

# Safe *SEAS* Clean *SEAS*

**07**

Trans-Tasman  
rower visits  
RCCNZ

**08**

FBI helps test  
port security

**10**

New Maritime  
Services team

**THIS ISSUE** Submissions for MOSS still open **03** Counting the cost of a hoax **12** Could we cope with a big oil spill? **14** Boat ramp surveys positive **17** QOL Review update **18** Keeping the lights on **19**

## The search for *Tafadzwa*

Full story on page **04** ▶



# SafeSEAS CleanSEAS



*Catherine Taylor at  
MNZ's Wellington office.*

## Welcome everyone to the latest issue of *Safe Seas Clean Seas*.

As this issue goes out, MNZ is in the midst of consultation on one of the most significant reviews of the maritime transport sector in the last 10 years – the review of Maritime Rules 21 and 46.

As many of you will be aware, these rules guide what is currently known as the safe ship management (SSM) system.

Since SSM was introduced in 1998, a number of adjustments have been made to the system. There have been two reviews and a number of Transport Accident Investigation Commission reports that have identified weaknesses with SSM – in particular, that it is too complex for most operations and it does not provide MNZ with sufficient regulatory oversight. Additionally, since SSM was introduced, there has been no real reduction in fatalities and there has been an increase in serious harm incidents.

This is why we are now proposing a new regulatory approach to commercial vessel safety, and have for the past year been developing a framework that will be less complex for operators. It will also focus on the responsibilities of the operator to ensure that their vessel and the people who are on board are safe. This proposed system is known as the maritime operator safety system (MOSS).

The significance of this review and the importance that MNZ is placing on the consultation process cannot be understated.

This is why we have been meeting with people all over the country throughout May to explain our preferred approach and seek feedback. I strongly urge anyone interested in the proposals who has not yet taken the opportunity to comment to do so before 30 July, as we need to get things right and gathering your views is a critical part of this process. You can read more about the consultation process in this issue.

Also profiled in this issue is MNZ's Maritime Services team, created following MNZ's organisational review last year. The new team draws staff from a diverse range of backgrounds, with a wealth of technical knowledge, skills and experience, who together form the operational 'face' of MNZ.

In other developments, we are making excellent progress on the qualifications and operational limits (QOL) review, with a proposed new framework set to be released for public consultation later this year.

Extensive industry engagement is a key part of the framework's design process, building on the nationwide interviews undertaken last year with more than 400 representatives from the maritime community. We look forward to releasing the proposed new framework for wider input at the end of September, followed by a national roadshow in October. For more details, see the story in this issue.

**Catherine Taylor**  
Director of Maritime New Zealand

In April, MNZ launched a major programme of consultation on the proposed changes to Maritime Rules 21 and 46.

# Submissions still open for new maritime safety system

People still wanting to have their say on the proposed new framework to improve safety in the commercial maritime sector have until 30 July to make a submission on the proposals.

In April, MNZ launched a major programme of consultation on the proposed changes to Maritime Rules 21 and 46 – now draft Rules 19 and 44. These rules guide what is known as the safe ship management (SSM) system. All New Zealand commercial vessels are currently required to be in SSM.

Following discussions with the maritime industry over the past year about the best way to improve the system, MNZ has developed a preferred framework, known as the maritime operator safety system (MOSS).

MNZ Manager Safety Research and Analysis, Michael Peters, says MNZ staff have been visiting centres around New Zealand throughout May to explain the proposed new system and encourage stakeholders to provide feedback on the proposals. Submissions from interested parties will be instrumental in helping to perfect the final framework.

Michael extended thanks to all the people who have taken the time to go to the roadshow meetings or make a submission on the proposals. “This is one of the most significant reviews of the commercial maritime safety system ever undertaken in New Zealand, so it’s important that as many people as possible take the opportunity to have their say and help shape the system’s future structure,” he says. “We want to make sure we get things right, and people’s feedback is a vital part of this process.

“However, if anyone still wishes to make a written submission, we urge them to do this as soon as possible, before the written submissions process closes off on 30 July. People who wish to make an oral submission need to notify us of their intention to do so before 28 June.”

Michael says once all submissions have been received, MNZ will review them. Consideration will be given to any key issues or themes that arise, with possible further consultation undertaken.

“Once this process has taken place, the draft rules will be considered by the MNZ Authority before final drafts go to the Ministry of Transport for consideration and then for ministerial approval – hopefully by the end of October this year,” Michael says.



*Michael Peters and Sharyn Forsyth are two of the team of MNZ staff that have been visiting centres around the country to explain MNZ’s proposed new maritime operator safety system.*

The proposed new MOSS system is aimed at making things clearer and easier for all participants, he says. “Since the SSM system was introduced in 1998, MNZ has made various adjustments to it. However, over the years there have been several reviews that have identified weaknesses with the system, so it’s time to make some changes to simplify it and improve safety.”

Michael says the key issues identified are that the SSM system is too complex for most operations and that it does not provide MNZ with sufficient regulatory oversight.

“The upshot of this is that the current SSM system is simply not improving safety performance,” he says. “It has been more than a decade since SSM was introduced, yet there has been no real reduction in fatalities and there has been an increase in serious harm incidents in the maritime industry.

“This is why the key principles that have guided our approach are the need to clarify and simplify the rules for vessel operators so they can better understand and meet their responsibilities – while putting a stronger focus on safe operations to reduce maritime accidents and fatalities, which are mainly caused by human error.”

For more information, or to make an online submission on the proposed changes, go to:

▶ [www.maritimenz.govt.nz/moss](http://www.maritimenz.govt.nz/moss)



# The search for *Tafadzwa*

A recent search for a yacht missing off the North Island's East Coast captured the public's attention around New Zealand, and further afield, for several weeks.

The Rescue Coordination Centre New Zealand's (RCCNZ) coordination of the search was initiated on Monday, 15 March, when South African man Paul van Rensburg was reported overdue from a journey between Tauranga and Gisborne.

