

# Safe *SEAS* Clean *SEAS*

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# SafeSEAS CleanSEAS



*Catherine Taylor on  
Wellington's waterfront.*

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

Inside, we focus on the findings of recent MNZ safe ship management (SSM) audits and inspections, which demonstrate that some vessel owners, SSM companies and surveyors are not currently meeting their requirements. This is disappointing, given the efforts that MNZ has made in recent times to work with industry to lift standards.

As a result, MNZ will be increasing its focus on areas of concern, such as inadequate vessel safety maintenance and operating plans, as well as non-compliant freeing ports and fire extinguishers.

We also profile the excellent cross-agency work going on in the area of improving safety at coastal river bars. MNZ is among a raft of agencies supporting this initiative, which is aimed at reducing drownings and related accidents in these treacherous hotspots. It is being funded by the Accident Compensation Corporation.

Our recreational boating team are gearing up for another busy summer period, with a focus on getting more boaties to check that both they and their craft are safe before heading out on the water after winter.

The team will also be out and about over summer, along with our fantastic network of more than 200 volunteer Safe Boating Advisors, who will be working in communities up and down the country to spread the safety message. One of our dedicated volunteers is profiled in this issue.

Also profiled are new guidelines being drafted to help improve the safety of the parasailing industry. The fact that this initiative has been pulled together in a relatively short timeframe highlights what can be achieved when the industry and the regulator work together for the same goals, and we are proud to have developed a robust and comprehensive draft framework.

Finally, we farewell two of our long-serving and dedicated Maritime Safety Inspectors, who have been instrumental in improving safety on board domestic and visiting foreign vessels. We also welcome some new faces, including the appointment of a second Industry Liaison Advisor to assist operators and SSM companies in the North Island.

We've sent a copy of *Safe Seas Clean Seas* to all our *LOOKOUT!* readers who don't currently subscribe, along with a subscription form at the back of this issue.

There is also a customer satisfaction survey enclosed along with this issue of *Safe Seas Clean Seas*. We're keen to hear your feedback on how we are doing and identify what we can do to improve our service to you. Please take a few moments to fill in the survey and send it back to us.

I hope you enjoy this issue.

**Catherine Taylor**

Director of Maritime New Zealand



# Safety equipment and SSM manuals under spotlight

**MNZ is increasing its focus on checking vessel safety equipment and ship-specific documentation, as evidence shows that safe ship management (SSM) companies, surveyors and owners aren't consistently meeting the required standards.**

Arthur Jobard, MNZ Safety Management Systems Manager, says non-compliant fire extinguishers and freeing ports, as well as a lack of vessel-specific SSM documentation, feature frequently among the range of safety issues that have been picked up by MNZ during recent examinations of commercial vessel operations. Similar problems have also been identified in MNZ accident reports.

"In response, we will be putting the spotlight on some specific areas of concern during our vessel inspections and audits over the coming months, including inappropriately blocked or covered freeing ports, non-compliant fire extinguishers, liferafts that have not been serviced or have not been stored in a float-free condition, and lack of vessel-specific safety documentation, including approved maintenance and operating plans."

Arthur says MNZ is concerned that some vessel operators appear to be blocking or using non-compliant freeing port covers, which have been identified as a significant safety issue in previous accident reports, and have played a role in a number of fatal accidents and vessel incidents at sea.

"MNZ safety inspectors are also finding evidence that some SSM company surveyors are not picking up on fire extinguishers that are missing, out of date, incorrectly charged, or of the wrong type and rating to effectively fight a fire on board, while others are signing

off on deficient extinguishers when they clearly are not compliant. Some are also failing to check that liferafts have been correctly fitted and maintained so that they will work in an emergency. MNZ will therefore be putting an increased focus on these areas.

"Vessel owners and SSM companies are also reminded that even though it is proposed that the SSM system will be replaced by the new maritime operator safety system, or MOSS, in 2013, the requirements of SSM still apply, and will continue to do so until we transition to the new framework," says Arthur.

While MNZ is working closely with SSM companies and vessel owners in the meantime to improve the SSM system, some companies are not carrying out effective audits of vessels' safety systems, and some owners aren't developing appropriate safety, operational and maintenance plans that are specific to their operation.

"A key element of SSM is that every owner is required to implement a safety management system that addresses all identified risks on board, effectively manages hazards, provides for the appropriate training and crew supervision, and ensures emergency procedures are carefully thought through. This is then audited by their SSM company to ensure it is appropriate for their operation. However, among the issues that we have been finding is that this is not happening consistently," says Arthur.



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## Part 35 audit trends

Recent audits of vessel operators working under Part 35 of the maritime rules reveal that while most are meeting the requirements, there are some common trends emerging relating to those who are not.

Those findings are echoed by MNZ Safety and Environmental Audit Manager Pelin Davison, who says both owners and SSM companies are missing the mark.

“One of the key things we are finding is that SSM manuals are not being made specific to the particular vessel – although it is both the owner and their SSM company’s responsibility to make sure this happens.

“While many SSM companies have been great at supplying vessel owners with the generic templates to start from, owners aren’t tailoring these for their operation, and SSM companies are not then following up properly to ensure these specific plans are in place.”

