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SAFE SEAS CLEAN SEAS

Welcome to our first edition of *Safe Seas Clean Seas* for 2007. It has been a very busy start to the year for the team at Maritime New Zealand.

There have been many search and rescues, the trial of a draft recreational navigation safety management plan at Lake Brunner, progress with emergency radio communications in the Chatham Islands and important relationships being fostered in the stevedoring community as we focus on health and safety improvements.

Of course with all the highlights, there is always room for improvement, and as MNZ's new Director I will be focusing on what we do well, as well as the areas we can do better. Your feedback from last year's customer satisfaction survey has been a great starting point, so thank you to everyone who contributed.

One of my key concerns is that activities across the sector are complementary and not duplicated as we strive to lead maritime safety, security and environmental protection. Take the investigation of accidents for example. We are examining how we operate in this important area so we can more efficiently impart safety learning. How we work with other agencies involved in accident investigation, such as the Transport Accident Investigation Commission, is also important to us, and how the public perceives the roles and responsibilities of different agencies helps us be clear about the way we communicate findings.

But positive change is of course not all about policy and what MNZ does in the field. It is also about how we structure ourselves internally. We have recently embarked on a substantial upgrade of our information services systems, with a number of on-line facilities being developed to streamline our interaction with our customers. We aim to contribute to a proud and progressive maritime community so that means we must up our game in several areas of business so that all our services are complementary and more efficient.

You will also read in this issue that our street address in Wellington has changed from the gen-i Tower in Featherston Street to Level 10 in Optimisation House, Grey Street (only a few blocks away). For readers who visit our new premises, I hope you enjoy the new and improved reception and meeting room spaces.

Finally, I hope many of you will take note of Transit New Zealand's "*Transport – The next 50 Years*" conference brochure inside this issue. As a sponsor of this international event, the conference will give many of us from different transport sectors the opportunity to discuss and listen to new ideas about multi-modal, integrated and sustainable transport directions into the future.

I hope you enjoy this issue and I welcome your feedback.



Catherine Taylor
Director of Maritime New Zealand

SAFETY

LAKE BRUNNER

Trial period

Lake Brunner, which is enveloped by spectacular West Coast mountain ranges, is no longer the locals' best kept secret.

Holidaymakers are visiting in their droves and brand new houses are vying for waterfront views.

While the laidback west coasters are happy to share their gem of a lake with out-of-towners, they haven't been so laidback about watercraft behaviour on the lake – safety of all users has been compromised by an influx of boaties, jet skiers, kayakers and swimmers, sparking calls of concern to Maritime New Zealand (MNZ).

MNZ, through its appointed Small Craft Safety Advisors, is responsible for navigation safety on Lake Brunner.

Safe Seas Clean Seas first introduced the Lake Brunner issue in April 2007. At that stage, MNZ's Small Craft Safety Advisor, Jim Lilley, had been visiting the summer hot spot to record lake behaviour.

Now, almost a year on, a draft navigational safety management plan has been completed, thanks to extensive input from the community. Now the finer details of the plan are soon to be ironed out following a trial period and public submission process.

As Jim pointed out while on board local safe boating advisor John Rathbun's inflatable during a New Year visit, the draft plan has largely been welcomed over the summer season and a few minor additions to the water (i.e. 5 knot buoys) had an immediate impact.

"What we had here was a large lake that is used extensively for fishing, swimming, kayaking, jet skiing and water skiing, but had very limited safety management," explains Jim.





a success



| KEY | | |
|----------------|-------------------------|---------------------|
| | 5 Knot Areas | Ski Lanes |
| Reserved Areas | | |
| | No Power Driven Vessels | Swimming Only |
| | Fishing Areas | PWC Areas |
| | Safe Anchorages | North Cardinal Mark |

"Locals said they were almost waiting for an accident to happen and, after my first visit, I shared their concern."

Jim explained that once the draft plan was prepared, pro-active locals helped to get the change process rolling.

"We held a trial over the busy summer holiday period, which was 18 December to 9 February," said Jim.



One of the 5 knot buoys now present on Lake Brunner

"We got the 5 knot buoys out, erected signs, prepared over 4000 safe boating packs, which included a map identifying the various reserve areas for personal water craft, swimming, fishing and non-powered vessels and did a letter box drop.

"So many people rallied behind the trial and it was great to see people referring to the map," Jim explains. "I even witnessed one boatie waving the pamphlet irately at another fellow boatie who wasn't obeying the new rules."



Brent Beadle (left), Chairperson of the Lake Brunner Community Association and John Rathbun help hook up the buoys.

John Rathbun shares Jim's enthusiasm.

"There has been a marked improvement on the lake since the 5 knot buoys went out and I think the trial period really made people think about activity on the lake in a whole new light.

"Lake Brunner is a magical place and it's perfect for all water sport activities. The plan makes a whole lot of sense because its main focus is safety for all users," said John.

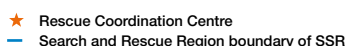
MNZ is currently reviewing 34 submissions following the summer trial period, all of which are supportive of the safety plan concept.

"Locals said they were almost waiting for an accident to happen and after my first visit, I shared their concern."