Accompanied by his dog Juanita, Mr van Rensburg had set sail from Tauranga on his 11 metre steel yacht ***Tafadzwa*** the previous Friday, 12 March, with the expectation his ocean voyage would take two days and he would arrive in time for work in Gisborne on Monday morning.

Although the yacht was equipped with the appropriate communications and safety gear, Mr van Rensburg's last known contact was a phone call he made to his partner Kristen on the afternoon of his departure.

RCCNZ's involvement with the search began when the centre was informed by Police that Mr van Rensburg was overdue in the early afternoon of Monday 15 March. Police had coordinated an unsuccessful aerial search of the coast to Hicks Bay that afternoon, and RCCNZ-coordinated aerial searches began the following morning.

Concerns mounted for Mr van Rensburg as time passed with no contact from the experienced sailor. There was speculation the yacht might have been hit by a severe storm that struck the east coast very early on Saturday morning.

Predictive software was used to map possible paths of the yacht if it was drifting, but there were significant challenges in pinpointing its likely whereabouts, partly due to the time lapse between the last known contact with Mr van Rensburg and when he was reported overdue, and partly due to the lack of any confirmed sightings of the vessel.

Extensive coastal and oceanic searches over three days by a Royal New Zealand Air Force P3 Orion and three other aircraft – covering approximately 96,000 square nautical miles (328,000 square kilometres) and searching areas far beyond the computer-predicted drift of a disabled yacht – failed to locate any sign of the missing vessel.

The search was suspended on the evening of 18 March.

During the search there was significant media interest, including from South Africa, and much speculation about the yacht's fate. This interest continued in the following days.

Although the search was suspended, RCCNZ continued to seek and investigate information relating to the missing vessel with, among other activities, marine radio broadcasts



**“The yacht’s sails were up, but badly torn, and there was no sign of activity on deck.”**

asking for reports of any sightings of the yacht, or new information that may have supported further search efforts.

A reported sighting sparked a short aerial search on 20 March, but was later confirmed to be a false alarm.

RCCNZ continued to work with Mr van Rensburg’s family to examine whether any possible scenarios had been overlooked.

RCCNZ also sought technical assistance from the US Coastguard, using satellite imagery to search an area much further east of New Zealand and approximately the same size as the area already searched. Unfortunately, this yielded no useful information.



Ten days after the search was suspended, on the afternoon of 28 March, an Air Force P3 Orion on a training exercise found **Tafadzwa** about 60 nautical miles (110 kilometres) west of the Chatham Islands. The yacht’s sails were up, but badly torn, and there was no sign of activity on deck.

RCCNZ diverted the nearest fishing vessel in the vicinity to the yacht, but no one responded to the fishing crew’s loud

*Opposite: The missing yacht **Tafadzwa** was found 60 nautical miles west of the Chatham Islands on an Air Force training run. Above: The drifting yacht looked worse for wear after its 380 nautical mile (700 kilometre) journey under sail, but the life raft and kayak were still on board.*

*Photos (and cover): Royal New Zealand Air Force.*

hailer and the crew were unable to board safely because of failing light and heavy seas.

When **Tafadzwa** was boarded the next morning, Mr van Rensburg was not there. His life raft, emergency locator beacon and other emergency equipment were all still on board. His dog, Juanita, was in the cockpit, alive.

The yacht was towed to Wainui Harbour in the Chatham Islands and Juanita was placed in the temporary care of the local policeman, attracting significant media interest.

With limited evidence available, MNZ’s safety inquiry into the yacht’s fate was inconclusive. The GPS equipment on board showed only the last 24 miles of the yacht’s journey – while it was being towed in to Wainui Harbour.

The last of the positions marked on the navigational charts, which had previously been marked at regular intervals, was just east of Cape Runaway on East Cape at 3am on 13 March, the morning after Mr van Rensburg’s departure from Tauranga.

MNZ has concluded its safety inquiry, but a Police investigation into Mr van Rensburg’s disappearance is continuing.



*Left: Photos of **Tafadzwa** were provided by the family to help with the search effort.*

*Mr van Rensburg’s dog, Juanita, was found alive in the cockpit.*



Continued from page 5: **The search for *Tafadzwa***

**Mr van Rensburg's family** arrived in New Zealand shortly after ***Tafadzwa*** was found. During their visit, they spent time at RCCNZ, the Chatham Islands and East Cape. Before their departure, the family released a public statement expressing their "heartfelt thanks" to RCCNZ for its efforts and support during the search for Mr van Rensburg. The family also thanked Police and all those who had supported them during their time in New Zealand.

## Statement from Paul van Rensburg's parents, Martin and Angela van Rensburg, his sister Bridget and brother Gerry, and Paul's partner, Kristen.

9 April 2010

We would like to extend our heartfelt thanks to the Rescue Coordination Centre New Zealand for all their efforts and support in the search for Paul and his yacht, ***Tafadzwa***. We also appreciate their kind and open communication throughout this difficult time.

We are grateful to all those who worked on the "Let's find Paul" website and who held hope until the last. We wish to thank everyone who supported their efforts.

We are grateful to the Chatham Island police and community for their generosity, kindness and help.

Everywhere we have turned, Paul's friends and others who did not even know him personally have opened their homes and showed kindness and generosity in so many ways. We will not list people personally, but do want to express our gratitude. We will be returning to South Africa and the United States with an overwhelming sense of the kindness and care extended to us at this challenging time.

We are currently working towards bringing ***Tafadzwa*** back to the mainland.

Juanita is in good health and happy, and living with Kristen.

The family, Kristen and Juanita have just returned from a journey around the East Cape to say our farewells.



*Juanita, the dog of missing yachtsman Paul van Rensburg, was lifted from the yacht ***Tafadzwa*** as it was brought alongside Waitangi Wharf on the Chatham Islands.*



## Trans-Tasman rower visits RCCNZ

Fresh from becoming only the second New Zealander to successfully row solo across the Tasman, Shaun Quincey recently took time out to visit the Rescue Coordination Centre New Zealand (RCCNZ), which helped him during his epic crossing.

RCCNZ Operations Manager John Seward said Shaun briefly visited the centre to meet and thank staff who had monitored his progress during his 54-day, 2,200-plus kilometre journey from New South Wales to Northland.

