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Deployed to the Gulf MNZ gets its hands dirty

Full story on page **03** ▶

SafeSEAS CleanSEAS



*Catherine Taylor at
MNZ's Wellington office.*

Welcome to the September issue of *Safe Seas Clean Seas*.

Inside, we outline some of the very different aspects of Maritime New Zealand's (MNZ's) work, highlighting the key role we have to play in leading and supporting the maritime community to ensure our seas remain safe, secure and clean.

Our lead story takes a look at the work of MNZ's Marine Pollution Response Service (MPRS), which is particularly timely given recent events in the Gulf of Mexico and the Government's announcement of plans to allow oil exploration off the East Coast of New Zealand.

These events highlight the critical role of MPRS and its regional council partners, not only in ensuring New Zealand is suitably prepared to respond to a spill, but also in making sure that oil exploration activities comply with environmental protection requirements.

Events such as the Gulf spill also serve to highlight the valuable contribution that New Zealand's spill response experts make in working alongside other nations as part of an international response effort. This builds on the capability of our experts and strengthens the networks that New Zealand can call upon, should there be a large spill in our waters.

Meanwhile, the proposed new framework for maritime qualifications and operational limits (QOL) will be released for industry consultation this month. The proposal represents a vital step toward New Zealand building a truly world-class qualifications framework that is robust, accessible and responsive to the needs of a changing industry.

Designing the framework has been a huge task, involving extensive input from New Zealand's maritime community, and we would like to thank all those who contributed.

I would also like to acknowledge the dedication and hard work of the MNZ staff involved in the QOL Review.

The release of the proposed framework will be followed by a month-long national roadshow, during which members of the QOL Review project team will explain the proposed changes, answer questions and collect feedback. All members of the maritime community are invited to attend these presentations, and we hope to receive a good level of comment on the proposal. Please see the roadshow schedule inside for more detail.

The recovery of the crew of the stricken yacht **Tar Baby II** is an example of a textbook rescue, with the couple making certain they were well equipped before setting out and signalling to the Rescue Coordination Centre New Zealand (RCCNZ) as soon as they realised they needed help. The resulting rescue was swift and professional.

RCCNZ has also recently launched an electronic database of search and rescue resources, with an online tool that uses mapping technology to show where resources are located. This is a progression from paper-based systems, which did not always have the most up-to-date and relevant information.

I hope you enjoy this issue.

Catherine Taylor

Director of Maritime New Zealand



Cover story

MPRS Equipment Technician Scott Read (left) and Auckland Regional Council's Mick Courtnell examine a land sea boom, which can be used to contain spilled oil or prevent it from reaching sensitive areas.

Global effort New Zealand plays its part in the Gulf clean-up

In April this year, a blow-out on the Deepwater Horizon rig in the Gulf of Mexico caused what is thought to be the largest marine oil spill in the history of the petroleum industry.

The ensuing clean-up has been one of the largest oil spill response operations ever undertaken, involving more than 3,700 vessels, 75 aircraft and more than 700,000 metres of boom.

At the time of publication, more than 14,300 people had worked on the response, including professional oil spill responders drawn from New Zealand and around the world.

MNZ General Manager Monitoring and Response Bruce Anderson says the Deepwater Horizon operation is a clear illustration of the worldwide nature of oil spill response.

"A response of this magnitude requires global cooperation, as no one country has this level of resource to hand,"

says Bruce. "Quite apart from the physical equipment, the expertise is held by only a small number of people dotted around the world. What we've seen happen in the United States is those people coming together to work collaboratively to solve the problem."

Among the experts a number of New Zealanders have been invited to assist their US colleagues – including nine from MNZ and one from Auckland Regional Council (ARC).

Bruce says those deployed from MNZ brought a range of skills and capabilities to the response. Six staff were sent from the Marine Pollution Response Service (MPRS) in Auckland: Group Manager Nick Quinn, Planning and Training Manager Rob Service, Operations Manager Neil Rowarth, Response Planning Officer Dayne Maxwell and equipment technicians Scott Read (who went twice) and Mark Cavanagh. All are oil spill response experts, with strengths in different fields.





Also deployed were MNZ's Maritime Security and Incident Response Group Manager Renny van der Velde, Environmental Analyst Alison Lane and Safety Auditor Christiaan Moss.

Mick Courtneil, an ARC staff member from the harbour-master's office, also joined the response. Mick is a member of the National Response Team, New Zealand's pool of oil spill response personnel who are initially called out in the event of an oil spill.

Bruce says the deployment of New Zealand personnel to assist an international spill response has many benefits for this country. "It's an opportunity for them to get their hands dirty – to use their skills and expertise and work alongside other experts in their field.

"We have had people on board vessels monitoring the oil plume, spraying dispersant from aircraft, working in

command centres, liaising with beach clean-up teams, and providing technical advice," he says.

"When they come back to New Zealand, they bring what they've learnt back and share it with the oil spill response community here."

"They also, of course, contribute a lot to the response – the expertise we have in New Zealand is held in high regard throughout the world, and the ongoing requests for our assistance reflect that. Universally, the feedback I have received has been that our people have been a credit to themselves and New Zealand."

Oil spill response is an area Bruce says demands a collaborative approach. "I think a lot of people have been watching what's going on in the Gulf and worrying that we don't have the resources for that scale of response here. But the truth of the matter is – no one does. The United States had to call on its global colleagues for assistance, and so would we.

"The important thing is to have the resources and capability to respond in that critical first 36 hours. And the fact is, there are people throughout New Zealand who work really hard all year round to ensure that we do have those resources and that capability."



