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SafeSEAS CleanSEAS



*Catherine Taylor on
Wellington's waterfront.*

Welcome to the final issue of *Safe Seas Clean Seas* for 2010.

Another year seems to have flown by, with a huge amount of activity underway across Maritime New Zealand (MNZ).

Excellent progress has been made on two of our most significant projects – the QOL and MOSS reviews – which you can read more about in this issue. The feedback on both reviews and the level of industry engagement with both has been excellent. More than 100 submissions were received on the MOSS proposal, and a series of roadshows led by MNZ's John Mansell to promote the QOL framework showed a good level of engagement.

Work on both projects will, of course, continue into next year, and we'll keep you updated on them as they progress.

In other developments, it was a big year for our Marine Pollution Response Service team, who, along with other MNZ staff, were called on by our international partners to assist in responding to the Deepwater Horizon spill in the Gulf of Mexico. As well as sharing their own expertise, the team brought back valuable lessons to inform our spill response planning (see story inside).

It was a big year, too, in the Southern Ocean, but for all the wrong reasons, after a collision between the New Zealand-registered vessel **Ady Gil** and Japanese vessel **Shonan Maru No. 2**. MNZ's investigation report into the accident

calls on all skippers to act safely and responsibly, whether operating in the Hauraki Gulf or in international waters.

On a more constructive note, the successful search for a missing family near Kiribati and the safe recovery of large numbers of crew from the stricken **Oyang 70** showed that the spirit of international cooperation that exists between mariners when help is needed is alive and well.

Closer to home, of ongoing concern is the number of boating fatalities, particularly in the recreational sector. With the support of our water safety partners, we will be continuing our efforts to reduce fatalities. The Government has provided an additional \$2 million funding over the next two years to go towards recreational boating safety education.

The challenge to all of us using our lakes, rivers and coasts this summer is to stay safe and come home to our families in one piece. We urge all water users to be patient and act responsibly during the busy holiday period.

Have a safe, happy and relaxing festive season.

Catherine Taylor

Director of Maritime New Zealand



Cover story

*MNZ released its report on the collision between **Ady Gil** and **Shonan Maru No. 2** in international waters.*

Report highlights collision dangers

The report on a collision between New Zealand and Japanese vessels in the Southern Ocean is the culmination of an extremely robust and thorough investigation, MNZ says.

The New Zealand-registered whaling vessel **Ady Gil** and the Japanese vessel **Shonan Maru No. 2** collided on 6 January 2010 in international waters about 165 nautical miles north of Antarctica. In the collision, 3.5 metres of the **Ady Gil**'s bow was sheared off and some of its crew sustained injuries.

MNZ's report, released last month, found that while neither vessel's master deliberately caused the collision, both were responsible for contributing to and failing to respond to the 'close quarters' situation that led to the accident.

Bruce Anderson, MNZ General Manager of Monitoring and Response, says the report underscores the responsibility of all vessel masters to ensure that the safety of life at sea always remains their highest priority, regardless of the activity they are involved in. "This is particularly critical in an environment as isolated and unforgiving as the Southern Ocean, where the availability of any assistance is extremely limited," says Bruce.

Bruce says differences of opinion about the outcome of the report are inevitable, given the high level of public interest in the collision, but MNZ reached its conclusions independently, based on the detailed information available.

He says technical investigations of this nature are highly complex and require investigators to work through a vast array of information to piece together what has happened and why.

"We analysed technical and navigational data from both vessels, conducted detailed interviews with witnesses, and reviewed photographs and 25 hours of video footage shot from four different vantage points – much of it never seen by the public.

"The report was peer reviewed by MNZ's master mariners, and then independently by an external master mariner, so we have absolute confidence in the findings."

The report and its recommendations will be shared with the International Maritime Organization and circulated to countries with responsibility for whaling and protest vessels.

To read the report, visit:

▶ www.maritimenz.govt.nz/adygil

Photo (and cover): Sea Shepherd Conservation Society



Fishing vessels work together to save stricken crew



*An RNZAF Orion and up to nine fishing vessels were involved in the search for survivors from the trawler **Oyang 70**. All but six of the 51 crew were recovered alive.*

An international rescue effort involving New Zealand and foreign charter fishing vessels saved the lives of 45 crewmen from the trawler **Oyang 70** when it sank 400 nautical miles south-east of Dunedin in late August.

A Royal New Zealand Air Force P3 Orion and up to nine fishing vessels from New Zealand, Ukraine, Japan and the Dominican Republic were involved in the rescue mission, coordinated by the Rescue Coordination Centre New Zealand (RCCNZ).

RCCNZ mission coordinator Mike Roberts says the search was initiated after the centre received an early-morning alert from the 82 metre trawler's emergency position-indicating radio beacon (EPIRB). This was followed shortly after by a mayday call relayed by New Zealand-owned fishing vessel **Amaltal Atlantis**.

"Due to a number of New Zealand and foreign charter fishing vessels operating in the area close to **Oyang 70**, they were able to get to the scene very quickly, with

Amaltal Atlantis recovering 45 of the 51 crew alive from the stricken ship," says Mike. "Sadly, three crewmen were found dead and another three, including the Korean master, remain missing, presumed drowned."