In addition to tracking the solo rower's progress, RCCNZ was called on to assist Shaun on 23 February when he activated his tracking system after capsizing twice in heavy seas.

After making contact on his satellite phone and confirming that he and his vessel were okay, Shaun elected to continue his journey. RCCNZ remained on standby to launch a rescue operation if required.

Shaun, aged 25, made landfall at 90 Mile Beach on 14 March, 33 years after his father became the first man to row across the Tasman. Colin Quincey's journey in the reverse direction took 63 days.

Shaun's achievement follows that of Australian adventurers James Castrission and Justin Jones, who made headlines in January last year when they successfully rowed the Tasman, landing at Ngamotu Beach at Port Taranaki, after a two-month voyage.



*Main: Trans-Tasman rower Shaun Quincey (left) recently took time out to meet with RCCNZ staff, including SARO (search and rescue officer) Conrad Reynecke, who helped him during his epic solo journey.*

*Above: Shaun Quincey (left) and RCCNZ SARO Keith Allen look over charts showing Shaun's epic 54-day journey.*





# FBI helps test NZ port security

Bomb disposal experts from the American Federal Bureau of Investigation (FBI) were recently involved in testing the preparedness of New Zealand ports for a terrorist incident.

MNZ Group Manager Maritime Security and Response, Renny van der Velde, says exercises at the ports of Tauranga and Otago earlier this year were about ensuring New Zealand's port security is tight and their facilities are prepared for any terrorist threats.

Under the Maritime Security Act 2004 (which implements in domestic law the requirements of the International Ship and Port Security (ISPS) code) all New Zealand ports are required to regularly test significant parts of their security plans. All vessels operating under the SOLAS (safety of

life at sea) convention and travelling internationally are also required to routinely test their port security procedures.

Renny says in testing our ports' preparedness, New Zealand's small size and limited resources make it essential for agencies and partners to pool their resources and expertise. "Exercises such as these go a long way towards ensuring that should New Zealand's maritime industry ever suffer a terrorist attack, the response will be both timely and professional."

The New Zealand Defence Force (NZDF) counter-terrorism exercise at the Port of Tauranga was joined by the Holland America Line's MV **Volendam**, along with a bomb disposal team from the FBI – "an indication of the importance the world's largest economy places on the preparedness and competence of its trading partners and the implications that has for the protection of its own borders," says Renny.





**“... in testing our ports’ preparedness, New Zealand’s small size and limited resources make it essential for agencies and partners to pool their resources and expertise.”**

MNZ security staff helped facilitate and assess the exercise. Also participating were representatives of the NZDF’s specialist search and bomb disposal teams, the Police Specialist Search Group, the New Zealand Customs Service’s X-ray screening team, and the Fire Service’s Urban Search and Rescue Unit. Established in the wake of the Oklahoma City bombing in 1995, this unit specialises in rescuing people from collapsed or damaged structures.

Renny says the exercise also tested the NZDF’s ability to search a cruise vessel for bomb-making equipment, and its Explosive Ordnance Disposal (EOD) Squadron’s skills in disarming a ‘containerised’ bomb.

“Since 9/11, new skills have needed to be developed to respond effectively to terrorist incidents. While the responsibility for dealing with terrorism still lies primarily with the New Zealand Police and the NZDF – both of whom have also had to acquire new skills to confront international terrorism – less

traditional organisations have also now acquired specialist skills for dealing with mitigation of the terrorist threat, as well as for dealing with its aftermath,” says Renny.

The Port of Otago’s security exercise was conducted with the ***Dawn Princess*** cruise liner. The exercise was designed to test access controls at the Port Chalmers facility, and the interface between ship and port.

*Main: Exercises are routinely conducted to ensure security is tight and ports are prepared for any terrorist threats.*

*Clockwise from top left:*

*A Customs officer briefs the EOD team about what X-rays have revealed about the container.*

*The EOD team prepares the bomb disposal equipment.*

*The EOD team and FBI inspect the container.*

*They prepare to and then (next photo) enter the container.*

# New Maritime Services team builds on expertise

Maritime Services is the business unit responsible for the day to day operational functions of MNZ in relation to commercial and recreational vessels. This includes registration and certification functions.

A wide-ranging review of Maritime Services is now complete, resulting in a new structure that draws together skilled technical staff and makes it easier for people to get the assistance they need from MNZ.

The Director of MNZ commissioned a review of the organisation in January 2009. The review looked at how MNZ could be more effective and efficient. As a result of the review, a new structure was introduced last August.

However, it was decided the final structure of the Maritime Services area would be determined after the new General Manager Maritime Services – Sharyn Forsyth – had spent a few months in the role.

Maritime Services' final structure, in place since the beginning of March, provides the most effective use of MNZ resources. It has an outward focus, with dedicated teams that will enable people to easily identify and access the right person to speak to.

The team draws together staff from a diverse range of backgrounds with a wealth of skills, experience and technical maritime expertise. This has boosted Maritime Services' ability to respond to sector needs, with these experienced and qualified people available to provide advice and support.

Administrative functions have been separated from technical roles to allow individuals to work in the area where their skills lie. Three 'sector teams' have been established to ensure that the needs of operators in particular areas are able to be addressed by people with skills and experience in those sectors.

A helpdesk is planned in the future to enable even greater access to assistance. Greater efficiency has been achieved by grouping similar tasks together and reducing duplication.

**The teams, key individuals and their roles are described.**



## Maritime Services

As General Manager Maritime Services, Sharyn Forsyth is responsible for the overall strategy of all the teams within Maritime Services. She provides representation and advice to stakeholders and the wider maritime community. Sharyn brings a wealth of experience to the role from her 12 years at MNZ, including expertise in the safe ship management (SSM) system and many years working alongside the fishing industry.



General Manager Maritime Services – **Sharyn Forsyth**

**Key contact:** Administrator to General Manager Maritime Services – **Briar Foster**

### Certification and Ship Registration

This team is made up of the former ship registration team and has taken on the certification elements of the former safety management systems and licensing teams.