Previous page: Spill Response Technician Chris Moore (left) and MPRS Equipment Technician Scott Read during dispersant application from an L-382 Hercules, one of four Hercules used for this purpose after the Deepwater Horizon blow-out.

Above: Dispersant is applied to an area of the spill.

Left: Scott Read in front of Oil Spill Response Limited's Hercules, around two months into the spill response.

New Zealand's oil spill response capability

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.

New Zealand's oil spill preparedness is funded by an industry levy, the Oil Pollution Levy, which is paid by the sectors whose activities raise the risk of a marine oil spill.

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 can be called on to supplement the 50 responders in the National Response Team if there is a major spill.

Through MPRS, MNZ works with regional councils and representatives from 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.

MNZ and the regional councils also manage the country's oil spill response equipment. Most of the equipment is held at MPRS, in Te Atatu, Auckland, where there are transport plans for quickly mobilising equipment anywhere in the country. Smaller caches are located in each of the country's 16 regions, ready to be deployed if needed.

In the event of a major spill, MNZ can call on other international agencies and specialists to assist.

When wildlife is involved in a marine oil spill, the National Oiled Wildlife Response Team (NOWRT) may be mobilised. This team is trained, managed and coordinated by specialists at Massey University's Institute of Veterinary,



Animal and Biomedical Sciences. The team also has wildlife specialists and coordinators for each region.

Specialist wildlife equipment is located in key places around New Zealand, and other, more specialised gear can be deployed from Massey University's Palmerston North campus. A purpose-built wildlife treatment facility is also available.

Last year, the preparedness of New Zealand's oiled wildlife response system was recognised internationally as one of the top four in the world.



Above, top: Kerri Morgan from Massey University in front of one of the NOWRT's mobile units. These units contain all the equipment needed to set up an initial oiled wildlife response.

*Above: Brenda Orr and Mick Courtneil on the deck of the oil recovery vessel **Kuaka**, one of three self-contained mobile skimming vessels that are able to get quickly to a spill site and then recover and store the oil.*

*Left: MPRS Operations Manager Neil Rowarth beside the oil recovery vessel **Kuaka**.*



Above: Brenda Orr and Marc Davis from Auckland Regional Council assembling a Simplex dispersant spray set, which is slung underneath a helicopter to spray dispersant on an oil slick to help break it up.

Below: MNZ General Manager Monitoring and Response Bruce Anderson checks out a large rope mop, a skimming device designed to pick up oil from the water surface and squeeze it out, like an old-fashioned mangle.



Response team farewells

MNZ will farewell two key staff members and National Response Team leaders this year. Both are leaving MNZ to move across the Tasman and will be hugely missed by their colleagues here. However, their expertise will not be lost to the oil spill response community – they will continue to work in this field. Furthermore, due to the cooperative agreements that exist between New Zealand and its closest neighbour, both will no doubt continue to play a role in oil spill response here as well as across the Tasman.



First to go is MPRS Group Manager **Nick Quinn**, who has led the response team for the last six years. Nick has recently resigned to take up a position as the Response Manager at AMOSC, the Australian Marine Oil Spill Centre based in Geelong. Nick has made an outstanding contribution to New Zealand's preparedness,

and our key stakeholders (including regional councils) recognise him as having played a major part in improving working relationships and lifting the standards of oil spill responders. Nick is also recognised on the world stage and currently acts as chair for the Oil Pollution Preparedness Response and Co-operation (Hazardous Noxious Substances) Technical Group of the International Maritime Organization (IMO). We wish Nick all the best for his future.



Also leaving is MNZ Environmental Analyst **Dr Alison Lane**. Alison leaves MNZ in October for a new life in Queensland. In her four years with MNZ, Alison has made an outstanding contribution to marine environment protection, as Principal Environmental Advisor to the New Zealand National Response Team and as a member of the New

Zealand delegation to various technical bodies of the IMO. At the IMO Alison put New Zealand at the forefront of international moves to enhance protection of the world's oceans from ships' garbage, ban heavy grades of oil from the Antarctic sea area, and develop environmental risk assessment tools for use in the field during marine oil spill response. Alison's combination of formidable technical expertise, leadership skills and work ethic was evident in her recent deployment to the Gulf of Mexico as head scientist on board one of the research ships monitoring the dispersed plume from the Deepwater Horizon oil spill. Alison is to take up a position as an environmental consultant with URS, an engineering, environmental and technical service provider in Brisbane.



Strong engagement in MOSS consultation

More than 100 submissions have been received on proposals to improve New Zealand's safety management system for commercial vessels, indicating a high level of engagement in the process.

Consultation on MNZ's proposal to replace the current safe ship management (SSM) system with a simpler and more robust maritime operator safety system (MOSS) took place between 21 April and 30 July this year. MNZ hosted a series of meetings around the country inviting interested parties to learn more about the MOSS proposal.

By the end of the consultation process, 101 written submissions had been received and 13 oral submissions heard by a panel set up by MNZ for this purpose.

"What the consultation has demonstrated is a strong interest in what's being proposed and a high level of engagement with the process," says MNZ's Manager of Safety Research and Analysis, Michael Peters.

"While, as expected, not all are in support of the proposals, it is encouraging that so many people have taken the

opportunity to have their say, and we'd like to thank everyone who has made a submission.

"A number of useful and constructive suggestions have come in through the submission process and these will be carefully considered to ensure we come up with the best possible system," says Michael.

MNZ is now analysing the submissions. Once complete, the analysis will be presented to the MOSS consultation panel, which will, in turn, make recommendations to the MNZ Authority.