Pelin says any companies or owners without the appropriate SSM manuals will continue to be issued with non-conformities, followed by regulatory action if required. “We are taking a consistent approach to making sure that both operators and their SSM companies have the appropriate SSM documentation in place, and we will be continuing to focus on this area.”

Meanwhile, Arthur says MNZ has two Industry Liaison Advisors who are able to help SSM companies and operators better understand the requirements relating to SSM manuals, and who can help them tailor these for their operations.

“We encourage SSM companies, surveyors or operators to get in touch with our advisors and seek help. Getting together as a group may also help to answer some of these questions and be more cost-effective both for them and for MNZ.”

Maritime Rules Part 35, Section 2 allows organisations approved by the Director to develop their own workplace-specific training and examinations standards for staff who use small commercial craft as part of their work, but that work must be on a very limited basis and secondary to the staff members’ main tasks. Part 35, Section 2 can apply to craft of 6 metres or less in overall length, or to non-passenger vessels that are not fishing boats, are no longer than 15 metres, and operate only within restricted limits.

The 94 approved organisations currently working under the rule include government departments, regional councils, marina operators, research organisations and universities. The organisations vary in size from single-level operators to large multi-layered organisations.

“Recent MNZ audits of organisations operating under Part 35 reveal that while most are doing well to meet the rule requirements, there are some common themes or trends emerging in relation to some of the 13 non-conformities we’ve identified,” says Pelin Davison, MNZ Safety and Environmental Audit Manager.

“The non-conformities that we’ve identified during the audits show two particular trends – one, that many organisations are not retaining appropriate training records to prove that the approved training programme is being followed – and two, that many organisations do not fully understand their responsibilities and organisational requirements under SSM.”

Pelin says it is important that organisations make sure they are following their approved training programme, as this not only ensures people are being trained to the appropriate level, but that they are also meeting the level expected by MNZ, which they are being measured against.

“It is also important that organisations fully understand they must comply with all applicable maritime rules. The SSM system and Maritime Rule Part 21 are directly linked and relevant to Part 35. Part 35 is ‘industry specific training’ whereby participants use vessels that are required to be in SSM. Therefore, for an organisation to discharge their responsibilities under Part 35, they must have an understanding of Maritime Rule Part 21.”

Pelin also says an emerging trend or challenge for larger, multi-layered organisations, is to ensure that consistent and specific training plans are being applied at all relevant levels within their organisation.

For more information, contact Pelin Davison via email, [pelin.davison@maritimenz.govt.nz](mailto:pelin.davison@maritimenz.govt.nz)



# MOSS Programme Manager appointed

**MINZ has appointed a Programme Manager to lead the maritime operator safety system (MOSS) team through the final stages of rule development and into planning for implementation.**

John Oldroyd comes to MINZ with a strong background in transport regulation, having worked for the New Zealand Transport Agency (NZTA) as National Manager Vehicles and, before that, National Manager Rail Regulation.

"Other previous roles have also given me extensive experience in programme management, including as director of a major regulatory transformation programme at NZTA," says John.

He's no stranger to implementing major legislative changes, having managed the implementation of two land transport rules, as well as overseeing Building Act changes at the Department of Building and Housing, and helping bring the changes into the business-as-usual work for the department.

John came to New Zealand from the UK in the mid-nineties, having specialised there in performance audit and evaluation – both at the National Audit Office, then in assessing advertising activity for a media auditing consultancy.

He continued his performance evaluation work in New Zealand at the Office of the Auditor-General and in Australia, at the Australian National Audit office, before returning to New Zealand for a range of high-level consulting roles.

MOSS holds particular attraction for John because of its emphasis on improving safety. "The MOSS role is about managing a programme of work with the outcome of lifting standards," he says. "I have always had a passion for working to help improve safety and this links back to my work in rail and vehicles – and why I joined NZTA in the first place."

John started his MOSS role at the beginning of August.

*John Oldroyd, who recently joined MINZ to lead the MOSS project.*





# Oiled Wildlife Response Team tests its skills

*Helen McConnell (left), Tom Burns and Brett Gartrell from Massey University and Joel Chisholm from DOC put NOWRT training to the test. Photo: Sarah Michael*

## About NOWRT

NOWRT is trained, managed and coordinated by specialists at Massey University's New Zealand Wildlife Health Centre in Palmerston North, under contract to MNZ. Its members include vets, pathologists and wildlife technicians. Regional councils around the country also contribute personnel.

Training is delivered on an evolving basis every two years and the team encourages wildlife response involvement in Tier 2 (or regional level) oil spill training exercises.



*Massey University wildlife centre staff Brett Gartrell (left), Kerri Morgan and Helen McConnell test an oiled wildlife washing facility, while its inventor Bill Dwyer (right) looks on.*

*The unit, which is housed in a standard shipping container, can be transported by road, rail or sea to deal with wildlife during an oil spill. Each unit has three wash stations at which oiled birds and other wildlife can be carefully washed and rinsed – a process which takes about 40 minutes.*

*Photo: by Warwick Smith, courtesy of the Manawatu Standard*

The National Oiled Wildlife Response Team (NOWRT) had an opportunity to put its expertise into action when an oil tanker crashed in the King Country in June, spilling 24,000 litres of oil.

The tanker overturned at Awakino Gorge near Mokau and most of the oil flowed to the river mouth and out to sea, north-east of New Plymouth.