Mike says despite the tragic outcome for the six men who had lost their lives, it was "extraordinary" that so many were able to be rescued.

"The fact that so many survived is testimony to the efforts of the crews and masters of those nearby vessels, who dropped everything to come to the aid of **Oyang 70 and help in the search. This was international cooperation at its best."**

The surviving crew – from Korea, Indonesia, the Philippines and China – were taken on board **Amaltal Atlantis** and looked after by its crew, while the vessels continued to search the near-freezing waters for signs of survivors throughout the day.

"Despite the best efforts of searchers, after 12 hours with no sign of the missing men the difficult decision was made to stand the search down," says Mike. "Given the amount of



Above and left: Fishing vessel **Oyang 70** photographed some time before she sank 400 nautical miles south-east of Dunedin.

Photos: New Zealand Defence Force

time that had elapsed, the temperature of the water and the fact it was unlikely the men had been wearing survival suits, it was very unlikely they would still be found alive."

The survivors on board **Amatal Atlantis** were later returned to Christchurch, where they were warmly

welcomed by the local community, who provided food, clothing and other items.

The crewmen have since returned to their own countries.

The Transport Accident Investigation Commission is investigating the accident.

Media spotlight on search

As news broke of the sinking of **Oyang 70**, MNZ's 24 hour media line was flooded with calls from journalists in New Zealand and across the Tasman, requesting information and interviews about the search effort.

Starting with the first radio interview at 7am, MNZ's media team responded to a flood of media calls throughout the day, issuing four media releases to update information on the search, and carrying out live and pre-recorded interviews on radio and television in New Zealand and Australia. They also coordinated a number of television interviews with RCCNZ mission coordinator Mike Roberts, including a 'live cross' for the Television New Zealand news at 6pm.

A number of follow-up media calls were received in the following days, as the industry came to terms with the loss and investigators began the challenging task of determining what caused the vessel to sink.

The media coverage totalled more than 660 press, radio and internet clippings relating to the search – the most intense period of media activity for an RCCNZ search since the tragic loss of the Tongan ferry **Princess Ashika** in August 2009.



Media and interested parties can sign up to receive media releases through MNZ's RSS feed (also available on Twitter) or subscribe to email updates.





Attendance at the 17 seminars was very good, with the second-largest turnout in Auckland (pictured). Nelson had the largest turnout.

Positive feedback at QOL roadshow

More than 500 people across the country turned up to roadshow seminars about proposed changes to qualifications and operational limits.

Seventeen presentations in maritime centres from Whangarei to Bluff provided an open forum for current qualification holders and other members of the maritime community to discuss MNZ's proposed new qualifications and operational limits (QOL) framework. The roadshow was a key part of formal consultation on the proposal, expected to come into effect in 2013.

MNZ's Principal Maritime Advisor, John Mansell, says the turnout was impressive and the feedback largely positive. "Nearly every spectrum of the industry came, and it was a very useful and enjoyable experience."

MNZ started the QOL review a year ago with a series of interviews with commercial operators across the country.

John says the proposed new framework addresses the issues identified during that process.

"People were particularly positive about the shift to more competency-based qualifications, and to MNZ managing examinations."

The QOL review is aimed at developing a clear and logical framework for qualifications and operational limits, to meet the needs of New Zealand's current and future commercial maritime sector. The outcome will be relevant qualifications and appropriate operational limits that meet industry needs while ensuring the safety of vessels, their crew, passengers and cargo, and protecting the marine environment.

John says there was a general feeling that the proposed changes could not come soon enough. One Milford Sound skipper said he had been expecting bad news at the meeting, but there was none.



Graham Chapman (left), MNZ Director Catherine Taylor and Mike Closier mingle after the Auckland roadshow.



MNZ's John Mansell at the QOL roadshow in Auckland.



Kees Buchens (left) and Jim Varney chat with MNZ's Ian Lancaster in Auckland.

Feedback from attendees included a range of comments and ideas that will be taken into account as the framework is finalised. In addition to comments from the roadshow, 79 written submissions were received.

The roadshow encountered a perception that the new framework would prevent New Zealand maritime qualifications being used overseas. "Retaining quality and international recognition of our qualifications is a priority," says John. "There's no way we'd jeopardise that. The changes we propose more closely align our qualifications with Australian and international standards to ensure portability."

He says although there are significant changes to entry-level qualifications, the outcome will be a lot more people becoming competent more quickly. "The industry requires a skilled workforce with competencies that are relevant to the job, and we are providing for that."



John, pictured in Lyttelton, says the audience was diverse and delivering the QOL roadshow was an enjoyable experience.

MOSS project gathers pace

The project for MNZ's new commercial vessel safety management system has moved into its next phase, with the analysis of submissions now complete.

The proposed new maritime operator safety system (MOSS) is intended to replace the existing safe ship management (SSM) with a less complex system that is intended to improve operator safety.

