tower.

1966: Lattice tower replaced, because of rust, by the dome of the Kaipara Lighthouse.

2006: Old Kaipara dome replaced, because of high maintenance requirement, by an aluminium tower.



Valuable lessons learned

Two Maritime New Zealand staff members gained some valuable lessons out of what has been called ‘The worst ever Mediterranean oil spill’ at the recent International Maritime Organization (IMO) Marine Environmental Protection Committee meeting in London.

Nick Quinn, General Manager Marine Pollution Response Service and Environmental Analyst Alison Lane attended a presentation made by an Italian Delegation on the response to the oil spill resulting from the missile strike of a coastal power plant in southern Lebanon during the recent conflict.

An estimated 35,000 tonnes of intermediate fuel oil, used for power plant fuel, was spilled from two bunkers during the incident and has impacted approximately 150 km of coastline.

Alison says it was unusual for the IMO to be so heavily involved in a land-sourced spill response, but they had determined that an effective response had to be mounted to limit the environmental damage.

“The IMO Secretary General spoke at length on the effects and consequences of this spill on the ecology and habitation of the affected areas.

“The presentation also covered the many challenges faced by responders.”

Early in the spill, aerial surveillance was not permitted and responders were unable to access the area to undertake surveys due to the ongoing conflict. Data on spill movement was therefore limited to satellite imagery.

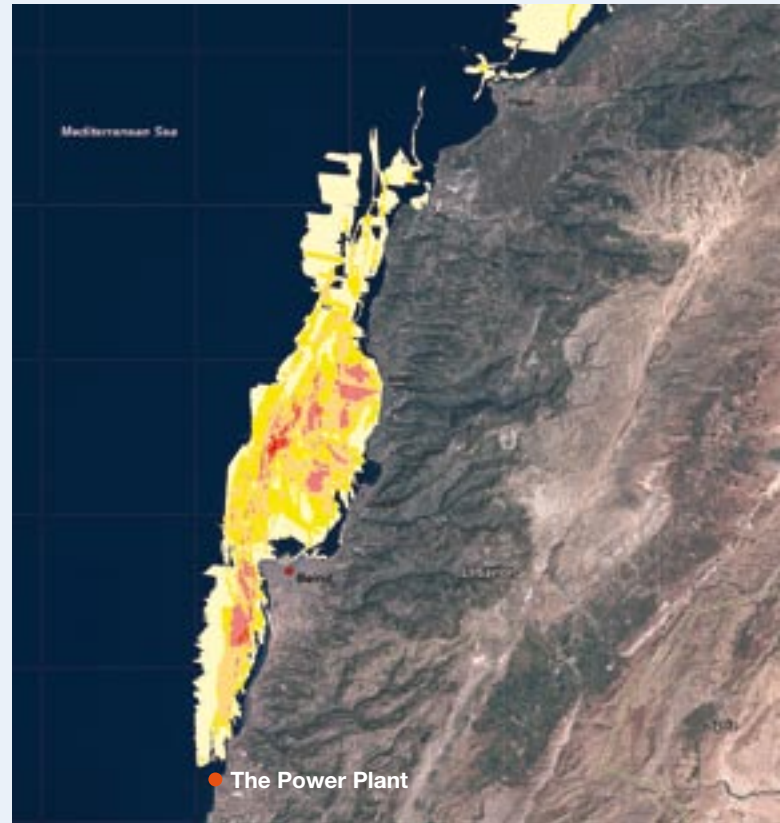
The lack of data, combined with restrictions on personnel movement, meant that shoreline protection measures and cleanup were impossible. As a result of the delayed response, there was extensive oil penetration into the beach, greatly increasing the difficulty of the cleanup and the amount of oiled waste to be dealt with.

Due to weathering by the high-temperatures fires that followed the strike, a large amount of the oil sank immediately. This has resulted in an extensive area of seabed being covered by thick tar.

“The sunken oil is still potentially quite toxic and able to be remobilised in heavy seas, but its removal is very challenging and manual clean up by divers is presently the only option,” says Alison.

Waste disposal is another serious challenge being faced by the responders.

Lebanon has a lack of waste disposal facilities generally and the huge amounts of oil and oily waste that are being collected are currently being stored in plastic drums on the beach, posing a threat of recontamination.



Satellite data collected from July 21 to August 10, 2006. The red areas indicate the most number of observations of oil in that respective area, and pale yellow, the least observations. Satellite image courtesy of the Centre for Satellite Based Crisis Information (www.zki.caf.dlr.de).

At present, final disposal options have not been identified, and clean-up work is being slowed as the available storage capacity is filled.

Nick Quinn says that although the environment and situation is geographically far away from New Zealand, there were some interesting parallels.