The Authority will review the recommendations and make a decision as to which (if any) changes need to be made to the maritime rules. Any rule changes will then be incorporated into the final draft that is sent to the Ministry of Transport for consideration. Changes will have to be evaluated and possibly amended by the Minister of Transport and, if approved, could be in place by the end of next year.

For more information about the proposed changes, visit the MNZ website:

www.maritimenz.govt.nz/moss

Value for money review of MNZ

MNZ has been undertaking a value for money review to ensure its funding is appropriate for the services it delivers, and to ensure that taxpayers and industry are getting value for money.

The review was initiated by the MNZ Authority, with support from the Ministry of Transport and the maritime industry.

Like all good organisations, MNZ wants to ensure it is delivering value for money and is always looking for ways to improve its productivity and performance.

This is especially important because a significant proportion of MNZ is funded by levies imposed on the maritime industry. As a result there is a need to be able to demonstrate that MNZ is delivering a cost-effective service that is having a meaningful impact on maritime safety, security and the protection of the marine environment.

The review is progressing well and will result in a report to the MNZ Authority and the Minister on whether government and industry are getting value for money. A subsequent phase will involve the development of a document that can be used to consult with the maritime sector and inform decisions about future MNZ funding.

External consultants Ernst & Young were appointed to assist MNZ in undertaking the review. A key component of this includes a benefits analysis, which will provide a basis for discussions with representatives from different parts of the maritime community, and will underpin further work on funding of MNZ in the future. Another component is an assessment of the cost of the services that MNZ provides and whether the services are effective and efficient. This work is also expected to help identify options on how the services of MNZ could be funded in the future.

The Authority will consider the value for money review report and will seek input from the appointed sector reference group, before reporting to the Minister of Transport.

Tar Baby rescue



The South Pacific idyll of Australian newlyweds Louis and Alicia van Praag came to a sudden – but safe – conclusion in June when their yacht, *Tar Baby II*, was dismantled en route to Niue.

Fortunately, they were able to set off their distress beacon and alert the Rescue Coordination Centre New Zealand (RCCNZ) to their plight.

MNZ's General Manager Safety Services, Nigel Clifford, says it was a textbook rescue from a vessel in distress, and demonstrated the lifesaving importance of carrying appropriate communications equipment at sea.

"Because the couple had made certain their yacht was equipped with a distress beacon (or EPIRB) before they left port, they were able to access rescue services as soon as they realised they needed help," says Nigel.

Alicia and Louis had successfully navigated the vast expanse of Pacific Ocean from Mexico to Tahiti, spending 29 days at sea without landfall. In June, they were island hopping towards their final destination, Sydney, at a leisurely pace, with Alicia documenting their progress on an internet blog from time to time.

Out from Palmerston Island, their progress became slowed by rough seas and intensifying winds, gusting over 40 knots. At the end of a long and exhausting sail, they reached the protected waters of Beveridge Reef, but strong winds and currents denied them entry. Tired, hungry

and sore from the effort of battling the conditions, with the skipper constantly seasick, they made the unwelcome decision at 9pm to continue on to Niue.

Hours later came a scene that Alicia describes as worthy of a horror movie. With sounds of "crackling, lashing, crashing ... sails screaming and tearing", *Tar Baby's* mast came down in front of her.

After carefully examining the yacht in the darkness and considering their options, they reluctantly set off the EPIRB at 2am, knowing they would be abandoning ship – their first 'home' in their marriage of less than a year.



RCCNZ detected the signal and dispatched a Royal New Zealand Air Force Orion to locate the stricken yacht. Within six hours, the aircraft was overhead, answering their call for help.

The couple were able to use a handheld VHF radio to keep in contact with the aircraft, which did not leave their sight for longer than 30 minutes at any time, while it checked to find the nearest boats. At 4.30pm, they saw **Tunago**, a Taiwanese fishing boat bound for American Samoa, ploughing towards them through the still-massive waves.

By the time Alicia and Louis phoned loved ones two days later, when they arrived in port, their families and friends already knew about their misadventure and safe rescue. RCCNZ had made contact with Louis's mother as soon as the EPIRB went off and kept her updated on the progress of the rescue operation.

In a card the van Praags sent to thank the team at RCCNZ, they expressed their gratitude for the prompt response to their distress beacon and the contact maintained with their family throughout the ordeal, which they said had made everyone feel very well informed.

Louis's mother, Wendy van Praag, also wrote to the Australian Prime Minister to commend RCCNZ for its "continuous, courteous and friendly support service", and said the team had gone to extreme measures to ensure the pair's safety.



To date, the disabled yacht has not been sighted, but people they met on their voyage are on the lookout and Alicia and Louis remain hopeful they may one day reclaim their **Tar Baby**.

You can read more about the start of **Tar Baby**'s ill-fated voyage on Alicia's blog at sailtarbaby.blogspot.com.

*Left: The van Praags had to abandon **Tar Baby** but remain hopeful they may one day reclaim the vessel.*

*Bottom left: RCCNZ arranged for **Tunago** to divert to rescue the stricken yacht.*

*Above and below: The **Tunago**'s raft picks up Louis and Alicia van Praag and heads back to the waiting rescue vessel.*



All photos: Royal New Zealand Air Force

QOL REVIEW ROADSHOW

If you hold a Maritime New Zealand qualification this affects you!



MNZ is releasing a proposed new framework for qualifications and operational limits (QOL framework) for feedback from the maritime community. This has been developed with widespread industry input.

We want relevant qualifications and appropriate operational limits that meet industry needs while ensuring the safety of vessels, their crew, passengers and cargo, and protection of the marine environment.