In total, 114 written and oral submissions were received in response to the formal consultation presented to stakeholders and special interest groups. The submissions were carefully considered and analysed clause by clause, to identify themes and issues.

MNZ's Manager of Safety Research and Analysis, Michael Peters, says that, overall, the submissions showed considerable support for the direction the new system is taking. However, the submissions also identified some key issues that will need further development.

The MOSS submissions panel is now working through the recommendations for changes arising from the submissions.

Overall submitters welcomed the removal of what was perceived as a system geared for big international ships rather than domestic vessels, and a move away from a system that was too complex for operators to easily use. MOSS was identified as offering a simpler and more efficient

framework and allowing MNZ to improve its regulatory oversight.

Some concern was expressed at SSM being replaced after taking 12 years to bed down, and at a perceived lack of certainty around some of the costs associated with the new system.

Some submitters also raised the possibility of negative effects should the requirement for surveyors to belong to SSM organisations be removed. Support for the need to maintain quality and consistency of survey and to ensure the continued supply of surveyors were common themes.

A MOSS submissions panel has been set up and is considering the submissions about the rules and service delivery model during November and December.

A draft of proposed changes to the maritime rules will then go to the MNZ Authority for consideration in March 2011. It will be released to submitters in April and to the Ministry of Transport for feedback, ahead of formal consideration and possible amendment by the Minister and Cabinet. Sign-off by the Minister is scheduled for September and implementation will follow.

For more information, go to www.maritimenz.govt.nz/moss or contact Michael Peters by phoning 04 494 1249, or emailing michael.peters@maritimenz.govt.nz.

Annual report released

MNZ's newly released **Annual Report 2009/10** outlines progress against strategic goals, key achievements and financial performance during the last financial year.

Key achievements during 2009/10 included extensive industry liaison for the three-year MOSS (maritime operator safety system) and QOL (qualifications and operational limits) review projects, as well as a lifejacket safety campaign, which was MNZ's main advertising campaign for the year.

The organisation also worked closely with Pacific Island nations and attended international conferences aimed at improving maritime safety in the Pacific, as well as assisting with the clean-up in the Gulf of Mexico. It was also an eventful year for RCCNZ, with a number of large-scale search and rescue operations undertaken.

Read the annual report online at:

▶ www.maritimenz.govt.nz





MPRS response planning officer Dayne Maxwell (left) and oil spill equipment technician Scott Read were deployed to the Gulf to assist with the Deepwater Horizon response.

Valuable lessons for NZ from Gulf spill

The experience of MNZ's oil spill response staff and contractors in the United States Deepwater Horizon oil spill has brought a deeper understanding of some of the issues New Zealand would face in a similar emergency.

Ten MNZ oil spill response experts and four members of the National Response Team (NRT) travelled to the Gulf of Mexico to assist in the clean-up, at the request of their US colleagues.

MNZ General Manager of Monitoring and Response, Bruce Anderson, says a review of lessons learnt from the Gulf of Mexico shows New Zealand's Marine Pollution Response Service (MPRS) is well prepared. However, we need to consider how New Zealand would handle a large-scale event such as the BP pipeline leak.

"We can be justifiably proud of the skills and expertise of our oil spill response team, not only within MPRS and the wider MNZ community, but also with the 400 trained and qualified personnel on standby throughout New Zealand," says Bruce.

While no oil facilities in New Zealand waters have the same pressures and oil characteristics as BP's Deepwater Horizon platform, Bruce points out the exploration activities currently underway and the potential of areas such as the Deep South Basin to end up with similar rigs.

The resources and processes in place in New Zealand are focused mainly on local and regional emergency responses, and Bruce says some attention could be refocused on the potential for a Tier 3, or nationally significant, pollution event.

"Continued critical assessments are required of all aspects of New Zealand's oil response preparedness, with a view to ensuring the plans we have in place for a major incident within New Zealand's waters remain current, robust and realisable," says Bruce.

New Zealand has relationships and agreements in place to quickly call on international assistance in the event of a major disaster, which puts the country in a position to respond effectively in any situation.

The US experience showed that the sheer volume of information created by a major response scenario needed dedicated systems to manage it. Long-term demands on MPRS professionals, such as was the case in the Deepwater Horizon response, would also test the capacity of the personnel and resources dealing with it.

"If it is going to be a long-term response, we should try to stagger the skilled staff in shifts. Those skilled people could become 'roving advisors,' giving a type of on-the-scene training to those in the front line with fewer skills," Bruce says.

The main lesson from the US disaster for New Zealand is in managing the massive pressure that comes from an event of such proportions. Bruce says expectations and logistics have to be carefully monitored and controlled to maximise the effect of the resources deployed.

"Another key to the success of an operation is to have an educated public before the incident, rather than having to try to educate them during it," he says.

International effort finds missing family



The RNZAF Orion located the missing four within half an hour of joining the search.

A family of four missing in a 4 metre aluminium boat for almost a week were finally found safe and well near Kiribati, following an internationally coordinated rescue mission.

The family group – a man and woman in their fifties and two boys aged 7 and 8 – left Ukiangang in their small craft for the 12km trip to nearby Tikurere Islet on 31 October.