“We have a very robust oil spill response system in New Zealand which is paid for and highly supported by the shipping industry, but it is based on the spill occurring in the marine environment and involving one or more vessels. So what do you do when the spill doesn't come from a vessel and who pays for it? IMO certainly displayed leadership in the environmental response for Lebanon and, in recognising that it was not funded in the traditional sense, have pursued an interesting fundraiser supported by many countries.

“The other interesting lesson for us here was hearing of the command and control difficulties presented by the attendance of around thirty different Governments and agencies trying to mount an effective and collective response.”



Rules amendments

In recent months the Minister for Transport Safety has signed changes to the following rules or rule amendments.

Below is a list of rules which have been amended. They list the rule parts and what they are about. However, to read the full amendments to those rules, please visit Maritime New Zealand's website at:

http://www.maritimenz.govt.nz/rules/rules_legislation.asp

► MARITIME RULES

Part 22 Amendment Rules

The objective of the Part 22 Amendment Rules 2006 is to give effect to recent amendments to the International Regulations for Preventing Collisions at Sea (COLREGS) 1972 as adopted by the International Maritime Organisation (IMO) through Assembly Resolution A.910(22).

Changes became effective on 21 September 2006.

Maritime (EPRIB) Amendment Rules 2006

On 1 February 2009, the International Cospas-Sarsat system will cease satellite processing of 121.5/243 MHz beacons in response to guidance from the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO).

Changes are effective from 23 November 2006.

► MARINE PROTECTION RULES

Marine Protection Amendment Rules (Parts 120, 121A, 123A, 132 and 170)

The amendments to Parts 120, 121A, 123A and 170 of the marine protection rules bring those Parts in line with amendments to the International Convention for Prevention of Pollution from Ships 1973/78 (MARPOL 73/78) that have been made since the rules came into force.

Changes will be effective from 14 December 2006.

Marine Protection Amendment (No 2) Rules (Parts 121A and 123A)

The Marine Protection Amendment (No 2) Rules amend Parts 121A and 123A of the marine protection rules to bring those Parts in line with changes to the International Convention for Prevention of Pollution from Ships (MARPOL) 1973/78.

Changes are effective from 14 December 2006.

Part 130B, Oil transfer site marine oil spill contingency plans

The objective of Part 130B is to prescribe requirements for operators of oil transfer sites to develop contingency plans for dealing with oil spills into New Zealand's internal waters, territorial sea or exclusive economic zone.

Changes to this Part are effective from 14 December 2006.



Part 200 (Offshore installations – Discharges)

The objective of Part 200 is to provide rules for offshore installations to prevent pollution of the marine environment by substances used or produced in offshore mineral exploration and exploitation. Part 200 is concerned with discharges of oil, other harmful substances and garbage.

Changes to Part 200 are effective from 14 December 2006.

Part 32 (Certificated Deckhand) Amendment Rules 2006

The Part 32 (Certificated Deckhand) Amendment Rules will amend Part 32 of the Maritime Rules to provide for the Certificated Deckhand (CDH) qualification.

Part 32 (Ships' Personnel—Qualifications) was made and came into force in 1999. Among the new qualifications introduced by Part 32 was the Advanced Deckhand (ADH) certificate.

The Certificated Deckhand certificate is being introduced as an entry-level qualification, below the Advanced Deckhand certificate.

This amendment came into force on 21 September 2006.

Customer survey

Thank you to everyone who participated in Maritime New Zealand's customer satisfaction survey.

A total of 2,162 survey invitations were emailed to stakeholders.

Results have been compiled and we are now working through these.

In the next edition of Safe Seas Clean Seas, we will be able to provide more information as to the overall satisfaction – i.e. areas which are good and other areas which need work.





Photo courtesy of CentrePort.

National Port and Harbour Safety

Most regional councils and port companies are making good progress with the implementation of the *NZ Port and Harbour Marine Safety Code*.

Maritime NZ has now received navigation risk assessments for nearly all the main commercial ports and harbours. Risk assessments have been approved for the Marlborough Sounds, Westport, Taranaki, Wellington, Whangarei, Napier and Gisborne harbours.

“We are impressed with the commitment and enthusiasm which regional councils and port companies have shown in applying the Code in their regions,” says Maritime NZ risk analyst, Victor Lenting.

“Preparation of the risk assessments has taken considerable time and resources on their part, but the benefits of a structured consideration of navigation hazards and the dialogue between stakeholders that the process has allowed are very positive,” he said.

“Risk assessments have been of a high standard.”

Several regions are now well advanced in developing their harbour navigation Safety Management Systems (SMS), with a number already received by Maritime NZ for review. The SMSs are the “business” end of the Port and Harbour Safety initiative, where the requirements of the Code are put into practice.

Maritime NZ has put considerable effort into developing its protocols for assessing SMSs. Both the Safety Audit team and the Maritime Safety Inspectors in each region will be involved in the review and approvals, as well as ongoing verification.