The proposal and consultation pack will be available on MNZ's website from 27 September at www.maritimenz.govt.nz/quals-limits

From 4 October to 2 November MNZ will be visiting maritime centres throughout New Zealand to explain the proposed changes and hear your views.

Please join us for lunch at midday presentations and for refreshments after evening presentations.

LOCATION	DATE	TIME	VENUE
Whangarei	Monday 4 October	5–7pm	Forum North Centre, Cafler 1 Room, Rust Avenue
Auckland	Tuesday 5 October	5–7pm	Tamaki Yacht Club, Romfords Room 30 Tamaki Drive, Mission Bay
Tauranga	Wednesday 6 October	5–7pm	Mount Ocean Sports Club, 1 Salisbury Ave, Mt Maunganui
Taupo	Thursday 7 October	12.30–3pm	Lake Taupo Yacht Club, Ferry Rd
Gisborne	Monday 11 October	5–7pm	Tatapouri Fishing Club, Shark Bar No. 2 Wharf Shed, The Esplanade
Napier	Tuesday 12 October	5–7pm	Napier Sailing Club, 63 West Quay, Ahuriri
Wellington	Wednesday 13 October	5–7pm	MNZ, Tasman Kupe Room, Level 10 Optimation House, 1 Grey St
Taranaki	Thursday 14 October	12.30–3pm	Port Taranaki Centre, Boardroom, 2–8 Bayly Rd, Moturoa
Picton	Monday 18 October	5–7pm	Waikawa Boating Club, Waikawa Marina
Nelson	Tuesday 19 October	5–7pm	Tasman Bay Cruising Club, Akersten St
Greymouth	Wednesday 20 October	5–7pm	Kingsgate Hotel, Brian Boru Room, 32 Mawhera Quay
Lyttelton	Thursday 21 October	4–6pm	Lyttelton Port Company, Boardroom, Cnr Norwich Quay and Dublin St
Queenstown	Tuesday 26 October	5–7pm	St John Ambulance Building, Training Room 1, Douglas St, Frankton
Milford Sound	Wednesday 27 October	5–7pm	Milford Visitor Centre, Boardroom
Bluff	Thursday 28 October	5–7pm	Bluff Marine Centre, 25 Foreshore Rd
Dunedin	Friday 29 October	12.30–3pm	Otago Yacht Club, 24 Magnet St
Timaru	Tuesday 2 November	12.30–3pm	Comfort Hotel Benvenue, 16–22 Evans St

Take this opportunity to have your say!

For more information on MNZ's QOL Review, go to www.maritimenz.govt.nz/quals-limits

Email enquiries to: qolreview@maritimenz.govt.nz

New QOL framework takes shape

A proposed new framework for maritime qualifications and operational limits (QOL framework) will be released for industry consultation on 27 September.

MNZ is fine-tuning the proposal following its review by representatives from stakeholder groups at a series of workshops in August.

The proposed framework has been rigorously tested against the design principles of: quality, relevance, clarity, consistency, sustainability, flexibility, responsibility, safety and environmental protection, accessibility, currency, efficiency and portability.

Designing the new framework has been a mammoth task, involving extensive input from the maritime community. This includes last year's nationwide community engagement programme, design workshops throughout May and June this year, and the recent stakeholder workshops.

QOL Review Principal Maritime Advisor John Mansell is satisfied that MNZ will be presenting a workable and robust solution to industry for feedback.

"We need a suite of qualifications that will equip today's mariners with relevant skills and position our industry well for the future," says John. "We also want a framework that provides clear career paths. With industry assistance, we are defining a framework people can journey through to achieve relevant qualifications."

"Central to the framework is recognition that the level of competence required by commercial operators increases with the level of risk. For instance, the skills required for operating a boat around a salmon farm in Pelorus Sound are not the same as those required for skippering a vessel in a busy harbour or offshore," he says.

"Competence has many variables, such as navigation skills, the ability to operate increasingly sophisticated communications technology and to forecast weather, as well as safety knowledge and self-sufficiency skills. We've taken a commonsense approach to designing the framework and factored in these variables, as well as the value of experience."

The proposed framework will be released with key principles for transitioning the qualifications from the old framework to the new. There will be opportunity to comment on these as well.

A consultation pack, including guidance on how to give feedback on the proposed new QOL framework, will be posted on MNZ's website on 27 September at www.maritimenz.govt.nz/quals-limits. To request a hard copy of the consultation pack, please email qolreview@maritimenz.govt.nz or phone MNZ on (04) 473 0111.

The release of the proposed framework will be followed by a month-long national roadshow by members of the QOL Review project team, who will explain the proposed changes, answer questions and receive verbal feedback. All members of the maritime community are welcome to attend these presentations. See the QOL Review roadshow schedule opposite for details.

QOL Review next steps

27 September – proposed framework released for consultation

4 October to 2 November – national roadshow to present framework

19 November – consultation closes

February to March 2011 – proposal fine-tuned

April 2011 – new QOL framework released

Before you get on board
get online Stay safe on the water, visit www.maritimenz.govt.nz

New Zealand Government

 **MARITIME**
NEW ZEALAND

The Year of the Seafarer

World Maritime Day, an annual event of the International Maritime Organization (IMO), is celebrated in September.

This day is used to focus international attention on the importance of shipping safety, maritime security and the marine environment, or to highlight a particular aspect of the IMO's work.

This year's World Maritime Day has the theme "2010: Year of the Seafarer". IMO and the wider international community are paying tribute to the unique contribution the world's seafarers make to society, and acknowledging the risks and challenges their activities frequently involve.