Waikato Regional Council established a recovery operation at the Awakino boat ramp, deploying a containment boom and sucking machines to trap the oil and remove it, with another boom set up closer to the coast. Small boats used their propellers to create a wash to shift oil to areas where it could be collected.

More than 6,000 litres of the oil was recovered. Within three days of the incident, just a light sheen remained on top of the river and estuary, and the focus shifted to the needs of wildlife, such as shags, terns and ducks in the coastal marine area.

That was the cue for NOWRT to become involved, joined by staff from the Department of Conservation (DOC). An incident control centre was set up in readiness for catching oiled birds and transferring them to Massey's facility in Palmerston North for de-oiling.

Helen McConnell, administrator of the Oiled Wildlife Response Project based at Massey, said this was the first field response in her three years with NOWRT. While no oiled wildlife event is good news, she said the spill provided the team with a valuable opportunity to test its preparedness and expertise.

At least 10 oiled birds were observed during the team's surveys over three days, but the total number affected was estimated to be as high as 20 because of the likelihood of oiled birds moving in and out of the surveyed area. Species affected included Paradise Shelduck, Little Shag, White-faced Heron, Black-backed Gull, Caspian Tern and Variable



*Top right: Tom Burns and Helen McConnell from Massey University (front and back) and Joel Chisholm from DOC survey for oiled wildlife.*

*Photo: Brett Gartrell*

*Bottom right: Tom Burns from Massey University surveys for wildlife. At least 10 oiled birds were observed during the survey period.*

*Photo: Sarah Michael*

Oystercatcher. A great many other birds that were not contaminated were observed during the surveys.

Helen said the impacts were not as bad as had been feared and because the birds were still highly mobile, the team wasn't able to catch any of them. Ultimately, their work was limited to monitoring and observation.

The team was a little surprised at the low numbers of birds they encountered at their initial survey site, in the lower reaches of the Awakino River. Helen said it was possible the birds had moved out of the area in response to the oil contamination, or because of the unaccustomed presence of people in their environment.

There was relief that the spill hadn't occurred in a habitat for rare species, and DOC advised that it was not an area of great conservation significance – nevertheless, the team did observe some less common species, such as Pied Stilts and Caspian Terns.

Most of the wildlife was observed in the estuarine area, where birds were observed diving through the oil and sheen to forage at the water's edge without being smothered.

The affected birds were expected to preen the oil off their bodies, which Helen said was not ideal because this would mean that they would ingest it. However, they would probably metabolise and excrete the oil over one or two months.

As well as being concerned about possible toxic effects, the team was concerned that the birds could be at risk of hypothermia, because their contaminated feathers would lose their waterproofing and protection against wintery conditions.

However, Helen said the team considered that the affected birds had a reasonable chance of survival without capture and treatment. DOC staff conducted surveys in the ensuing weeks to monitor the affected birdlife.

People who encountered wildlife that had been affected by the oil were advised to contact DOC, and the Waikato Regional Council advised people to avoid eating any fish or shellfish gathered or caught for a few weeks, in case they had absorbed oil from the spill.



# MNZ people profile

## New Industry Liaison Advisor for North Island

The new Industry Liaison Advisor for the Technical Services team in the North Island, Mark Thompson, has some unique experiences under his belt.

Mark comes to MNZ from Black Cat Cruises, which operates passenger vessels out of Lyttelton and Akaroa. He was the company's engineering and safe ship management (SSM) manager for the past seven years, and earlier in his career had a three-year stint with the company as skipper. Between those two roles, he headed for Europe, where he joined the crew of a 45 metre superyacht for six months as chief engineer.

Then came 18 months with **Rising Sun**, the mega-yacht owned by Oracle software company's chief executive, Larry Ellison. At almost 138 metres long, **Rising Sun** is one of the largest yachts in the world. Mark's role skippering the yacht's three 40 foot tenders took him all around Europe, down the coast of Africa and to the Caribbean islands and Norwegian fiords.

Now settled back in New Zealand and busy with a young family, Mark and his wife relocated to Auckland a couple of months ago and are enjoying being close to the beach and away from the earthquake-related stresses of Christchurch.

As MNZ's Industry Liaison Advisor for the North Island, the counterpart to Darren Guard who looks after the South, Mark expects to be spending much of his time on the road. However, he says about 1,700 of the approximately 2,500 North Island operators under SSM are virtually on his doorstep in the greater Auckland region.



Mark Thompson is MNZ's new Industry Liaison Advisor for the North Island.

Mark says his strength in passenger vessel operations will complement Darren's expertise in fishing operations. He regards MNZ as a natural step forward in his career and, because he already knew some of his new colleagues, he was confident he was joining 'a good bunch of people'.

He sees his role as trying to achieve a happy medium between the needs of operators and MNZ, and to represent each side's views to the other. "It's a matter of helping and teaching people to help themselves – providing the leadership that the industry is looking for," says Mark.