The alarm was raised when the group did not arrive as expected. Authorities in Kiribati requested Rescue Coordination Centre New Zealand (RCCNZ) assistance with the search late on 4 November.

In response, RCCNZ drew up a search area plan and coordinated a Royal New Zealand Air Force (RNZAF) P3 Orion to help with the search, along with Joint Rescue Coordination Centre Honolulu (JRCC Honolulu), which tasked the United States Coast Guard (USCG) cutter **Rush**.

The cutter was diverted to assist, arriving early on 6 November to help in the search. The USCG also conducted searches of the area with its HH-65 Dolphin helicopter.

During the search, the RNZAF P3 aircraft covered an area of approximately 14,400 square kilometres. The search area's large size was due to the time elapsed from when the family first set out.

Within half an hour of the P3 Orion's arrival, the RNZAF reported it had located the small craft intact with the family on board, 9km outside the northern extremity of the search area, about 110km east of Ebon Atoll. **Rush** despatched a fast rescue boat to retrieve the four, who were then taken on board and treated for mild hypothermia, ulcerations and malnourishment. The family then boarded the USCG helicopter and were taken to Butaritari village.

They were greeted by a large crowd, including the Minister for Education, the mayor and a local MP. USCG **Rush** commanding officer Captain James McCauley accompanied the survivors to shore and was the main guest of honour at the ensuing celebration.



The family wave as the RNZAF Orion made the first pass overhead.

John Mote, the Maritime Commander of the Kiribati Police Service, thanked all who had contributed to the success of the search and rescue (SAR) operation. He also passed on thanks from members of the family.

RCCNZ Search and Rescue Officer John Ashby acknowledged the cooperation between all authorities involved with the SAR operation to bring the search to a successful conclusion, and return the survivors to their family and friends.

The search was a joint effort by RCCNZ, NZDF, JRCC Honolulu, USCG and the Government of Kiribati.



USCG **Rush** dispatched a fast rescue boat to retrieve the family.

*The family were taken on board **Rush** and treated for mild hypothermia, ulcerations and malnourishment.*



Water rules aren't rocket science



Regional harbourmasters are working with MNZ this summer to remind boat owners that their safety on the water often lies in each other's hands.

"There is a maritime tradition that boaties help each other when something goes wrong, but this support needs to extend to all behaviour on the water," says MNZ Maritime Safety Inspector Alistair Thomson.

Alongside checking the weather, wearing lifejackets and having two reliable means of emergency communications on board, Alistair says the "rules of the road" on the water are at the top of the list for looking after yourself and others in the marine environment.

"The rules aren't rocket science. Operating at an appropriate safe speed is one of the most important, yet basic safety rules – with more complaints received about speed and wake than any other issue," Alistair says.

"Commonsense is the essence of the rules, and consideration for others is at the heart of being safe and having fun on the water."

Alistair recently met upper North Island harbourmasters to discuss the issues of speed and wake.

"Harbourmasters agree that safe speed is one of the most important safety rules for small vessels, but it's also one of the hardest to enforce," he says.

Experience shows that if a marked harbourmaster or maritime police vessel is on patrol, people comply with maritime speed requirements, but people caught out by an unmarked patrol boat tend to respond that "we were not aware of the speed requirements".

Although it is just a small percentage of people who ignore the rules, even a few wrongdoers can put many others at risk.

As harbours and waterways get busier in the summer months, MNZ Manager of Recreational and Small Craft Jim Lott suggests using the "5 by 5" method to remember where you are required to slow your speed to 5 knots (9km/hr), or a fast walking pace.

The 5 knot rule applies in these five situations:

1. Within 200 metres of the shore
2. Within 50 metres of another watercraft
3. Within 50 metres of a swimmer
4. Within 200 metres of a dive flag (Flag A of the international code of signals)
5. Whenever any passengers are 'bow riding'.

Jim says these speed requirements are at the core of safe behaviour. "If everyone obeyed them and kept a really good lookout for others, we would have very few injury accidents or complaints."

High speeds create a wake that rolls other boats around, causing discomfort and potentially injuries to those on board. The message from harbourmasters and MNZ is "always look behind to check whether your wake is causing a problem to others".

Keeping a check on your boat's speed, keeping to the right of oncoming boats and maintaining a proper lookout are things you can do to be among the majority of boaties who are safe, considerate and enjoyable to share the water with.

If you witness dangerous activity by another vessel you can:

- get the attention of the skipper and explain that you are concerned for your safety because of the way they are operating, and simply remind them to be courteous
- take down the name of the boat or, ideally, the licence number on the trailer and report it to police
- as a last resort, report the activity to the local harbourmaster.

For more information about the rules of the road on the water, email: publications@maritimenz.govt.nz or phone **0508 22 55 22** for a free safe boating pack and DVD.

For information about Coastguard's boating safety courses, call **0800 40 80 90**.

Lifejackets – useless unless worn

The majority of recreational boating fatalities occur in boats under 6 metres long, with failing to wear a lifejacket the biggest contributing factor.