Altogether, 1.5 million seafarers are engaged in delivering the goods needed by the world's 6.5 billion people. As well as transporting 90 percent of the world's trade and shifting 99 percent of New Zealand's freight, their work keeps communities and nations connected.

IMO will be acknowledging professional seafarers' vital contribution to achieving safe, secure and efficient shipping on clean oceans. These are the goals IMO itself pursues, in its role as the agency of the United Nations responsible for international regulations.

What does the IMO do?

The IMO, established by a convention adopted in Geneva in 1948, has 169 member states and three associate members, with about 300 international staff based in London.

In line with its chief responsibility – to develop and maintain a regulatory framework for shipping – many international conventions have been developed for international safety, security and environmental protection. Among the most significant are the SOLAS (Safety of Life at Sea) convention, setting out minimum safety standards on ships, and MARPOL (the International Convention for the Prevention of Pollution from Ships), which establishes standards for safeguarding the environment from shipping impacts.

Pictured: Captain Henry Cain was born in 1816 and went to sea at the age of 13. After 30 years of seafaring he settled in Timaru and opened a general store. He opened the first landing service and eventually became mayor of Timaru and a memorial statue was erected in his honour.

How is New Zealand involved?

The IMO's mission statement, "Safe, secure and efficient shipping on clean oceans", closely aligns with MNZ's own vision of "Safe, secure and clean seas".

New Zealand joined the IMO in 1960 and was elected to the IMO Council in November 2007, giving it the opportunity to work alongside nations sharing similar objectives for their flag state responsibilities.

How will New Zealand celebrate World Maritime Day?

World Maritime Day is being celebrated with a function in Auckland on Monday, 20 September, to coincide with the September meeting of the MNZ board.

Unsung heroes commemorated on Merchant Navy Day

The Minister for Arts, Culture and Heritage, Christopher Finlayson, paid tribute to the unsung heroes of the Merchant Navy earlier this month. Friday, 3 September was recognised by the Government as Merchant Navy Day, with commemorations held at the National War Memorial in Wellington and around the regions.

The Merchant Navy played a critical role during wartime, transporting troops, military equipment and vital cargo around the world, under the constant threat of enemy raids.

"No other group of New Zealand civilians faced such risks during wartime," Mr Finlayson says. "Recognising this day acknowledged the contribution and sacrifice made during wartime by a remarkable group of men."

Their work was so essential to the war effort that the Merchant Navy became regarded as the fourth service, alongside the Army, Navy and Air Force.

"During the Second World War, at least 130 New Zealand merchant seamen lost their lives maintaining our economic lifeline and supplying Allied forces with essential supplies and reinforcements," Mr Finlayson says.

"We are happy to have worked with a broad range of individuals and groups such as the Merchant Navy Association, in honouring the memory of these brave New Zealanders."

Source: **Ministry for Culture and Heritage**



New database for search and rescue resources

A new electronic database will help New Zealand's search and rescue (SAR) efforts by providing a complete picture of rescue resources across the country.

The online tool, launched in July, is designed to give the SAR community easy access to the most up-to-date information about the resources available in their area.

The database was developed for the NZSAR Council by the Rescue Coordination Centre New Zealand (RCCNZ), with input from Coastguard, LandSAR, commercial aviation companies and other SAR sector participants. All SAR providers were invited to list their contact information and details of their resources and capabilities.

The types of resource listed in the database include search teams and coordinators, rescue vessels and aircraft. Details are given of capabilities and limitations – such as a search helicopter's winching ability, night vision capability or medical coverage. The database may be searched and filtered in a variety of ways, including by region, type of resource, name and map view.

RCCNZ's Nigel Clifford says the database is a simple but powerful tool that uses mapping technology to show where SAR resources are located. He describes it as a "kind of

graphical phonebook" that can pinpoint any location to see exactly what resources it has.

Nigel says while search coordinators usually have good knowledge of the SAR assets in their immediate vicinity, they might not know about other, perhaps more appropriate, assets that are nearby.

"The database is a welcome progression from paper-based systems. In the past, SAR coordinators around the country have had different manuals and guidebooks that did not always have the most up-to-date and relevant information," he says.

"The new database pulls together the most current information from multiple sources and provides a very clear and complete picture of where assets are, and what they can do."

Nigel says the response to the database from SAR coordinators and providers has been hugely positive.

RCCNZ will maintain the database, but providers of SAR resources can log on to update contact details and any changes in capability – for instance, when they acquire new equipment or personnel. This will ensure the information remains current and effective.



Make sure **your boat** is shipshape

Stay safe this summer

With summer just around the corner, the time is right for boaties to ensure all their gear is up to scratch before taking to the water, says MNZ.

The summer boating season traditionally kicks off at Labour Weekend and it's important that boat owners and skippers start thinking about what they need to do to make sure they and their vessels are safe before heading back out on the water, says MNZ's Manager Recreational Boating, Jim Lott.

Last year there were 24 recreational boating deaths – the second-highest recorded this decade (there were 25 in 2000). The lowest number of fatalities was in 2006, when seven deaths were recorded.

"A number of tragic recreational boating deaths at the beginning of last summer show that things can and do go wrong when out on the water, regardless of a skipper's level of skill or experience," says Jim. "This means that being well prepared and making sensible choices can mean the difference between life and death."

At Labour Weekend last year, three experienced fishermen died when their boat struck a submerged object on Lake Tekapo, throwing them into the water. Despite being well equipped with lifejackets and other safety equipment on board, the men were unable to access these once they were in the water.