You can contact Mark (North Island advisor) via email:  
[mark.thompson@maritimenz.govt.nz](mailto:mark.thompson@maritimenz.govt.nz)  
or Darren (South Island advisor):  
[darren.guard@maritimenz.govt.nz](mailto:darren.guard@maritimenz.govt.nz)



# 406 DISTRESS BEACONS

[www.beacons.org.nz](http://www.beacons.org.nz)

## Don't delay – register your beacon today

While carrying a distress beacon into the bush, in the air or out at sea could save your life in an emergency – it's also critical to make sure it's registered, says the Rescue Coordination Centre New Zealand (RCCNZ).

"Registering your beacon with RCCNZ is free, and also a legal requirement," says Nigel Clifford, General Manager Safety Services. "But more importantly, it means that a quicker, more targeted response can be launched if you are in trouble and need help. In some cases it also means that an unnecessary rescue is not launched if your beacon is set off by accident."

Nigel says that there are about 26,000 registered 406MHz distress beacons in New Zealand, but estimates show nearly a third of beacon owners are still anonymous to search and rescue authorities.

"That's why it's critical that beacon owners take the time to register and keep their details current, as it ensures we have the most up-to-date information should something go wrong and we need to urgently launch a search," he says.

Beacon registration is free and only takes a few minutes online. Registration forms can be submitted online, emailed or downloaded and sent through to RCCNZ in the post or via fax.

RCCNZ is responsible for responding to all distress beacon alerts within New Zealand's search and rescue region, and maintains a confidential database of 406MHz beacon owners. Registration information is only accessed in the event of a beacon being activated.

"The purpose of the database is to enable RCCNZ's trained staff to quickly identify who they are looking for, the likely size of their party and type of activity being undertaken, in response to a beacon being activated," Nigel says.

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 are also held on the secure database.

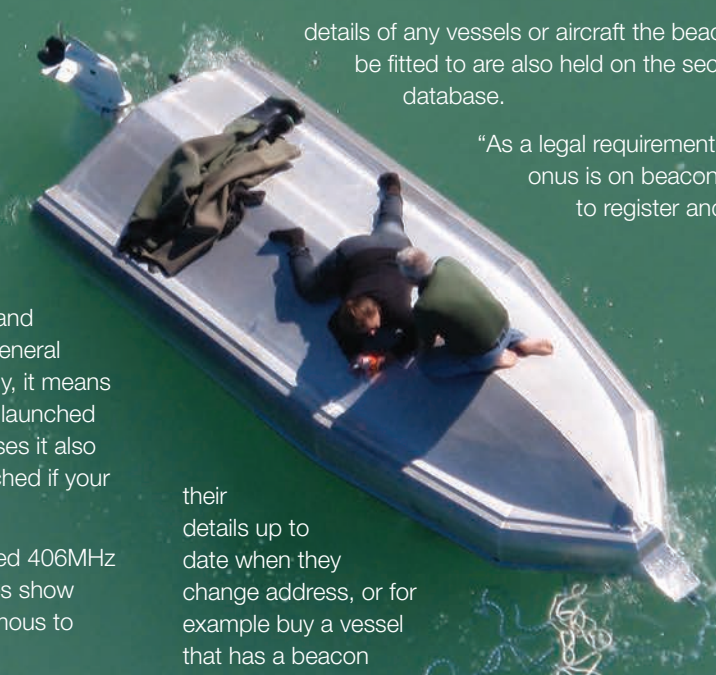
"As a legal requirement, the onus is on beacon owners to register and keep

their details up to date when they change address, or for example buy a vessel that has a beacon attached. Retailers have an important role to play as well, informing their customers of the requirement to register their beacon, and showing them how to do it.

"With the added reliability, safety and efficiency of responding to an alert from a registered beacon, and the ability to do it online, there is no reason to leave a beacon unregistered."

To register your emergency beacon, or update your details, just visit **[www.beacons.org.nz/register](http://www.beacons.org.nz/register)** and follow the easy-to-understand instructions. **Call 0800 406 111 if you have any questions about registering your beacon.**

*Registering your distress beacon can speed up your rescue and greatly assist rescuers if you get into trouble. The couple pictured were rescued quickly after setting off their beacon. A quick call to one of the listed contacts helped rescuers know who they were looking for and what type of vessel they were in. See the full story in Lookout! issue 15.*







# Make sure your boat is up to scratch and stay safe this summer

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

The summer boating season kicks off at Labour Weekend in October 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 Acting Manager Recreational Boating, Jim Lilley.

"What we know from the many tragic accidents that MNZ has reviewed over the years, is that things can very suddenly go wrong when out on the water, regardless of a skipper's level of skill or experience. This means that being well prepared and making sensible choices can mean the difference between life and death."

Jim says recreational boating deaths for 2011 at 31 July stood at 9 – with failing to wear lifejackets, not checking the weather, not carrying reliable communications, alcohol and speed continuing to be major factors.

"Each boating tragedy underscores the importance of all boaties being prepared for the worst," says Jim. "When trouble happens it often hits without warning and finding your lifejacket and putting it on in an emergency is sometimes impossible.

"The safest thing is to wear your lifejacket and also have a reliable means of calling for help at your fingertips, such as a marine VHF radio or a distress beacon (PLB or EPIRB) clipped to you or to your lifejacket. A cellphone is useful as a back-up means of calling for help. Most people have one

in their pocket anyway, it's just a matter of putting it in a sealed plastic bag."

Jim says while last year's total of 14 recreational boating deaths was a significant improvement on the total of 24 in 2009, it is still 14 people too many.