Registrar of Ships, Adele Whiterod, heads the team, which draws together staff with extensive experience in the shipping industry and in the SSM and seafarer certification and registration areas.

The team draws on the expertise of Technical Services and the individual sector teams of Safety Management Systems (SMS), Recreational and Small Craft, and International Shipping where required.

The team is introducing a helpdesk to direct phone calls to a single point of contact, where they can be answered or assigned, tracked and closed out. From this, a knowledge database will be built to help provide customers with consistent and prompt advice. This advice will eventually be uploaded to the MNZ website as frequently asked questions.



Manager Certification and Ship Registration – **Adele Whiterod**

**Key contacts:** Certification (SSM) – **Minnie Locke**  
Certification (Registration) – **Heather Allen**  
Certification (Seafarers) – **Maud Hennessy**



## Technical Services

Technical Services leads and supports other teams within Maritime Services. It helps develop and implement action plans for safety and environmental improvements and, with sector teams, manages key relationships with stakeholders.

Included in the team are staff with high-level engineering, deck and health and safety qualifications, and those experienced in SSM.

The team also oversees MNZ's responsibilities in administering the Health and Safety in Employment Act (HSE Act) for ships as places of work.

Acting Manager Technical Services – **Kenny Crawford**

**Key contacts:** Exemptions – **Phil Norman**  
General industry queries – **Darren Guard**

## Field Operations

The review gives this team greater flexibility and efficiency in providing the necessary field resources for sector teams to make safety and environmental improvements. Maritime safety investigators (MSIs) will be working more closely with operators and have an increased focus on education as part of their role.

Led by former SSM company surveyor Dave Evans, the team comprises experienced staff, who range from master mariners through to ILM holders who have direct expertise in SSM and recreational boating.



Manager Field Operations –  
**Dave Evans**

**Key contacts:** Local issues should be directed to the local MSI. **Dave Evans** can also be contacted for any immediate operational needs.

## Safety Management Systems

This team oversees the SSM and SOP (safe operating plan) systems. It also provides technical assistance to other MNZ teams. It includes experienced former sea-going staff who have extensive knowledge, working with SSM over many years.



Manager Safety  
Management Systems –  
**Arthur Jobard**

**Key contact:** SSM/SOP – **Arthur Jobard**

## Recreational and Small Craft

This team manages MNZ's relationship with and strategies for the recreational craft sector. It oversees the administration and ongoing development of systems that support the safety of small commercial craft.

Led by experienced sailor, safety inspector and safe boating educator Jim Lott, the team comprises highly qualified staff with wide-ranging expertise in recreational boating and their safety systems. This includes experience in powered and non-powered craft, and also in the commercial rafting and adventure tourism areas.



Manager Recreational and  
Small Craft – **Jim Lott**

**Key contact:** Recreational and Small Craft – **Jim Lott**

## International Shipping

International Shipping is a small team that oversees the administration and development of SOLAS (safety of life at sea) vessels and associated systems. With the review, it has a closer focus on consistency with international conventions and legislation.

The team has a high degree of technical experience and qualifications, including master mariner, marine superintendent, former class society surveyor and other high-level tickets.



Manager  
International Shipping  
– **Kenny Crawford**

**Key contact:** International Shipping, Stevedores and Ports, and Harbourmasters – **Richard Lough**

**Key individuals in Maritime Services  
can be contacted on 0508 225 522.**



# Counting the cost of a hoax

Two hoax calls in the last 10 months have sparked costly search and rescue missions for the New Zealand taxpayer, information compiled by the Rescue Coordination Centre New Zealand (RCCNZ) shows.

RCCNZ is funded by the government on behalf of the New Zealand public to provide a 24/7 professional search and rescue coordination service, and responds to all major maritime and aviation search and rescue incidents within New Zealand's search and rescue region (SRR). It also responds to distress beacon alerts within New Zealand's SRR.

General Manager Safety Services, Nigel Clifford, said while bogus calls to the centre were thankfully very rare, rescue operations generated by apparent hoaxes in August 2009 and in March this year had a combined cost to taxpayers of more than \$52,000.

"However, worse than the significant costs that these malicious hoax calls generate is the risk to those dedicated people who put their lives on the line to respond, often in dangerous environments and in poor weather. These deliberate false calls also tie up valuable resources that may be needed to help someone in a genuine emergency."

On 14 August 2009, a bogus mayday call from someone claiming to be on board a vessel called the **East Coaster** in distress near the Hen and Chicken Islands sparked a large scale search and rescue operation involving RCCNZ, the Royal New Zealand Navy (RNZN) vessel **Pukaki**, and numerous civilian aircraft and vessels. Costs to RCCNZ for mounting the search totalled \$28,160, but did not include any costs incurred by the RNZN.

Then, on 15 March this year, a bogus call from someone claiming to be from a vessel called the **Pleasant Fisher** on fire off the Otago coast generated another needless search



*Hoax mayday calls made to RCCNZ have cost New Zealand taxpayers more than \$52,000 in the last 10 months. It is a serious offence to make a hoax call and the unwarranted discharge of flares is an offence under the Maritime Transport Act.*

involving two commercial helicopters and a Coastguard vessel. This search cost RCCNZ \$24,000.

Despite extensive searches, no trace was ever found of either vessel, and the incidents were referred to Police for investigation.

Nigel said since its inception in July 2004, RCCNZ had dealt with 24 hoax-related calls. However, only two had resulted in a response being launched.

"The receipt of a distress call is only the first step in the process of determining whether an actual search will be mounted. While we proceed on the basis that every call is real, checks are made to ensure as best we can that there is genuine evidence of emergency, and sufficient information available to determine a search area before any response is mounted."

Nigel said rescue agencies such as the Police and RCCNZ took issue with anyone intentionally or maliciously wasting precious time and resources through false calls for help. If anyone was believed to be involved in a hoax, that information would immediately be passed on to Police. If it was proved that someone had generated a hoax, they could face prosecution, involving fines or even jail.