Rescue Coordination Centre New Zealand (RCCNZ) has come through a stern test of its abilities after a frantic start to the year.

The operations covered virtually all the rescue scenarios RCCNZ has to respond to, including a solo yachtsman abandoning his boat after being hit by a whale, 13 crew requiring assistance from a stricken racing yacht, a possible air crash, a helicopter ditching, and injured trampers requiring evacuation.

In amongst this activity, there was also the desperate search for a trans-Tasman kayaker and plenty of action in the Southern Ocean involving Japanese vessels and anti-whaling protesters.



The scale and timing of the operations meant ‘all hands on deck’. Not only were Search and Rescue Officers from different shifts involved, but also internal support staff like media and admin, liaison officers from external agencies like Police and Air Force and, for the first time, a Japanese interpreter!

In amongst this activity there was also the desperate search for a trans-Tasman kayaker and plenty of action from the Southern Ocean involving Japanese vessels and anti-whaling protesters.



Search & Rescue officers Conrad Reynecke (left) and Mike McRoberts plot a position following a distress beacon alert.

RCCNZ Operations Manager John Seward says that despite the busy schedule, the centre coped very well.

“That’s why we were set up – as a joint rescue coordination centre to manage a multitude of operations across the maritime, air and land environments.

“Incidents happen randomly, often in isolation, but as this year has already shown, they can happen all at once.

"Teamwork with other agencies such as Police, government ministries and other rescue centres across the world, plus liaison with families and friends of any casualties, is absolutely vital in achieving the best response possible and has worked well throughout these incidents."

New office location

Maritime New Zealand's Wellington office has moved from gen-i Tower on Featherston Street to Optimation House, in Grey Street.

The new office is located on Level 10. Our phone and fax numbers and PO Box address remain the same.

The move took place over the weekend of 17–18 March and involved the relocation of 90 staff in the Wellington office, as well as the six member finance team from Avalon, Lower Hutt.

As part of the move, more modern phone systems and space-efficient furniture were installed. The new open-plan office has low partitions for easy communication and interaction between teams.



Lowest fatality rate ever

The 16 ship-related fatalities recorded in 2006 by Maritime New Zealand contained the lowest recreational boating toll on record.

There were **nine deaths in the commercial sector** and **seven in the recreational sector**.

Director of MNZ Catherine Taylor says, "It is extremely satisfying to see such a significant reduction in the toll and it is a credit to my staff and all the other organisations who have worked so hard with us to promote safety in the maritime community.

"Obviously we are very happy to see any decrease in the number of fatalities we deal with, but any death is one too many and we'll continue our work to push the totals even lower.

"We've put a lot of emphasis on educating and informing both sectors and working with them to prevent accidents happening, so we think our safety messages are finally getting through.

"The three main pushes of the National Recreational Boating Safety Strategy have been around wearing lifejackets, checking the weather and carrying proper communications gear. I think people have heard these messages and realise that by talking some fairly simple actions they can help save their own lives as well as those of their family and friends."



Sue Tucker, MNZ Safe Boating Advisor, gives out safe boating packs during another busy summer period.

MNZ fatality records 2000 – 2006

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Commercial | 8 | 10 | 4 | 4 | 9 | 10 | 9 |
| Recreational | 25 | 21 | 23 | 18 | 18 | 13 | 7 |
| TOTAL | 33 | 31 | 27 | 22 | 27 | 23 | 16 |

RULES

Reviewing Part 40D

Maritime New Zealand has pulled some industry brains together to work through issues raised following last year's rule Part 40D review.

The review showed no vessel was 100% compliant with Part 40D.

The main non-compliance areas shown in the review are:

- ▶ **low bulwarks and guardrails;**
- ▶ **freeing ports that have sliding doors (not allowed);**
- ▶ **watertight bulkheads that are not so watertight;**
- ▶ **hatches missing clamping devices; and**
- ▶ **continuous bilges or bilges with no non-return valve.**

MNZ has invited a group of surveyors and members of FishSAFE/Federation of Commercial Fishermen to help revisit the rule.

The working group's objective is to produce a clear interpretation of Part 40D. They will evaluate each applicable rule (31 in total) and then recommend if each rule is valid, or whether amendments should be considered.

MNZ says it needs to better educate fishermen on why compliance with the rule is so important. To kick start the education process, a safety bulletin on freeing port covers has been produced and circulated.

For more information about the working group, or a copy of the safety bulletin, please contact Jessie Fillmore on **0508 22 55 22** or email Jessie at: jessie.fillmore@maritimenz.govt.nz or click to the link on our website at http://www.maritimenz.govt.nz/publications/safety_bulletins/sb_issue7.pdf.



Oil secondment to East Asia

In an innovative move aimed at increasing the experience and knowledge-base of Maritime New Zealand's Marine Pollution Response Service (MPRS), one of their team will spend 12 months in Singapore.

MPRS Planning and Training Manager Rob Service will leave in March for a secondment with East Asia Response Limited (EARL). In return, EARL will provide an experienced equipment technician for an equivalent period who would also be capable of assisting in the delivery of training in New Zealand.