"That still represents 14 families that have lost loved ones, and we want to stop that from happening to other families," says Jim. "But the good news is that there is plenty of easy, commonsense stuff that boaties can do to make sure they come home in one piece. Basics such as checking the marine weather forecast before you go out, watching your speed and staying off the booze until you get home are other easy 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 equipment – is 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.



## 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 using, make sure that lifejackets are still the correct size (especially for children) and in good condition. A crotch strap is recommended for all lifejackets, especially children's, and these can easily be retrofitted. Check your lifejackets are suitable for the type of boating you do. If you have an inflatable lifejacket, make sure it's checked and serviced, and regularly check that the gas cylinder is properly secured and not corroded.  
**Remember that lifejackets are useless unless worn!**
-  **Check your equipment.** Look at all of the equipment on your boat and make sure it's in good working order and you have everything you need. 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!  
  
Make sure that someone else knows how to operate the boat if the skipper is incapacitated. 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.

## Ensure you stay safe when you're on the water

-  **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.\*
-  **Check the marine weather forecast before you go.** And keep checking the forecast while you are out, using VHF channel 16 or NowCasting on channel 21–23. If in doubt, don't go out.
-  **Carry at least two reliable forms of marine communication that will work when wet.** 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, cellphones 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.

\* **Some regions also have bylaws in place making it compulsory for lifejackets to be worn in certain circumstances, so check with your regional council.**

# World Maritime Day 2011

Every year New Zealand joins other members of the International Maritime Organization (IMO) in marking World Maritime Day. The exact date is left to individual governments, but it is usually during the last week in September.

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

This year's theme 'Piracy: orchestrating the response' was launched in February, along with a six-step action plan. The aim is to ensure that the IMO is playing its part in efforts to combat piracy and to orchestrate an effective response.

This theme is particularly topical, given that, at the time it was launched, 685 seafarers of various nationalities were being held for ransom on board 30 ships under various flags off the extensive Somali coastline and beyond. This reflects a situation that has progressively worsened over the past 12 months.

MNZ will be marking the day in late September with a presentation from the Royal New Zealand Navy about its role in responding to piracy issues in the Gulf of Aden and the Indian Ocean.



Photo: US Navy



## Safe boating makes a splash on YouTube

MNZ launched *Boat Safety in New Zealand* on YouTube last month, after testing the waters with a trial in different formats earlier in the year. "Based on our safe boating DVD, it's a series of clips on all aspects of boating and safety in 40+ modules, so you can pick and choose the ones that apply to you and dip in and out of it when you want," says Jim Lilley, Acting Manager Recreational Boating.

MNZ's *Safe Boating in New Zealand* DVD has been around for a while and is the cornerstone of our free safe boating packs, which have been handed out at boat shows or ordered through our website. "The YouTube format makes it a lot more accessible and user-friendly and we've been

pleasantly surprised by the number of views it's had, even when it was only in the trial stage."

"We've also been able to look at what people are watching and see where there's the most interest and where the information gaps are," says Jim. Clips on navigational rules, emergencies, and launch and retrieval of boats have had the most views so far.

"This is likely to be a fairly good indicator of what people need most to know about, and we can also use resources like our volunteer Safe Boating Advisors and safety features in *Lookout!* to meet this need," says Jim.

There's also information about each region, with some regional modules currently under construction. "We've found that some regional councils are already embedding the links to regional information on their websites, which is a great way to spread the word," says Jim.



# Public safety at forefront for Safe Boating Advisor

With New Zealand recently marking the week of the volunteer, MNZ is also celebrating the contribution of its own network of dedicated volunteer Safe Boating Advisors (SBAs).



SBA Stuart Birnie.

Auckland's Stuart Birnie is one of MNZ's 203 hard-working volunteer SBAs, spread across the length and breadth of the country, giving advice, information and support to New Zealand's recreational boating community.

"The work we do has a very direct impact on public safety," says Stuart. "Every time someone learns how to use their recreational vessel safely and starts applying that education on the water, the environment becomes safer for all other water users."

"There are benefits for a whole lot of other people who are not necessarily on board a vessel, such as other water users, Coastguard, harbourmasters and maritime police. We all benefit," says Stuart. "It's about getting people to realise that *not* getting educated is selfish."

Stuart likes the thinking behind having SBAs: "to provide education without enforcement to those who need it". He says his primary focus is on increased safety on the water, especially for children.

Out on the water since he was about 10, mostly sailing, Stuart has built his career in the same arena. In 2003, he was appointed skipper of **Aotearoa One**, the waka owned by the tertiary education institution Te Wānanga o Aotearoa, nine months before it was launched the following February.

He was responsible for getting the waka into safe ship management as well as a large portion of the non-construction design, training and operations work. Although he left last year, he maintains links with **Aotearoa One's** operators and the wider waka fraternity. A personal highlight was receiving a Square Rig Certificate from the Nautical Institute (UK) three years ago.

Stuart is now studying for a New Zealand Offshore Watchkeeper Certificate, working towards establishing a national sail training association, and becoming involved with the rigged sailing scow **Jane Gifford** in Warkworth.

For Stuart, volunteering has been closely linked with his paid employment. He became a volunteer with the Spirit of Adventure Trust in 1990, and in 1998 began volunteering with the New Zealand National Maritime Museum (now Voyager National Maritime Museum).