If going out, put your lifejacket on and keep it on. They are inexpensive life insurance and can be the difference between life and death in many accidents.

One option if you only go boating very occasionally is to rent a lifejacket. Some churches and community groups provide this service. Coastguard Northern Region will fit kids into a lifejacket for \$10 a day or adults \$20 (half-price for members) and also offer monthly rates – call 09 303 4303 for details.



Children's lifejackets should be fitted with a crotch strap to prevent them riding up. You can hire lifejackets if you only go out occasionally.

Wider safety net for waka ama

The safety guidelines for waka ama racing are being beefed up to keep pace with the sport's rapid expansion across New Zealand.

A new edition of the guidelines – retitled “Waka Ama Safety Rules” and updated to better meet the sport's needs – is in production, in readiness for the national championships at Lake Karapiro in January.

MNZ Maritime Safety Inspector Alistair Thomson says waka ama represents a large and growing part of the recreational boating sector. “Levels of participation have doubled over the past few years, with more than 3,000 competitors now taking part at the national champs,” he says.

“There's also a greater sense of engagement – clubs and teams are keen to comply with the safety rules.”

Alistair says the safety rules place a greater emphasis on skippers and clubs taking responsibility for promoting and following safe practices.

The national association, Ngā Kaihoe o Aotearoa (NKOA), has worked with MNZ on the guidelines, to ensure all waka ama paddlers train and compete safely, and have access to the knowledge and skills they need to avoid risk and deal appropriately with any incident.

The updated safety guidelines are being promoted across the waka ama community, but each club is also expected to develop its own safety plan that reflects its local conditions.



Waka ama is rapidly growing in popularity. Photos: NKOA

New certification advisors to improve service

MNZ has recently appointed four extra staff in response to increased demand from industry for seafarer certification services.

MNZ General Manager Maritime Services Sharyn Forsyth says the new staff, who will focus primarily on seafarer certification, will increase the number of advisors in the Certification and Ship Registration team from five to nine.

"We are currently assessing the long-term resourcing needs of the team and the wider Maritime Services area," Sharyn says. "As part of this process, we are talking with our external partners about their needs and projections for the next 3–5 years to make sure we get things right."

"We acknowledge that service levels in this area at the moment are not meeting the high standards we would like, and that this has an impact on industry, so we are working hard to address this."

Sharyn says the Certification and Ship Registration team is currently focusing on providing clear expectations to customers, while at management level the focus is on working more efficiently and securing additional people with the appropriate skills for the team.

"Despite these efforts, addressing these issues hasn't been easy, with the decline in service over past years linked to a significant increase in applications and general workload."

This combines with the difficulty in recruiting suitable technical staff, which is a problem being faced by the entire industry worldwide.

"In response, we have been advertising to recruit technical expertise into the Maritime Services team, both nationally and internationally. We are also looking at options for contracting in people to assist. These skilled positions have recently been added to the skills shortage list by Immigration New Zealand, as I understand that industry training bodies have also experienced difficulty in recruiting at this level."

Sharyn says MNZ has identified a number of areas where processes can be streamlined or made more responsive. Some of these changes have already been put in place, such as acknowledgement of emails with expected response times; introduction of helpdesk software; and advertised hours of availability for seafarer certification staff.

Other planned improvements are a complete review of all website material and guidance notes, further extension of the helpdesk, and introduction of revised processes to speed up responses.

"In the meantime, we are continuing to work with urgency to improve our service and bring our response times down to acceptable levels. However, this is likely to take some time and we thank people for their continued patience as we carry out this important work," says Sharyn.

Maritime rules update

New maritime pilotage rules

Maritime rules Part 90: Pilotage 2010 was signed by the Minister of Transport in early September and replaces the existing pilotage rules, introduced in 2003.

Introduction of the new rules follows an extensive review by MNZ. The review considered the risk assessments developed for all the major ports and harbours under the Port and Harbour Marine Safety Code and, in revising the rules, MNZ also consulted widely with the maritime community.

The new rules update existing pilotage limits and introduce new compulsory pilotage areas to better reflect navigation risks. Revalidation and ongoing proficiency requirements have been introduced for pilot licences and pilotage exemption certificates (PECs), in line with international practice. Entry qualifications for trainee pilots have also been broadened. The changes clarify the training and examination processes for licences and PECs, and for continuing professional education for pilots.

Part 90 will come into force on 1 April 2011, which will allow affected parties to become familiar with the new requirements and give MNZ time to prepare for its introduction. Holders of existing pilot licences will be required to renew their licences by 1 April 2012, and holders of pilotage exemptions will have until 1 April 2013 to renew them.

Existing training course approvals will remain valid until 1 April 2012, when courses must be reapproved by MNZ. All licence and exemption holders will have to be assessed annually from 1 April 2012, although this is already established practice in most pilotage areas.

More information about the new rules will be provided to pilots, exemption holders and other stakeholders in the near future.

A copy of the new Part 90 can be found on the rules pages of the MNZ website:

▶ www.maritimenz.govt.nz/rules

Work continuing on proposed rules Part 91 amendment

Work is continuing on the proposed amendment to rules Part 91, which would make it a requirement for all on board recreational vessels of less than 6 metres to wear their lifejacket by default, unless the skipper considers there is a 'low risk'.