NZ commercial fleet

At the financial year-end (June 2005 to June 2006), the number of New Zealand registered trading ships over 100 gross tons and over 24 metres in length was 189 (192 in 2004/05). The total gross tonnage was 232,191.

There were 13 New Zealand crewed ships operating predominantly in the New Zealand coastal trades.

The small commercial vessel population grew over the year with 3,797 vessels (3,648 in 2004/05) being in Safe Ship Management Systems or operating under Safe Operational Plans (including 1,229 fishing boats, 270 rafts and 97 jet boats).





Switching to the new 406MHz distress beacon standard just became **more urgent**

The public awareness campaign to persuade recreational and commercial boat owners and operators of the need to switch to the new 406MHz digital international standard frequency for distress beacons has just been accelerated.



SWITCH TO 406 DISTRESS BEACONS

www.beacons.org.nz



FOLLOWING THE 1999 global decision to commence a phase-out of satellite monitoring of the 121.5MHz frequency, to be completed by February 2009, the widely used 121.5MHz beacons, often known as Emergency Position Indicating Radio Beacons (EPIRBs), are rapidly becoming obsolete.

With a high number of false alarms, slow response, declining satellite monitoring, and wider search area, the outdated 121.5MHz beacons inhibit the ability of search and rescue services across the world to do their jobs as effectively as they can.

A recent example illustrates the problem; on 3 August 2006, the Rescue Coordination Centre was notified of a 121.5MHz beacon activation. After deploying three helicopters and one coastguard boat, the beacon was found in a ditch by a roadside in Tauranga. It had fallen off a boat that was on a trailer, been struck by passing vehicles, and accidentally activated. The search involved enormous resources and time that could have been avoided if it was a registered 406MHz beacon. The RCC could simply have called the registered owner and confirmed there was no emergency.

New Chair of the NZSAR Council and Secretary for Transport, Alan Thompson says, "This is not something that boat owners and operators can ignore. It is important that the changeover starts

now. The continued decline of 121.5MHz monitoring and the superior response times and safety advantages of 406MHz mean that the sooner users make the switch, the safer they will be".

SAR Secretariat Duncan Ferner said, "RCCNZ have responded to over 1300 121.5MHz distress beacon activations in the last two years alone, of which only 9% were from a real emergency".

Ferner added, "While the new 406 beacon digital technology is not yet as inexpensive as the old 121.5 beacons, more competitively priced 406 beacons have emerged, and the fact they are faster, more accurate, more reliable, and will soon be the only monitored frequency means that users simply cannot afford to wait. The new 406 beacons will help the RCCNZ to save more lives, possibly your own".

Distress beacon users in the marine community need to switch to the smarter, faster and safer 406MHz digital beacons as soon as possible. 406MHz will soon be the only way to alert search and rescue services. So don't delay, switch now.

For further information go to the website www.beacons.org.nz or free phone **0800 406 111**.



Safety Bulletins replace notices

Getting Maritime New Zealand safety information has just become easier.

Safety Bulletins, which now replace Marine Notices, are posted on Maritime NZ's website. When a new bulletin has been posted up onto the website, people can receive an automatic notification via email.

In the past, Marine Notices were sent out in the post, but surveys have found that they were not reaching a wide audience. The cost of printing and posting was also high.

The bulletins, which are posted in PDF format to provide users with good print versions, can be found on www.maritimenz.govt.nz under the "commercial" section.

Safety Bulletins currently on the website are:

1. Senhouse Slips Used in Mooring Systems
2. Recommendations for Ships Carrying Fumigated Bulk Cargoes
3. Bulletin for Operators of Road Vehicles and Floating Barges
4. Ammonia Leakage on Fishing Vessels
5. Low Sulphur Diesel Fuel
6. Safe Operation of Mitsubishi Heavy Industries Hydraulic Deck Cranes.

Want to be notified?

If you'd like to sign up to receive an automatic email notification for future Safety Bulletin postings, then please phone Maritime NZ on **0508 22 55 22** or email: publications@maritimenz.govt.nz.



Maritime Security appointment

Maritime New Zealand is pleased to announce that it has recently recruited Renny vanderVelde, the new General Manager Maritime Security.

Renny came to us from the New Zealand Immigration Service where he set up and managed their intelligence section.

Renny began his working life as a cadet with the Union Steam Ship Company before joining the Royal New Zealand Navy as a Midshipman. Renny retired from the Navy in the rank of Commander 24 years later on taking up his position with Immigration.

Feedback

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

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

To 31 October 2006

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MARITIME FATALITIES 2006

For the 12 months ended 31 October 2006, there were **21** fatalities – **9** in the **commercial sector** and **12** in the **recreational sector**.



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