For the past 10 years or so, he has been skippering the museum's vessels. His involvement with Coastguard Boating Education also began about 10 years ago, when he became a tutor for VHF radio, day skipper and boatmaster courses.

It was a logical step to become an SBA. Jim Lott, who recently retired as MNZ's Recreational Boating Manager, invited him to get on board several years ago. They had known each other and sailed together for a long time and Stuart regarded Jim as a mentor, so was happy to get involved. He's pleased that he did.

"It's all very well to complain about people's actions on the water, but it's another thing to do something constructive about it," says Stuart. "I believe SBAs are probably one of the most important reasons that New Zealand is achieving a recreational safety record that is comparable with many overseas countries, on a fraction of their budgets."

The biggest improvement Stuart is seeing is in the wearing of lifejackets. "It is some time, at least a couple of years now, since I have seen a child on the water who is not wearing a lifejacket. This is fantastic. I just wish that adults would learn from the example of their kids..."

He has also seen a greater take-up of boating education in the Auckland area. "There are still a lot of uneducated boaters out there, but a few years ago they would have been in the vast majority. Not so now. There is still work to do, but in my view the proportion of educated skippers is increasing."

Stuart also helped establish the Folau Malu group of SBAs, which is tailored to improve boating safety among the Pacific Island community. "The people of the Pacific Islands that the group was formed to access are now supporting themselves in developing boating safety for their communities. Brilliant! I was very happy to be involved, and to help foster it. I wish them all the very best – they are a great bunch."

He says he has also been honoured to participate as a member of the national steering group for SBAs. "I am continually impressed by the personal dedication to boating education and in-depth knowledge that the other members demonstrate," he says. "It's wonderful to be a part of an inspirational group such as this, and for the right reasons!"



# Does your certificate expire in the next six months?

Do you hold a seafarer certificate of competency, a Part B certificate of ship registration, a safe ship management certificate, or does your vessel hold a certificate of compliance?

If so, MNZ reminds you that some of these certificates are only valid for a certain period and have an expiry date.

The MNZ Certification and Ship Registration team urge you to check the expiry date of your certificates. If a certificate is due to expire within the next six months, you can submit an application now to have a new certificate issued. Please remember to allow time for your application to be processed so that your current certificate does not expire before you have received the new one.

If you have any questions about how to renew your certificates, please visit the MNZ website: [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz), or contact the Certification and Ship Registration team toll-free on **0508 22 55 22**



# Improving coastal bar safety – a focus for agencies

**MNZ is working with a range of agencies on initiatives that will improve safety at coastal river bars around the country.**

Navigating coastal river bars is one of the most potentially treacherous activities for boaties, with 12 drownings in the past decade, and a number of accidents and near misses each year.

Recently launched by ACC, with support from MNZ, Coastguard and other agencies, the Coastal Bar Risk Management Tool project is aimed at identifying specific bar sites around the country and mitigating hazards to prevent deaths, injuries and accidents in these areas.

“Any bar crossing has the potential for serious danger if not tackled correctly,” says MNZ Maritime Safety Inspector Alistair Thomson. “That’s why, in addition to our own ongoing work on educating and informing boaties of the dangers inherent in bar crossings, MNZ is supporting our other water safety counterparts on this excellent initiative.”

As part of the project, MNZ is working alongside ACC, Coastguard, Surf Lifesaving New Zealand, Police, iwi, local regional councils and a number of other groups to collect and analyse information about 30 different bars around

New Zealand, and is helping to develop plans to mitigate risks and hazards in these areas.

The project will identify, log and analyse the numerous factors that can affect bar safety. These include the quality of navigation aids, safety signage, skipper experience, weather and sea state, the bar’s physical characteristics and the presence of any hazards, such as shifting bars, large waves or submerged rocks.

“Because every bar is different, the secret to safely crossing any bar lies in gaining local knowledge, and this is what this project aims to capture. This means understanding the physical state of the bar, being able to interpret the local conditions, and assessing the ever-changing shape and location of the channel through the bar. It’s hoped that by capturing this information in a comprehensive way, it will further inform and educate boaties about operating safely in these areas,” says Alistair.

Issue 14 of MNZ’s publication *Lookout!* has a safety feature “Beware of the bar”. Back copies of this publication are available or you can view it on the MNZ website.

*Westport bar will be one of the first to be analysed in the drive to improve coastal bar safety.*







# New draft guidelines launched for parasailing

Although parasailing is still a minor player in the commercial boating sector, recent work to strengthen its safety profile has the potential to make a big splash right across the maritime industry.

MNZ's work with parasailing operators to put robust safety guidelines in place is being hailed as a textbook example of how MNZ and industry can work together to achieve better safety results.

MNZ staff who consulted with operators in the industry say the proactive and collaborative approach enabled them to identify a process that, with testing and refinement, may translate equally well to other sectors. While they're already looking at using the lessons learned in developing safety guidelines for fast vessels operating in open waters, shark cages and, later, aquaculture, they also believe the process could provide a prototype for future maritime rules development.

## Background to parasailing

The origins of parasailing go back to World War I, when the German navy developed the ascending parachute to tow sailors behind U-boats as observers. As a sport, it

has become popular at waterfront destinations around the world, operating in New Zealand for about 30 years.