This reverses the current requirement, which is that lifejackets need only be worn in situations of 'heightened risk' at the skipper's discretion.

The Government has asked MNZ and its partners on the National Pleasure Boat Safety Forum to do some additional work on the benefits of the proposal, including the development of an implementation plan, as part of its wider recreational boating safety strategy. This work is expected to be completed next year, before going before the Minister of Transport and Cabinet.



SSM surveillance continues

The recent convictions of three West Coast fishers for operating without safe ship management (SSM) documentation highlight the importance of ongoing commercial vessel surveillance to ensure a level playing field for all operators, MNZ says.

MNZ's General Manager Maritime Services, Sharyn Forsyth, says while the SSM breaches are disappointing, the prevailing message from the compliance monitoring is encouraging.

With help from Royal New Zealand Air Force (RNZAF) aircraft and Navy vessels, MNZ's surveillance of commercial fishing operators can extend to vessels far out to sea.

Sharyn says the convictions of Frank MacDonald Benzie, of Greymouth, Anthony Robert McKay and Alfred Murray Marshall, both of Hokitika, for operating commercially without the correct SSM certification prove the broadened surveillance is working. But encouragingly, the convictions are among only a handful of actions against operators.

"Out of the hundreds of photographs produced from the joint operations, the small number of compliance breaches MNZ has found is an encouraging sign and shows a widespread respect within the industry for the operational limits.



RNZAF Orions are used to help with vessel surveillance.

"MNZ is committed to ensuring vessels and those on board remain safe and are operating within the relevant legislation, and wants to promote voluntary compliance at all times.

"The far-reaching surveillance will continue and is expected to focus on West Coast fisheries (especially during the albacore tuna season), the Southern Ocean scampi fishery and the West Coast hoki fishery.

Sharyn says the need for vigilant monitoring remains, to ensure a level playing field for all.

"The simple message is that if you are pushing the boundaries by operating without the right safety documentation, then action will be taken."



Fishing vessels operating without appropriate documentation are monitored, with MNZ following up compliance breaches.

Changes to STCW Convention

In our June issue, we reported on the review of the International Convention on Standards of Training Certification and Watchkeeping (STCW) for Seafarers.

Changes to the convention have since been formally adopted by the International Maritime Organization (IMO) at its diplomatic conference in the Philippines in late June, and these will be known as the Manila amendments to STCW.

The amendments will come into force on 1 January 2012, with the transition provisions allowing full implementation of the amendments by 1 January 2017.

For seafarers holding existing certificates, there will be no immediate impact. MNZ may continue to revalidate certificates under the existing provisions of the convention until January 2017, although it may choose to introduce some of the new requirements before then. Seafarers who commence training before June 2013 will be able to be trained and certificated under the current regime.

The amendments are the outcome of the first major review since the last revision in 1995 (STCW 95). Key changes include:

- revised training, competence and certification requirements for deck officers, engineering officers and radio operators
- introduction of four new qualifications (electrotechnical officer and rating, AB deck and AB seafarer)
- changes to training and competence requirements for personnel on certain types of ships (such as tankers and passenger ships)

- updated standards relating to medical fitness
- updated and expanded requirements for hours of work and rest, and new requirements for the prevention of drug and alcohol abuse, including introduction of blood alcohol limits for seafarers performing key safety and security duties.

MNZ is developing its plans for giving effect to the amendments and MNZ staff recently attended an IMO STCW familiarisation course in Shanghai on the changes. It is envisaged that there will be updates to some maritime rules, including Parts 31A, 32 and 34.

In addition, there will be a review of existing syllabuses and approved training courses to ensure they meet the new STCW requirements and to identify any additional training requirements for existing seafarers to upgrade their certificates. MNZ will also be looking at its processes for issue, revalidation and recognition of certificates, to ensure that they comply with the Manila amendments.

STCW deals primarily with seafarer qualifications and does not cover crewing levels and operating limits, which are part of MNZ's current QOL review. However, there are areas of overlap between the two projects that MNZ will be working through as the projects progress.

More information will be provided over the coming months as MNZ discusses the amendments with key stakeholders, and further develops its plans for implementation.

Ian Niblock farewelled



Northland Regional Council (NRC) Harbourmaster and National On-Scene Commander Ian Niblock has left to take up a harbourmaster's position in Darwin.

Ian was employed by the then-named Maritime Safety Authority as National Operations Manager for the Marine Pollution Response Service from 1995 to 2000 and played a key role in building the operational component of New Zealand's marine oil spill response system.

Moving on to NRC in 2000, Ian responded to a diverse range of maritime incidents while residing in Northland, including numerous marine oil spills.

Ian's superb contribution to New Zealand's oil spill response and his dedicated efforts as harbourmaster in the far north will be truly missed.



Registering your 406MHz distress beacon can greatly assist rescuers if you get into trouble.

Have you registered your distress beacon?