"Tragic accidents like this underscore the importance of all boaties being prepared for the worst," says Jim. This includes wearing your lifejacket and carrying some form of

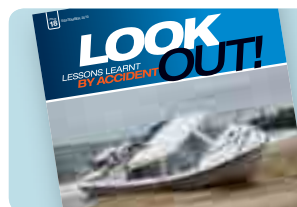
reliable communication, such as a marine VHF radio or a distress beacon (PLB or EPIRB) attached to your lifejacket.

"Checking the forecast before you go out and staying off the booze until you get home are other commonsense steps you can take to ensure you come home safe to your family and avoid becoming another boating statistic."

Jim says the other key area for boat owners to focus on is ensuring their vessels are working properly before taking to the water, and that any safety equipment such as lifejackets or PFDs (personal flotation devices) and communications devices are well maintained and in good working order.

"Whether you're taking the boat out for the first time after winter or using it frequently, regular checks are the only way you will have trouble-free boating. Ensuring your boat is well maintained and equipped, and knowing how and when to use your equipment will help you stay safe."

Jim says people taking up boating for the first time should look to those with more experience for a guiding hand. "A great place to start is with a Coastguard or boat club education course," he says.



See the latest issue of *Lookout!* for more on the Lake Tekapo tragedy.

Tips for ensuring safe, trouble-free boating this summer

✓ Get your engine serviced

Make sure your boat's engine is up to the job. Schedule an annual service and make regular visual checks.

✓ Change your fuel

If your boat has been out of the water for a while, it pays to replace old fuel with clean, fresh fuel. Never assume your trip will run exactly according to plan – always plan to use a third of your fuel for the trip out, a third for the trip back, and have a third in reserve to allow for anything unexpected.

✓ Give your boat a good once-over

Take a thorough look and make sure everything on your boat is in good working order. Start in one place and work your way around the boat, checking everything, inside and out. If you find anything that is damaged or worn, repair it properly or replace it.

✓ Check your lifejackets

Before reuse, make sure that lifejackets are still the correct size (especially for children) and in good condition. Check that your lifejackets are suitable for the type of boating you do. If you have an inflatable, make sure it's checked and serviced, and regularly check that the gas cylinder is properly secured and not corroded. Remember, too, that lifejackets do not work unless they are worn.

✓ Check your equipment

Look at all of the equipment on your boat and make sure it works properly. Check expiry dates on flares and fire extinguishers, and replace them if they're out of date. Make sure the boat's battery is professionally checked so that it will be capable of operating all electric equipment and have enough strength to start the motor. After lying idle over winter, batteries have a habit of providing a start or two before failing completely. Check batteries on portable equipment such as torches, radios and your GPS, and replace them if you need to. Make sure your distress beacon's registration is up to date.

✓ Think about your emergency plan

Look at where your safety equipment is stored. Can you access it easily in an emergency or after a capsize? Put together a floating 'grab bag' that contains all the emergency gear you will need should your boat capsize. Remember, the best place to store a lifejacket is on your person, with a means of communication in your pocket or attached to you!

Before you go out, brief your crew or passengers on what to do if things go wrong, and practise different scenarios – be mentally prepared for the unexpected.

✓ Wear your lifejacket or PFD

Maritime law requires ALL skippers to carry enough lifejackets of the right size for everyone on board. Lifejackets must also be worn in any situation where there is an increased risk to safety.*

*The Government is currently considering a law change that would make it compulsory for lifejackets to be worn at all times on vessels under 6 metres, unless the skipper gives permission for them to be removed.

✓ Check the marine weather forecast before you go

If in doubt, don't go out. And keep checking the forecast while you are out, using VHF channel 21.

✓ Carry at least two reliable forms of marine communication

A distress beacon (EPIRB or PLB) and a handheld, waterproof marine VHF radio are the most reliable forms of emergency communication. Flares (red handheld, orange smoke and red parachute or rocket) are another useful way to signal that you need help. If carried, cell phones should be inside a resealable plastic bag, but should not be relied on as your only form of communication.

✓ Don't go overboard on alcohol

Alcohol impairs judgement and balance, and its effects are exaggerated on the water. Consumption of alcohol increases the risk of hypothermia and will reduce your survival time if you end up in the water.

✓ Make a trip report

Let someone responsible know where you're going and when you expect to be back.

✓ Be considerate to other water users

Keep a lookout, stick to safe speeds and be patient, so that everyone can enjoy the water.



Consultation on Rule Part 82:

Commercial Jet Boat Operations – River

MNZ is currently consulting on new maritime rules for commercial jet boats operating on rivers.

Maritime Rule Part 82: Commercial Jet Boat Operations – River, is proposed to replace Section 1 and Appendix 1 of Maritime Rule Part 80 – Marine Craft Involved in Adventure Tourism.


Industry feedback is important to ensure the proposed changes take into account the real situations experienced by those affected by the rule.

The proposed changes follow a number of accident investigations and a comprehensive review of the sector, which have identified some areas of the safety management framework that can be improved. The new rules are intended to recognise and support industry best practice and to protect the country's reputation as a safe place to participate in adventure tourism.

A significant potential policy change in Rule Part 82 is the recommended introduction of a New Zealand Commercial Jet Boat Driver (River) Licence, a practical driving test, and ongoing competency assessments. Other proposed changes include requirements for drivers to record their hours of driving, provision for an emergency exit for jet boats operating on braided rivers, passenger footrests on jet boats undertaking 'thrill'-type trips, and passengers being briefed about risks before they undertake a trip.

Consultation on the proposed rule is open until 6 October. For more information about the rule, or to make a submission, go to: www.maritimenz.govt.nz/part82.