Parasailing is an unusual maritime activity because as well as taking place in water, it also happens in the air. Apart from boarding and disembarking the boat, there is no land component, as it is widely considered that parasailing should never occur over or near land because of the risk of injury to passengers.

Unlike other adventure tourism activities involving parachutes, such as sky diving and paragliding, the parachute used in parasailing is launched at sea or lake level and rises up into the air. The purpose-made parachute is attached by a towline to a winch on the boat, which is played out or wound in as required. The passenger is attached to the parachute by body harness and ropes, and has no control over the activity.

## Why did MNZ get involved?

It is a complex undertaking and involves not only comprehensive boating skills, but advanced knowledge of avionics and meteorological expertise as well. To become a competent parasailing skipper, appropriate training and supervision is vital.



Maritime investigator Bruce McLaren says it was only about 18 months ago that MNZ became aware of parasailing as an area needing regulatory oversight. With a small number of operators, and the absence of any incidents or complaints, commercial parasailing operations were quite literally 'flying under the radar'.



Photos: Flying Kiwi Parasail

However, after the recent entry of two new operators and a potentially serious incident, MNZ recognised that it needed to take action to establish the sector's status and determine what might be needed to ensure it operated safely. Coincidentally, the Government-initiated Adventure Tourism Review was already underway to identify and rectify safety gaps across the commercial boating sector.

MNZ's first step was to find out who the parasailing operators were and make contact with them. Three of the five operators (who are separately located in Bay of Islands, Taupo, Rotorua, Wanaka and Queenstown) had already joined forces to set up the New Zealand Parasail Association (NZPA) and were collaborating to develop an agreed set of consistent standards, based on existing international guidelines. MNZ recognised the international standards they were following and the draft standards they'd developed, and encouraged them to formalise NZPA as an incorporated entity.

## Drafting the guidelines

Next came the development of draft safety guidelines. MNZ technical advisor Ken Wyatt and Cheryl Dean, who also works in safe ship management, say most of the requirements for the guidelines were teased out and agreed during an industry liaison day in April, when MNZ brought four of the operators to Wellington. The fifth operator participated by videoconference. Facilitated by MNZ, the operators were able to get together around a table and draw on their shared knowledge and experience to draft guidelines for their industry.

Ken and Cheryl say it helped that there were existing international organisations and established guidelines to refer to, as well as the preliminary work the national body had already undertaken to identify safety measures. Parasailing operators say they are satisfied with the guidelines and with the process they went through with MNZ to develop them.

Richard deRosa, who has operated Flying Kiwi Parasail in the Bay of Islands for the past 13 years, says the whole process went really smoothly. He and another two parasailing operators had already identified the need for a formal framework to ensure safety for their industry by setting up the national association. He says they welcomed the chance to work with MNZ and found its staff open and friendly and easy to deal with.

Richard, who is currently visiting the US, says it's pleasing to see that the operators' training recommendations have been reflected in the proposed draft guidelines. He says the draft guidelines put New Zealand well ahead of what currently exists in the US, and he's planning to use them with some parasailing contacts there.

And while the guidelines will mean lots of extra work and administration for operators, Richard says it's worth it in the end because it will protect the safety of the industry.

## Where will they fit in?

The guidelines will be similar in format to the current MNZ/industry developed riverboarding guidelines, with sections for specific equipment such as canopies, winches and flight equipment. They will be recommendatory material under the Health and Safety in Employment Act, and it will include training and experience requirements for the skipper and deckhand.

Other requirements, under the Maritime Transport Act, are for skippers to have the entry-level local launch operator (LLO) qualification and for the vessel to be in safe ship management (SSM).

The Civil Aviation Authority (CAA) also deals with parasailing under its Rules 101 and 115, requiring operations to be four kilometres or further from airports and for parachutes to stay within 400 feet of the water. A proposed amendment will introduce age restrictions and make it mandatory to wear helmets.

The draft safety guidelines for commercial parasailing have gone to the Department of Labour, CAA and operators for feedback, and are expected to be formalised in time for the start of the season, when the weather starts to warm up around Labour Weekend in October.

# Changes around the regions

MNZ has recently farewelled two stalwarts from the organisation's field operations team, while another staff member is moving back into the field.

Ian Clarke, Maritime Safety Inspector (MSI) Tauranga, retired in August after contributing his time and expertise to the organisation for almost three decades. Dave Evans, MNZ Regional Manager Field Operations, says Ian has been regarded as one of



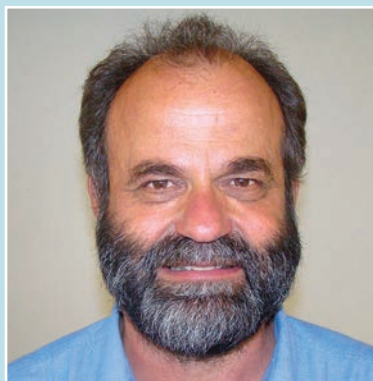
Ian Clarke

MNZ's most experienced and knowledgeable field officers, highly respected both within the team and the district. "I have lost count of the times people have commented on Ian's 'quiet professionalism'," says Dave, adding that the retiring MSI set an example for how staff should represent MNZ to stakeholders.