Nearly 23,000 406MHz distress beacons have been registered since being introduced in New Zealand, but it is estimated that nearly a third of beacon owners are still not registered with search and rescue authorities.

The Rescue Coordination Centre New Zealand (RCCNZ) is responsible for responding to all distress beacon alerts on land, sea and air within New Zealand's search and rescue region. It maintains a confidential database of 406MHz beacon owners to enable RCCNZ's trained staff to quickly identify who they are looking for and the type of activity involved when a beacon is activated.

The secure database holds important information, such as emergency contact details for people nominated by the beacon's owner and the details of any vessels or aircraft the beacon may be fitted to.

RCCNZ Operations Manager John Seward says registration is confidential and free, and is the best available enhancement to a beacon's performance. "By being able to rapidly establish who owns the beacon, the search and rescue officers at RCCNZ immediately have access to information that can be factored into a response plan."

John says having up-to-date beacon registration information greatly assists in any rescue response, but an estimated 30 percent of beacons purchased have yet to be registered.

He recounts one incident where it made a real difference.

"A 406MHz beacon activation was reported, but it showed two possible locations, one in the bush and the other one out to sea. Because it was registered, we could contact a relative who confirmed the person would be in the vicinity of the first position and was also able to tell us their intentions and the likely size of the party.

"Using that information, the search was focused on a relatively small area of the East Coast, starting with a hut on the route the tramp was expected to take.

"A note was found that refocused the search and the tramp was located by the rescue helicopter in a deep gorge in rugged terrain, trapped under an overhang by a rising river.

"Because of the overhanging rock, the homing signal from the beacon was not detected until the helicopter was almost on top of the tramp's location. He might not have been located had we not been able to talk to his emergency contacts. This emphasises the immense value of registering a beacon," says John.

Equally importantly, beacon registration allows RCCNZ to easily identify false alarms, which saves the effort and expense of an unnecessary search and rescue response.

"We get a lot of accidental activations," John says, "but if we can phone the point of contact they might tell us the boat is sitting on the lawn, or an aircraft is safe in a hanger being serviced, and it's obviously a false alarm. If we cannot ascertain that the activation is a false alarm, we must always initiate a rescue response."

Before the old 121.5 and 243MHz distress beacons were phased out on 1 February 2009, 406MHz registration had grown only slowly. By the time of the switch to 406MHz, it had picked up from fewer than 400 a month to more than 1,000 a month.

Since then, the number of people registering their beacons has fallen away, with the lowest number of registrations since 2008 recorded in July this year. Even so, registrations are still running at more than 200 a month. Beacon registration is free and legally required when a beacon is purchased.

The onus is on owners to register their beacons and keep their details up to date when they change address, or buy a vessel that has a beacon attached. Retailers have an important role to play as well, by informing their customers of the legal requirement to register their beacon, and showing them how to do it.

Register your beacon, or check or update your details online at www.beacons.org.nz, or phone 0508 406 111, fax 04 577 8041 or email 406registry@maritimenz.govt.nz.

It's free, it's confidential and it could save your life.

For more about distress beacons, see the December issue of *Lookout!* online at www.maritimenz.govt.nz/lookout or email publications@maritimenz.govt.nz.



Catch fish, not cables this summer

With the summer boating season upon us, we need to remember the rules for fishing in areas where undersea cables are present, say the Ministry of Transport (MoT) and MNZ.

Submarine cables and pipelines around New Zealand carry electricity, telecommunications and energy resources such as oil and gas. These cables are vital to New Zealand's power and communications systems and to the New Zealand economy, so protecting them is in everyone's best interests.

Fishing or anchoring around these cables can cause them serious harm. Something as innocuous as hooking a cable with a fishing line or lightweight anchor can damage a cable's protective outer layer.

"There are many undersea cables in all parts of New Zealand, and these are marked on the latest nautical charts," says MNZ Manager of Recreational and Small Craft Jim Lott.

"Many cables are marked by beacons onshore to help determine their exact position, but they can move around a bit on the seabed, so it's important that boats keep well clear when anchoring or fishing. The important thing to remember is that if you damage a cable, then you are responsible. You are also subject to heavy fines," says Jim.

"If you think you have caught a cable, let go the anchor with a buoy attached, but never try to lift the cable to retrieve gear."

Eleven cable protection areas (commonly known as cable protection zones or CPZs) have been established around the country. The CPZs ban all anchoring and most types of fishing, to prevent cable damage.



Cable owners such as Transpower, Telecom and Southern Cross Cables are very keen to protect their cables, which can cost many millions of dollars and take months to repair. CPZs are patrolled in some cases by ship and helicopters around the clock, so offenders run a high risk of being caught.

MoT and MNZ work closely with cable operators and owners, and MoT actively prosecutes offenders. Substantial fines, plus costs, are typical for offences against the submarine cables legislation.

Be sure to pay attention to the protected areas and know the risks. Don't get caught out this summer – catch fish, not cables.

For more information, visit the Transpower website www.transpower.co.nz or phone 0800 THE GRID.

Photos: Telecom

Dog Island

Dog Island lighthouse, in Foveaux Strait, is New Zealand's tallest at 46 metres above sea level.