Comments can also be emailed to rules.coordinator@maritimenz.govt.nz; or posted to the Rules Coordinator, PO Box 27006, Wellington 6141; faxed to (04) 494 8901; or delivered to Maritime New Zealand, Level 10, Optimisation House, 1 Grey Street, Wellington.



Wear your lifejacket
– it's that simple

Look after your family, look after your mates, and look after yourself – wear a lifejacket

For safety tips and info go to www.maritimenz.govt.nz or 0508 22 55 22

New Zealand Government

STAY ON TOP **MARITIME**
NEW ZEALAND

New safe boating initiative launched


A new, practical component has been added to the safe boating programme run by Coastguard Boating Education (CBE).

With the help of Auckland Regional Council's Coastal Enhancement Fund, CBE has expanded its popular programme to include a practical option. This hour-long session can be delivered in schools or to individual boating families or youth groups.

Among the topics covered are the skipper's responsibilities from the crew's perspective, as well as communication in an emergency, use of lifejackets and basic in-water survival skills.

The safe boating programme is dedicated to reducing boating-related accidents, injuries and deaths through education. The *Safe Boating* manual has been written for teachers, by teachers, and the easy-to-follow lesson plans and classroom activities are closely linked to the health, physical education, science, technology and English curricula for year 5–8 students. Learning intentions, key messages and student activity sheets are provided.

For more information, contact Nina Donaldson at Coastguard Boating Education, phone 0800 408 090.



Aerial observation training takes flight

An injection of government funding has allowed more than 400 search and rescue (SAR) volunteers to sharpen their skills in aerial observation in the past year. And for the first time, refresher courses were provided for those who had completed the training before.

Normally, only 30 people complete the Air Observers Course each year, and about two-thirds of these are police. This year more than 400 aircraft operators and crew, Coastguard and LandSAR volunteers, pilots involved in surf lifesaving and regional emergency service staff were given the opportunity to be trained for this valuable work.

The training, conducted at locations around the country, was led by the Rescue Coordination Centre New Zealand (RCCNZ), with support from New Zealand Police.

RCCNZ Training Manager Rodney Bracefield, who directed the training, says aerial searching is a complex discipline requiring patience, concentration and other skills, and training for it is essential. "Without effective training, it's easy for a search to be conducted too fast, at the wrong altitude or not cover the area properly," says Rodney.

"The ability for searchers to spot clues from the air is a vital skill that can make all the difference between life and death for someone in the water or lost in the outdoors."

Rodney says the additional training was made possible through funding from the NZSAR Secretariat, which supports

the NZSAR Council. This funding enabled a series of courses to be run in the last six months of the last financial year.

Each of the courses involved a mixture of classroom training and practical skills development, including participants taking to the air to put their training into practice. They were taught to observe in different conditions, at different heights and from different directions, for different kinds of land and marine objects.

While many of those doing the training had been through similar exercises before, Rodney says the courses were an opportunity to refresh existing skills and learn new techniques. "You can never have too much training in SAR, particularly when it may ultimately save someone's life."

Altogether, 246 volunteers completed aerial observation training for fixed-wing aircraft, at courses run in Te Anau, Christchurch, Porirua, Hamilton and Auckland. Bad weather disrupted the flying phase of the Hamilton course, and it was repeated in Raglan at a later date. Four courses run at the Royal New Zealand Police College in Porirua were co-hosted by New Zealand Police and were specifically for police, LandSAR, surf lifesaving and Coastguard staff.

Another 161 volunteers undertook helicopter refresher training at one-day courses held in Te Anau, Wellington, Dunedin, Whangarei, Wanganui, Nelson, Auckland and Christchurch. These courses involved revision, planning tasks and then spending 45 minutes observing from the air.

The participants' details will be added to the new SAR database (see the story in this issue of *Safe Seas Clean Seas*), so the volunteers can be despatched to join SAR operations around the country if required.

Photo: Barry Harcourt

Consultation underway on decommissioning

MNZ recently began consultation on developing a national policy for decommissioning offshore oil and gas installations in New Zealand.

Disposal of offshore installations at sea is considered a marine dumping activity. In New Zealand's exclusive economic zone (12–200 nautical miles), MNZ is the government agency responsible for approving and regulating marine disposal activities through the Maritime Transport Act 1994. The provisions under the Act and the marine protection rules made under it are derived from the London Protocol and include decommissioning offshore facilities and developing guidance for the offshore industry.

There are about 7,000 offshore installations worldwide, many in maturing oil fields nearing the end of production, and the resources and costs involved in decommissioning them will be truly staggering.

The decommissioning of offshore facilities is a challenging and emotive subject – as both Shell UK and the British government discovered in 1995, when plans were approved to dispose of the oil storage facility Brent Spar in deep Atlantic waters at the end of its operational lifespan.

New Zealand's six offshore installations (Maui A and B, Kupe, Tui, Maari and Pohokura) are all in the Taranaki region. In total, there are five platforms and two floating production, storage and offtake (FPSO) facilities. The Maui field has been in operation the longest (since 1979) and the departure of its FPSO *Whakaaropai* in 2006 led to the first offshore decommissioning project undertaken here.

Annex II of the London Protocol sets out a hierarchy for preferred waste management options in increasing order of environmental impact: reuse; offsite recycling; destruction of hazardous constituents; treatment to reduce or remove the hazardous constituents; and disposal on land, into air and in water.

Recognised decommissioning options include full or partial removal for onshore recycling, rigs-to-reefs, toppling onsite, or conversion for other uses (wind turbines have been installed for electricity generation on disused platforms in the United States). There are positives and negatives for each option, so any decommissioning proposal needs to be considered on its own merits.