*Before you get on board*  
**get online** Stay safe on the water, visit  
[www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

New Zealand Government

 **MARITIME**  
NEW ZEALAND



# Groundwork completed for revised STCW Convention and code

The first major revision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) in more than 10 years has moved a step closer, with approval of a number of amendments.

Draft changes to the STCW Convention, and its associated code, will be submitted to an International Maritime Organization (IMO) diplomatic conference that will meet in the Philippines this month to consider their adoption.

The proposed amendments mark the first major revision of the convention and code since they were adopted in 1995, completely revising the original 1978 Convention.

IMO Secretary-General Efthimios Mitropoulos said that the work to date had now cleared the way for the amendments to be adopted.

“Our vision of the revised convention and code has always been that the two instruments would provide, at any given time, the necessary global standards for the training and certification of seafarers to operate technologically advanced ships today and in the foreseeable future. I am both pleased and confident that this vision will come to fruition in June,” he said.

The key changes being considered for adoption include making improvements to:

- measures to prevent fraud relating to certificates of competency
- evaluation processes (monitoring of parties' compliance with the convention)
- standards relating to medical fitness for seafarers
- certification requirements for able seafarer (deck); celestial navigation, automatic radar plotting aids and radar requirements; marine environment awareness training; leadership and teamwork; and vessel-traffic-services training
- engine department requirements and training; near coastal requirements; marine environment awareness training; leadership and teamwork; upgrading of competences for engineers; and certification requirements for able seafarer (engine)
- 'radio communications and radio personnel' is renamed 'radio communications and radio operators' and updated to reflect current regulations

- standards regarding special training requirements for personnel on certain types of ships: competence requirements for personnel serving on all types of tankers; and regulations for personnel on 'ro-ro passenger' and 'passenger ships' to be combined to cover all 'passenger ships'
- emergency, occupational safety, security, medical care and survival functions; new requirements for security training; and provisions to ensure seafarers are properly trained if their ship comes under attack by pirates
- alternative certification: changes include addition of requirements for certification of able seafarers and specifications for approved seagoing service and training required for certification of candidates at support level in various functions
- watchkeeping: updated and expanded requirements on hours of work and rest, and new requirements for the prevention of drug and alcohol abuse.

It is envisaged that if the amendments are adopted in June they will enter into force globally in June 2012.

## New maritime rule

### Part 40E: Design, Construction and Equipment – Sailing Ships

Part 40E sets out the design, construction and equipment requirements for New Zealand sailing ships. It applies to any commercial sailing ship that is designed to be primarily powered by wind, with a motor used only as an auxiliary means of propulsion.

The new rule includes stability criteria for sailing vessels that are significantly different from power vessels and includes requirements for rigging, sails and the performance of the vessel under sail in heavy weather.

Part 40E will not apply to existing ships unless they undergo a major alteration, modification or repair, or a permanent change is made to their operating limits.

The rule came into force on 1 April 2010.



# Could we cope with a big oil spill?

As the world watches the response to the Deepwater Horizon oil spill in the Gulf of Mexico, many in New Zealand have asked the question: How prepared are we for a major oil spill in our waters?

MNZ is responsible for developing and maintaining New Zealand's oil spill preparedness and response capability. This is done in partnership with regional councils and with assistance from the oil industry and international agencies. The Oil Pollution Advisory Committee (OPAC) is made up of representatives from regional councils, port companies, shipping, the fishing and oil industries, Department of Conservation, Ministry for the Environment, Ministry of Transport, and Te Puni Kokiri. OPAC also gives assurance to those that pay levies that MNZ is providing the right service to New Zealand.

Through its Marine Pollution Response Service (MPRS) based in Auckland, MNZ works with regional councils and representatives of the oil industry to develop contingency plans that identify key risk areas and sensitive parts of the coast. The plans also identify how to manage an oil spill response in all areas around the country's coastline.

A small expert response team located at MPRS is supported by specialists based in MNZ's Wellington office and elsewhere in New Zealand. There are also about 400 trained personnel around the country who are called on to supplement the 50 responders in the national response team if there is a major spill.

MNZ and the regional councils also manage the country's oil spill response equipment. Most of the equipment is held at MPRS in Auckland, but smaller caches are located in each of the country's 16 regions.

In the event of a major spill, MNZ can call on other international agencies and specialists to assist. Current agreements have already seen New Zealand supply members of its national team for oil spill responses in Australia and Samoa. These experiences offer opportunities to keep national response team members current, as well as learning about potential improvements to New Zealand's system.

As we were going to press two technical experts from MPRS were travelling to the United States to support and observe the Deepwater Horizon spill response.



*Background image and inset: Preparation for a potential oil spill during the grounding of the MV Pasha Bulka on a beach in Newcastle, Australia.*

## SPILLCON 2010

In April, a number of MNZ personnel, along with several members of New Zealand's national response team, attended Spillcon 2010\* – Asia-Pacific's Oil Spill Prevention and Preparedness Conference, held every three years in Australia.

The conference, hosted by the Australian Maritime Safety Authority and the Australian Institute of Petroleum, aims to build awareness and understanding of oil spill response issues.

Spillcon offers a fantastic opportunity to share ideas, new research, technology and knowledge within the international oil spill response community. Sessions at the four-day conference included technology, funding, case studies of incidents, shoreline clean-up and wildlife response.

The Director of MNZ, Catherine Taylor, chaired a session on legislation and policies. In a separate session, she gave a presentation on regional agreements and support. During this presentation, Ms Taylor urged greater cooperation with our Pacific neighbours. While there are agreements in place, Ms Taylor said that with increased shipping traffic, oil and gas production, and activity in the Antarctic, it was timely to look at how regional cooperation could be improved.

MPRS Group Manager Nick Quinn gave two presentations. The first looked at how New Zealand manages spills of hazardous and noxious substances. Mr Quinn said MNZ recognised a significant amount of work was needed to build a response capability for these substances.

Mr Quinn also gave a presentation on the technology used in New Zealand to support oil spill response. He gave an online 'live' presentation about two items of software used by MPRS. The first, a risk assessment mapping tool currently in development, will be used to map areas of high risk around the New Zealand coastline. Once created, this map will be available on the MNZ website, and will be updated to reflect changes in risk, such as changes in shipping traffic, wildlife habitat or offshore exploration.