Dog Island lighthouse lights the eastern approaches of Foveaux Strait, about 5km from the entrance to Bluff Harbour.

First lit in August 1865, the lighthouse contained the first revolving light in the country and warned mariners of the low, flat, rocky island, which is only a couple of metres above sea level.

The lighthouse tower was the second in New Zealand to be designed by James Balfour. He later became the Colonial Marine Engineer and designed many of New Zealand's lighthouses.

The tower was built from stone quarried on the island. The peaty subsoil caused the tower to take on a slight lean, and over the next 50 years many makeshift repairs were carried out. In 1916, it was reported to be unsafe and the entire tower was encased in a concrete shell.

To make the lighthouse stand out, the tower was painted with black and white stripes, rather than the standard plain white. There are only two other lighthouses in New Zealand with stripes – Cape Campbell Lighthouse, which looks similar to Dog Island, and Cape Palliser Lighthouse, which has red and white stripes.

The original lighting system used 16 small oil lamps, each with its own lens that turned inside a single lantern. This differed from other early lights, which consisted of a single oil lamp and rotating lens. In 1925, the individual lamps were replaced by a single lamp and rotating lens, and in 1954 the light was converted from oil to diesel-generated electricity.

The original light on Dog Island caused extra tasks and difficulties for the early keepers. The mechanism had to be wound up every hour. In 1883, the principal keeper died after falling down a 23 metre shaft that ran down the middle of the tower. He fell while adding an extra weight that was used to increase the speed of the revolving light.

Dog Island light station originally had three keepers and their families. By the time the light was automated in 1989, this had been reduced to one keeper and family.

Life at Dog Island could be challenging for keepers with families. The island was too isolated for children to attend school on the mainland each day. In the early years, supplies were sent out on the government supply ship every three months. The last keeper and his family had an easier time getting supplies, with supplies flown out fortnightly after a landing strip was built on the island.

In September 1999, the 1925 light was removed and replaced with a modern rotating beacon, illuminated by a 35 watt tungsten halogen bulb. Electricity to power the new light is supplied from battery banks charged by solar panels and the light is monitored remotely from MNZ's Wellington office.

Dog Island lighthouse is not accessible to the public. It can be clearly seen from Bluff on a fine day, with its distinctive black and white striped paintwork.

Technical details

Location: latitude 46°39' south, longitude 168°25' east

Elevation: 46 metres above sea level

Construction: white stone tower **Tower height:** 36 metres

Light configuration: 35 watt rotating beacon

Light flash character: white light flashing once every 10 seconds

Power source: batteries charged by solar panels

Range: 19 nautical miles (35 kilometres)

Date first lit: 1865

Automated: 1989 **Demanned:** 1989

More on this and other lighthouses is available on our website:

www.maritimenz.govt.nz/lighthouses



MNZ cleans up

MNZ staff entered into the spirit of National Clean-up Week in September, taking time out from their usual roles to spend an afternoon at Petone Beach.

Staff hit the beach armed with rubbish bags (blue for recyclables, black for other) and gloves to put into practice MNZ's vision of "Safe, secure and **clean** seas".

Every year during National Clean-up Week, community groups, individuals and businesses join forces to remove rubbish and debris from beaches, residential streets, parks or reserves, business precincts or school grounds.

While vessel operators have the ultimate responsibility for ensuring garbage does not escape overboard, MNZ is committed to tackling this persistent type of pollution throughout the entire maritime sector. Environmental Analyst Simon Coubrough, who coordinated participation in the event, says the beach clean-up gave staff the opportunity to walk the organisation's talk.

Although much of the waste scattered along our shorelines originates on land, a reasonable proportion is lost from vessels. Simon says some of the most destructive rubbish is plastic, which is highly persistent in the environment.

On vessels, this waste commonly takes the form of plastic bags, bait packaging and defunct equipment – including nets, ropes and line. Loss of waste overboard is often unintended, but can be largely avoided by reducing the volume of packaging taken to sea.

He says the national clean-up helped increase public awareness of the impact of waste on the whole environment, and focusing on a beachfront helped to address the small proportion of maritime waste that washes ashore. "People have become accepting of plastic waste on our beaches, so it was useful for those involved to see the scale of pollution and recognise that it represents the more visible part of the problem."

A total of 36 staff left the comfort of their offices to gather at the beach, where a brisk northwesterly wind lashed any exposed skin with a persistent blast of sand. After a quick safety briefing, the staff were equipped with bags and gloves. Heading east towards the Hutt River mouth from Petone wharf, rubbish was collected over two and a half kilometres of beach.

After a few hours of cleaning the beach, participants piled their rubbish bags up for Hutt City Council to collect and then grabbed some refreshments and shelter in a local park while prizes were awarded. We thank all staff who got involved and made the event a success.

18 Maritime fatalities 2010

From 1 January to 30 September 2010 there were **18** fatalities – **8 in the commercial sector and 10 in the recreational sector.**

This compares with 4 commercial and 14 recreational fatalities for the same period in 2009.



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