Marine disposal of offshore installations is considered the last resort, and all practically recoverable material is expected to be removed. Reflecting international best practice, MNZ expects a clean seafloor to be achieved where practical and possible.

MNZ also believes New Zealand values need to be central to the process and, because industry has asked for government expectations to be clarified, MNZ has decided to develop a national policy and guidance through public consultation.

The process was launched on 4 August with a presentation about overseas decommissioning experiences by Dr Mike McGinnis, an international expert on the development of decommissioning policy with extensive experience in the United States jurisdiction.

MNZ will be holding a series of targeted discussions with key stakeholder groups and inviting submissions, which will be fed into a draft national policy and circulated for further comment.

More information is available on the consultation section of our website:

▶ www.maritimenz.govt.nz/consultation

WE'RE HERE TO ENSURE YOU'RE SAFE



Our role is to **ensure the safety of life at sea** by:

- ▶ Licensing seafarers and registering vessels
- ▶ Developing and maintaining maritime rules
- ▶ Inspecting vessels
- ▶ Investigating accidents and incidents
- ▶ Providing a coastal maritime radio and distress service
- ▶ Coordinating major search and rescues
- ▶ Looking after lighthouses and beacons
- ▶ Maintaining NZ's oil spill response service
- ▶ Educating everyone involved in the maritime community.

For more information go to www.maritimenz.govt.nz or call 0508 22 55 22

**SAFE, SECURE
AND CLEAN SEAS**

New Zealand Government

 **MARITIME**
NEW ZEALAND

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

East Cape

East Cape lighthouse is situated on the North Island's East Coast and is the easternmost lighthouse in New Zealand.

Originally located on East Island, just off the tip of East Cape, it was first lit in 1900. The location was troublesome from the start: a government steamer capsized while bringing tower construction materials to East Island and four men died.

Life at East Island lighthouse was difficult for the keepers and the clay soil made it hard to grow vegetables or keep stock. The island was also very unstable, with the cliffs constantly being eroded and slipping into the sea.

By the 1920s these slips were coming close to the lighthouse. A decision was made to move the lighthouse and the light was extinguished in April 1922. The tower and all of the buildings were moved to the mainland, where the lighthouse began operating in December 1922.

Life improved for the keepers and their families after the move to the mainland. The keepers could travel into town for supplies and their children were able to attend the local school. They could also more easily grow vegetables and keep stock.

Originally a three-keeper station, numbers reduced over time to two keepers and then just one. The last keeper was withdrawn in 1985 and the housing and buildings for staff have been removed from the site.

The light was originally illuminated with a paraffin oil-burning lamp, but this was replaced later with an incandescent oil-burning lamp. In 1954 the light was converted from oil to diesel-generated electricity and in 1971 the lighthouse was connected to mains power.

The original light can be viewed in the base of the tower. It was replaced in February 2002 with a modern rotation beacon, illuminated by a 50 watt tungsten halogen bulb. The new light is powered by mains electricity and has a back-up battery. It is monitored remotely from MNZ's Wellington office.

East Cape lighthouse can be reached on foot from the car park at the end of East Cape Road, but there is no public access to the tower.

Technical details

Location: latitude 37°41' south, longitude 178°33' east

Elevation: 154 metres above sea level

Construction: cast-iron tower **Tower height:** 15 metres

Light configuration: 50 watt rotating beacon

Light flash character: white light flashing once every 10 seconds

Power source: mains electricity

Range: 19 nautical miles (35 kilometres)

Date first lit: 1900

Automated: 1985 **Demanned:** 1985

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

▶ www.maritimenz.govt.nz/lighthouses



MNZ's Ian Howden presents Dave McIntosh with one of the inflatable lifejacket prizes. Dave, an Auckland-based FishSAFE mentor and industry veteran, was delighted to be one of the winners. In his role as an accident investigator, Ian has seen the tragic consequences of not wearing a lifejacket.

SSCS readers win inflatable lifejackets

The June issue of *Safe Seas Clean Seas* featured a customer satisfaction survey, offering participants the chance to win one of five inflatable lifejackets.

We had 264 responses to the customer satisfaction survey, with 94 percent of respondents rating MNZ publications as 'very useful' or 'useful'. We'll be looking closely at the survey results and feedback over the coming months to identify what we can do to improve our service to you.

The competition winners were drawn at random and under supervision, with the following people winning lifejackets: Carol Forsyth (Warkworth), Maurice Gianotti (Taupo), Brodie Plum (Nelson), John Wilson (Nelson) and Dave McIntosh (Waitakere).

MNZ online



Report accidents and incidents online from next year.

We've been looking at how to make reporting accidents quicker, simpler and easier for you. Starting in 2011, commercial operators and recreational boaties will be able to report accidents and incidents online by completing and submitting an electronic form directly to MNZ.

Our new system will collect quality information that we can use to prompt investigations, generate robust statistics and get a clearer picture of where we need to focus our resources.

We've tested online reporting with industry stakeholders from the jet boat, rafting, fishing and passenger sectors in Queenstown, Christchurch and Auckland, and then made changes to the design of our form. The feedback has also helped us further develop the online system, to ensure it is user-friendly and customer-focused.

Industry feedback has been positive so far, and it was widely agreed the new system would be a valuable alternative to the current, paper-based reporting system. Further stakeholder testing will take place in the next few months to give all sectors a chance to comment and guide the development process.

► www.maritimenz.govt.nz

10

Maritime fatalities 2010

From 1 January to 30 June 2010 there were **10** fatalities – **2 in the commercial sector and 8 in the recreational sector.**

This compares with 3 commercial and 12 recreational fatalities for the same period in 2009.



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ISSN: 1175-7736