The second piece of software was an incident management tool that allows members of the national response team to log in from around the country when an oil spill response is underway. This means people can get 'up to speed'

*\* National response team members' attendance at Spillcon was partly funded through the Oil Pollution Fund.*



online with an oil spill response they may later be called to assist on. It also provides a central database of any and all information relating to a particular oil spill – from contingency plans and risk assessment material, through to logistics information such as accommodation bookings and equipment hire.

Mr Quinn said the experience of attending Spillcon and absorbing four days' worth of information on oil spill response was invaluable. "Spillcon is always an excellent conference, and this year was no exception. We've all come away with new things to think about and new ideas we can look at incorporating into the New Zealand response system.

**"It is vital we continue to learn from our international colleagues and share information in this important area of work."**



*MNZ Director Catherine Taylor gave a presentation at Spillcon on regional agreements and support.*



*Above: (Back row) Kevin O'Sullivan (Environment Southland), Neil Rowarth (MPRS), Bruce Pope (Taranaki Regional Council), Nick Quinn (MPRS), Greg Meikle (Environment Bay of Plenty). (Front row) Scott Read (MPRS), Alison Lane, Sophie Hazelhurst, Catherine Taylor, Stacey Fraser (MNZ), Kerri Morgan (Massey University).*

New Zealand also has a national team responsible for looking after wildlife affected by an oil spill. This team is trained, managed and coordinated by specialists at the New Zealand Wildlife Health Centre at Massey University. Team leader Kerri Morgan, a lecturer at Massey, gave a presentation on New Zealand's readiness for responding to an oiled wildlife incident. New Zealand has recently been classified as one of the top four countries in the world in terms of its equipment, planning and preparation for oiled wildlife response.

Other topics covered during the conference included the impact of sunken vessels on the marine environment, presented during a session on transport chaired by MNZ General Manager Monitoring and Response Bruce Anderson; and media coverage of the Montara oil spill, discussed during a session chaired by MNZ Senior Media Advisor Sophie Hazelhurst.

Presentations given at Spillcon 2010 can be viewed at:

▶ [www.spillcon.com](http://www.spillcon.com)





## Marine protection rules guide available

MNZ recently published a new edition of *Marine Protection Rules: Your Guide*.

The guide describes the requirements of the rules for preventing pollution from harmful substances from ships, and for the disposal of waste at sea.

This edition of the guide covers new rules, rule changes, and amendments being developed in coming years. It was last published in 2003.

The guide is available free of charge by emailing: [publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz). An online version is also available at [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz).

## Marine protection rules out for consultation soon

MNZ will be inviting comment on draft amendments to various marine protection rules.

The more significant new rules will introduce internationally agreed amendments to MARPOL for the management of ships' machinery space oily wastes; ship-to-ship transfers of oil cargoes at sea; and, for ships operating below latitude 60° south, a ban on carrying heavy grades of oil as cargo and using heavy grades of oil as fuel.

These amendments, to Annex I of MARPOL, are due to come into force internationally on 1 January 2011 (for amendments on machinery space oily wastes and ship-to-ship transfers) and 1 August 2011 (for the Antarctic area ban on heavy grades of oil).

New Zealand played a key part in the development of the Antarctic area heavy oil ban, putting forward the proposal for the new chapter to Annex I that the amendment was based on. MNZ Environmental Analyst Dr Alison Lane, representing New Zealand at the International Maritime Organization's Subcommittee on Bulk Liquids and Gases in 2009, coordinated an expert group that considered the draft wording of the amendment subsequently adopted by the Marine Environment Protection Committee.

The draft rules also remedy some minor administrative errors in existing rules. They incorporate, by reference, the form of various international convention certificates – future proofing the rules against the frequent amendments to their form adopted by the IMO.

The consultation date will be posted on our website in the near future. Go to: [www.maritimenz.govt.nz/consultation](http://www.maritimenz.govt.nz/consultation).

## Nautical Institute president visits MNZ

The Nautical Institute is planning to open its doors to all maritime professionals in a move to broaden its membership and better support the maritime industry.

Previously only master mariners or naval officers with an equivalent qualification could be full members of the organisation, which seeks to promote professionalism and good practice for mariners. The move will mean all maritime professionals with relevant qualifications and/or experience will be eligible to join.

Two senior members of the Institute – Captain Richard Coates and Captain James Robinson – recently visited MNZ as part of a tour of Australasia.

While in Wellington, the pair gave a presentation at MNZ on the institution's activities, and visited RCCNZ.

Captain Coates said the proposal to broaden the institute's membership base had been well received by mariners. "We're responding to the needs and increased integration of the industry. We need to listen to the voices and opinions of all seafarers, not just those in command," he said.

The Nautical Institute has consultative status as a non-governmental organisation at the International Maritime Organization (IMO), which means it can speak at IMO meetings and plenary sessions.

Captain Coates said this meant members of the institute had a voice at the IMO.

"One of the key benefits is that we are an organisation that can represent people from across the many diverse sectors of the industry. A harbourmaster can meet up with a ship's captain who can meet up with a surveyor and a regulator."

The Nautical Institute also provided a means for the IMO to hear straight from industry. "We hear directly from seafarers working on the ground – so to speak – in their various areas," Captain Coates said.

For more information on the Nautical Institute, please visit [www.nautinst.org](http://www.nautinst.org) or [www.nautinst.org.nz](http://www.nautinst.org.nz).

*Captain James Robinson (left), Catherine Taylor and Captain Richard Coates.*





# Boat ramp surveys net positive results



## Informal surveys at boat ramps around the country are painting a positive picture of attitudes towards recreational boating safety.

The boat ramp surveys, undertaken by MNZ and regional councils for a number of years, provide valuable information for the National Pleasure Boat Safety Forum's regional and national safety campaigns.