EARL is a leading member of the Global Alliance, a worldwide network of marine oil spill responders who respond to oil spills and is involved with training and consultancy work.

EARL delivers training to a wide range of organisations and countries throughout the Asia-Pacific Region and was looking for an experienced oil spill trainer and responder who would be employed in their Training and Consultancy Department for the planning, delivery and coordination of International Maritime Organisation (IMO) model training courses and other special training courses.

The opportunity arose after EARL staff attended a MNZ oil spill response course in Auckland and held discussions aimed at forging a closer relationship between the two organisations.

The Oil Pollution Advisory Committee recognised the potential benefits that this type of secondment presents and endorsed this initiative wholeheartedly.



Rob Service (centre) during a press conference at MPRS, Auckland.

MPRS General Manager Nick Quinn says this is the first time this type of secondment has been tried by MNZ.

"The number of oil spills is declining worldwide and while this is obviously a good thing it does provide us a challenge to get hands on experience. Thanks to EARL's proactive offer the benefits for everyone will be wide ranging and wide reaching.

SAFETY

24/7 radio service for Chatham's

Chatham Islanders will soon have an additional maritime radio channel offering 24 hours, seven days-a-week service, says Maritime New Zealand.

The Chatham Islands currently has access to repeaters on channel 60 and 62, but by June this year, a new channel (Channel 16) will also be available.

The Chatham Islands Channel 16 service will be monitored 24/7 by the Maritime Operations Centre based in Avalon, Wellington.

The installation of Channel 16 will give locals and visitors an additional radio back up service which is offered around the rest of New Zealand.

MNZ staff visited the Chatham Islands in early December last year to assess field work and advise locals about the change. A contractor began field work in February.

The only visible change locals will notice will be the installation of a satellite dish which will be situated in Waitangi.

Once the channel is installed, locals will have the choice of using their current service, the repeaters or channel 16 for communications with the Maritime Operations Centre.

"The installation of Channel 16 will give locals and visitors an additional radio back up service which is offered around the rest of New Zealand"

Maritime Operations Centre

The radio network is monitored by people located at the Maritime Operations Centre in Lower Hutt on a 24/7 basis.

Most of the radio network is supplied and maintained on behalf of MNZ by Broadcast Communications Ltd.

You can contact the MOC team by VHF, SSM radio or by free phone **0800 MARITIME** or **0800 627 484**.



Stevedoring Safety

WITH LYNN IRVING

You will recall that Lynn Irving was recently appointed to the role of External Health & Safety Co-ordinator for Maritime NZ.

Her initial project is to develop a resource which focuses on safety guidelines for stevedores. Wide consultation is an essential component of the project, so that all stakeholders are aware of the project and its objectives. To date Lynn has visited most ports and hopes to complete her fact finding visits by the end of April.

Lynn says the visits have provided superb opportunities to find out how each port operates, and for members of the port communities to discuss issues which are of concern to them.

By spending some time observing port operations, Lynn is able to gain an insight into the "normal" operations of a port. These opportunities also offer a practical experience of some of the hazards and safety issues which confront stevedores on a day-to-day basis, she says.

Recently Lynn met the Directors of START Training Ltd, who have developed the Learner Guides for the cargo handling industry in conjunction with the Tranzqual Industry Training Organisation. As the development of a lower level qualification for a national certificate in cargo handling has already been endorsed by the Stevedore and Ports NZ Association, she says the timing to work with START Training Ltd is ideal.



Lynn on a straddle carrier in Auckland.



Meeting stevedores at Sulphur Point, Tauranga, and discussing the discharge of cargo.

Customer Survey

In a survey carried out last year by an independent research company Colmar Brunton, Maritime New Zealand asked you to tell us what you think of our performance – what you want us to continue doing, and what we can do better.

Overall, you were reasonably satisfied with our performance, rating MNZ staff as a key strength – their friendliness and approachability, their competence and knowledge and their willingness to go the extra distance, all received a positive acknowledgement. A passion for the work of MNZ, a clear vision and a willingness to improve services were also all seen as positives.

On the other hand, there is a strong sense that MNZ is under-funded which, in turn, can lead to under-staffing and reduced levels of performance.

Communication and Consultation with the maritime community is generally perceived to be done well, with Fishsafe and the recreational boating education programme cited as positive examples of this. That said, there is certainly room for improvement, with a lack of consistency in communication being identified as an area needing improvement, with different messages being provided by different staff. Also, there is a view by some that MNZ is too traditional in its approach to industry problems, with too much emphasis on "big ships".

Thank you to all those who gave their time to complete the survey. The challenge to MNZ now is to address the issues you have raised and continue to develop partnerships with each sector within the maritime community that will continue to help us save lives, prevent injuries and protect the marine environment.





Dunedin-based Maritime Safety Inspector, Pete Dryden, took a journey to the Campbell Islands recently aboard the *Maia*. He shares these pictures with our *Safe Seas Clean Seas* readers.



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 15 March 2007

04

MARITIME FATALITIES 2007

From 1 January to 15 March 2007, there were **four** fatalities – **one** in the **commercial sector** and **three** in the **recreational sector**.



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