MNZ's Small Craft Safety Advisor, Alistair Thomson, says a range of committed people conduct the surveys. "We couldn't continue to do these surveys without the dedicated and coordinated efforts of regional harbourmasters, their honorary enforcement officers and our own volunteer safe boating advisors," he says. "They work very hard to gather this data, which helps inform the work of the forum and other agencies in promoting recreational boating safety."

"Thanks to these joint efforts, over the past few years we have seen a significant increase in the number of survey participants, which is fantastic. What is particularly encouraging is that in the past year over 1,700 people took the time to respond to the survey – almost three times as many as in the previous year," Alistair says.

"While there is always going to be a margin of error in this type of informal survey, it provides agencies with a good snapshot of what's going on at boat ramps around the country."

Alistair says the results show the majority of boaties surveyed are taking safety seriously.

"Of the 1,727 recreational boaties surveyed nationally over the 2009–10 summer holiday period, 96 percent were carrying lifejackets or personal flotation devices, as required under the law. This is an excellent result, given the recent efforts that various water safety agencies have put into promoting the wearing of lifejackets," he says. "Also very encouraging was that 95 percent of skippers made a point of checking the weather before they went out. Not doing so is still one of the biggest causes of fatalities on the water."

Alistair says although almost everyone surveyed carried some form of communication – most commonly a cell phone – a waterproof hand-held marine radio is preferable. "While carrying any form of communication on the water is better than nothing, cell phones do have limitations and can't always be relied on to provide the necessary coverage at sea. A marine VHF radio is one of the most reliable forms of emergency communication available, and can usually be picked up for about \$200 – cheaper than many cell phones."

Although most boaties carried a cell phone, only about half put it inside a plastic bag to ensure it could still be used in an emergency. "If people are going to carry their cell phone on the water, the message is simple: put it in a resealable plastic bag so that it doesn't immediately become useless if it gets wet," Alistair says.

Alistair says MNZ and regional council harbourmasters will be working over the next year to build on the success of the previous boat ramp surveys and to continue to raise awareness of key safety messages.

### Results of the 2009–2010 recreational boat ramp survey

- 1,727 vessels/skippers surveyed
- 63 vessels had no or insufficient PFDs or lifejackets (3.6%)
- 1,187 carried a VHF radio (68%)
- 325 carried a distress beacon (EPIRB or PLB) (18%)
- 1,589 carried a cell phone (92%)
- 944 carried a cell phone in a plastic bag (54%)
- 9 had no communications equipment, PFDs or lifejackets (0.5%)
- 1,640 vessel skippers checked the weather prior to departure (95%)
- 20% of survey responses were from the South Island (there were no South Island surveys in 2009)
- fewer vessels carried VHF radios in the South Island than in the North Island (of 103 returns from vessels in the South Island, 45% carried a VHF radio).

# QOL design process progressing well

The design of a new framework for qualifications and operational limits in New Zealand's maritime sector is progressing well, with a proposed new structure set to be released for public consultation later this year.

In April, MNZ announced the process it will follow in developing the new framework. It is now more than halfway through a qualifications and operational limits review (QOL Review), which aims to develop a clear and logical framework to meet the current and future needs of the commercial maritime sector.

The design principles directing the development process are: quality, relevance, clarity, consistency, sustainability, flexibility, responsibility, safety and environmental protection, accessibility, currency, efficiency and portability.

The design phase runs until 27 September, when the framework is due to be released for public consultation. This will involve extensive engagement with industry, building on interviews MNZ undertook around the country last year with more than 400 representatives from the maritime community.

Design advisors drawn from industry and nominated representatives from stakeholder groups will be involved in developing the new framework.

Bridget Carter, project manager for the QOL Review, says their input will be vital to the framework's success. "Direct industry input will help ensure the new framework is relevant, responsive to industry needs and works in practice," she says. "It will also help to ensure industry understands the balance that needs to be struck between commercial considerations and maritime obligations, alignment with international standards, and commitment to MNZ's objective of maintaining safe, secure and clean seas."

MNZ has convened three groups of design advisors, drawn from people interviewed as part of the QOL Review community engagement programme last year. The groups represent a range of qualifications and industry interests:

- small vessels, sheltered waters, Maritime Rule Part 35 and workboats
- inshore, offshore, passenger, workboat, fishing, towage and ports
- large vessels, coastal, unlimited, deep-sea fishing and Royal New Zealand Navy.

Each group includes a mix of masters, owners and operators, engineers, examiners, training providers and MNZ specialists, so that different perspectives are brought to the design process.

The design advisors are taking part in a series of workshops in Auckland and Wellington. Rather than participating as official representatives of any industry sector, their role is to contribute to the design of the new qualifications and operational limits framework by drawing on their personal knowledge and experience.

Nominated representatives from key stakeholder groups will also attend workshops to review the draft framework before it is released for wider industry consultation. With their assistance, the proposed framework will be tested to identify its potential impacts and the implications of moving to it from the current framework.

**"MNZ is developing the new framework in partnership with industry so we jointly understand the impacts of the changes we make as we go through the process."**

Says Bridget, "It's a practical approach that takes on board the realities of working in today's maritime sector. It doesn't mean that the outcome will answer everyone's wishes – we need to maintain the big picture and be mindful of the obligations and constraints we operate within."

For more information on the QOL Review, go to:  
[www.maritimenz.govt.nz/quals-limits](http://www.maritimenz.govt.nz/quals-limits)

## QOL Review roadshow

In October MNZ is holding a national roadshow to present the proposed new qualifications and operational limits framework to the maritime community for feedback. The QOL Review roadshow schedule, including venues and dates, will be published in the September issue of *Safe Seas Clean Seas*.



"Keeping the lights on" focuses on some of our most iconic and historically significant landmarks – the classic lighthouses of New Zealand.

# Cape Palliser

*Cape Palliser lighthouse commands a dramatic position on the inhospitable South Wairarapa coast.*

Located on the rugged South Wairarapa coast about a two-hour drive from Wellington, the lighthouse at Cape Palliser commands a dramatic position on top of a high bluff, ringed by massive cliffs behind and the blue sweep of the Pacific in front. The area features prominently in Māori history and the legends of Kupe, and also in the colonisation of New Zealand.

Before the lighthouse was built, the inhospitable coastline and fierce gales in Cook Strait contributed to many early shipwrecks. Six months before the light was lit in 1897, a ship was wrecked within four miles of the new tower and 12 of the 21 crew drowned. Although having a light on Cape Palliser has reduced the number of shipwrecks, the area is still hazardous for the unwary.

Cape Palliser has red-and-white-striped livery to make it stand out from the cliffs behind it. It's one of only three lighthouses owned by MNZ that has stripes rather than the standard white, but the stripes at Dog Island Lighthouse and Cape Campbell Lighthouse are black and white.

Owing to its isolation in earlier times, life at Cape Palliser created particular problems for the keepers and their families.

The original access to the lighthouse was via a dirt track up a 58 metre cliff. Especially in stormy weather, this was a dangerous walk for the keepers. In 1912, a set of 258 steps built up to the tower provided much safer access, although it was still a physically demanding walk.

Getting supplies to Cape Palliser was also a challenge. Stores were delivered to the station every three months, but if the seas were too rough these would be landed at the more sheltered Kawakawa Bay, some 6 kilometres away. The Cape Palliser letter book has countless tales of stores being lost during the unloading process.

With the storage buildings and keepers' homes at sea level, unloading was easier than at many other stations, where goods had to be hauled up cliffs using a trolley on rails. The keepers

still had to haul the light supplies (oil and kerosene) up the cliff face to the light station, using a hand winch on a railway.

When the lighthouse was eventually connected to the nearby settlements by road, keepers would collect their mail and supplies once a week from Pirinoa.

The lighthouse itself is still fitted with the original Fresnel lens, installed in 1897. The light was converted from oil to diesel-generated electricity in 1954 and then, in 1967, it was connected to mains electricity. A diesel-electric generator provides standby emergency power.

In 1986, the lighthouse was automated and the keepers withdrawn. Today, the light is monitored remotely from MNZ's Wellington office.

Cape Palliser lighthouse is accessible to the public. It can be reached on foot from the road end, with a steep wooden staircase leading up to the lighthouse. However, there is no public access to enter the tower. The original keepers' houses, now privately owned, can be seen from beside the lighthouse steps.

## Technical details

**Location:** latitude 41°37' south, longitude 175°17' east

**Elevation:** 78 metres above sea level

**Construction:** cast-iron tower **Tower height:** 18 metres

**Light configuration:** 2nd order Fresnel lens, illuminated by a 1,000 watt incandescent bulb

**Light flash character:** white light flashing three times every 30 seconds **Power source:** mains electricity

**Range:** 26 nautical miles (48 kilometres)

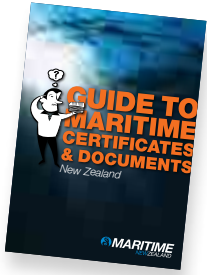
**Date light first lit:** 1897 **Automated:** 1986

**Demanned:** 1986

More on this and other lighthouses is available on the MNZ website:

▶ [www.maritimenz.govt.nz/lighthouses](http://www.maritimenz.govt.nz/lighthouses)

# News and updates



## New resource for operators – *Guide to Maritime Certificates and Documents*

To operate legally, all commercial vessels in New Zealand require some form of certification and documentation. MNZ is encouraging owners to take more responsibility for their own safe operation, including making sure they have all the correct certificates and documents on board.

Up to now, operators have relied on their safe ship management (SSM) company or surveyor to advise which certificates and documents are relevant to their vessel. MNZ's new **Guide to Maritime Certificates and Documents: New Zealand** will help operators take responsibility for their own documentation.

The guide outlines the requirements for New Zealand-owned commercial:

- vessels operating under a SOP (safe operational plan)
- vessels in SSM
- barges.

It details the certificates and documents that are required for each type of vessel, how to go about getting them, and where to keep them.

For a copy of this resource, go to [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz), email [publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz) or contact your local MNZ office.

## Clarification

Please note that the photograph of a riverboarding company used in issue 31 of *Safe Seas Clean Seas* was intended to illustrate the wider government-led review of the adventure tourism sector, and was not a picture of the riverboarding company convicted under Health and Safety in Employment Act charges.

## MNZ online

### Online consultation

In our last issue we mentioned how we were looking at better ways of keeping you informed about consultation through our website's online services.

Subscriptions to our consultation email updates have been growing slowly and we have also started a service on the website to give people the ability to make their submissions for consultation or public engagement online.

This is being used for the first time on our current proposed maritime operator safety system (MOSS) consultation. For more information on how to make a MOSS submission online, visit:

▶ [www.maritimenz.govt.nz/moss](http://www.maritimenz.govt.nz/moss)

### Get *Safe Seas Clean Seas* and *Lookout!* online

Copies of our quarterly publications *Safe Seas Clean Seas* and *Lookout!* are available online. Visit the MNZ website and look under the what's new section of our home page to get the latest issue, including MNZ news, views and safety lessons.

▶ [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

# 5

## Maritime fatalities 2010

From 1 January to 31 March 2010 there were **5** fatalities – **0** in the commercial sector and **5** in the recreational sector.

This compares with 1 commercial and 10 recreational fatalities for the same period in 2009.



LEVEL 10, OPTIMATION HOUSE  
1 GREY STREET, PO BOX 27006  
WELLINGTON 6141, New Zealand

TELEPHONE +64 4 473 0111  
FACSIMILE +64 4 494 1263  
[WWW.MARITIMENZ.GOV.TZ](http://WWW.MARITIMENZ.GOV.TZ)

New Zealand Government

### Free subscription to *Safe Seas Clean Seas* and *Lookout!*

To subscribe or unsubscribe to these free quarterly publications, or to change your address details, email us at [publications@maritimenz.govt.nz](mailto: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 2010:** Parts of this document may be reproduced, provided acknowledgement is made to this publication and Maritime New Zealand as source. Products shown in *Safe Seas Clean Seas* as part of our education messages are examples only, and are not necessarily favoured over any other similar product.

ISSN: 1175-7736