Ian was born in India and completed his maritime training in England, gaining his Master's ticket in 1972 and later a degree in nautical studies. He came to New Zealand from Hong Kong, initially to teach at the Nautical School in Auckland, which was part of the Ministry of Transport. Then, seeking a more direct involvement with ships and boats, he moved to Tauranga to take up a role as nautical surveyor and has remained there ever since.

Following the signing of the Asia Pacific Memorandum on Port State Control, Ian moved across to work in port state control. He remembers the Maritime Safety Authority being set up in 1993, Russell Kilvington joining as director and then, in 1994, the Maritime Transport Act coming into force and maritime rules replacing shipping regulations. The introduction of safe ship management and the International Ship and Port Security Code brought still more changes. Ian describes his 29 years with MNZ (and its earlier incarnations) as an exciting and interesting time, and says he has particularly appreciated being able to work alongside Tauranga colleague Hei Cheung.

Also farewelling MNZ is Hans Wetendorf, MSI Whangarei. Hans' departure brings to a close a 15-year stint in the far north, where his main area of expertise was working with the tanker at Marsden Point. Dave Evans says Hans



Hans Wetendorf

has been a valued member of the team and was particularly well regarded in his operational district of Northland.

Hans has also been a key member of the National Response Team (NRT), and was most recently involved in NRT

training in May of this year when he provided expert advice during a series of exercises. His role as the salvage liaison officer on board the **Jody F Millennium** during an incident in Gisborne in February 2002 was particularly impressive. This was the first time a salvage liaison officer was deployed during a response in New Zealand. Hans' performance in that role was the model subsequently used when that role was included in the MNZ marine incident response structure.

MPRS operations manager Neil Rowarth says "Hans contributed his huge experience, clear thinking, an ability to gather, assimilate and pass on information in a stressful environment without upsetting or alienating people, and a cheerful disposition and subtle understated sense of

humour." He will be missed. The interview process is currently underway to choose Hans' replacement.

With Ian Clarke's departure, former MNZ Technical Advisor Ken Wyatt has been appointed to the position of MSI Tauranga and took up the role in



Ken Wyatt

mid-August. Dave Evans says the years of knowledge and experience that Ken brings to the team make him a worthy successor to Ian.

For the past almost three years, Ken has been based in Wellington as Technical Advisor, marine surveying. Previously an MSI in Lyttelton, he says he's looking forward to getting back into the field and working in port state control again.



# Kahurangi Point

The Kahurangi Point lighthouse stands at the northern end of the Karamaea Bight on the South Island's rugged West Coast.

Construction of the lighthouse was difficult, with limited access to the site. Surrounding areas were practically unexplored, so no one knew quite what to expect. The tower was shipped to the station in sections and landed at the mouth of Big River. From there, it was carted over 3 kilometres along the beach and then winched by tramway 50 metres up a cliff to the site.

Landing the tower sections was also a difficult task. Two small boats were damaged in the landing, and one worker broke his leg. Needing treatment, the man had to be carried across 32 kilometres of rough country to Westhaven, and from there to Collingwood, where a steamer took him to Nelson.

## Operation of the Kahurangi Point light

The incandescent kerosene light was first lit in November 1903. In September 1926 this was converted to an automatic acetylene gas light due to the difficulties in servicing the light station. Despite the introduction of the automatic light, the keepers remained at the station until the Murchison earthquake in June 1929.

*The earthquake caused serious damage at the light station. The light was shattered, but the tower remained standing.*

The tower was propped up by the landslide but the bottom floor was buried. One of the keepers' homes was completely covered by earth.

The lighthouse was disabled for two months following the earthquake, until a temporary light could be set up. The tower was repaired and a new automatic light was fitted in March 1931. The keepers returned once the new automatic light was installed. The last keeper was withdrawn in 1960.

In May 1997, the original diesel-powered light and associated equipment was removed and replaced with a flashing beacon placed on the balcony of the lighthouse. This was powered by batteries and solar panels. This was replaced by a flashing LED beacon in 2007 and is monitored remotely from MNZ's Wellington office.

## Life at Kahurangi Point light station

Although access was a problem, the keepers seemed to enjoy their time at Kahurangi. Growing vegetables and keeping livestock was no trouble and there was an abundance of seafood, wild berries and mushrooms, which ensured a varied diet.

Getting other supplies to the station was not so easy. At first a contract was agreed with a steamer to land oil and stores at Big Bay every six months. This arrangement proved too hazardous and it was decided that each month one keeper would ride into Collingwood for supplies instead.

## Access to Kahurangi Point lighthouse

Kahurangi Point lighthouse is accessible to the public, but there is no public access inside the structure.

The lighthouse is situated within the Kahurangi National Park and can be reached on foot, taking several hours. Contact the Department of Conservation for more information about this challenging walk.



### Technical details

#### Location:

latitude 40°47' south,  
longitude 172°13' east

**Elevation:** 47 metres  
above sea level

**Construction:** cast iron  
tower

**Tower height:** 18 metres

**Light configuration:**  
flashing LED beacon

**Light flash character:**  
white light flashing twice  
every 15 seconds

**Power source:** batteries  
charged by solar panels

**Range:** 9 nautical miles  
(16 kilometres)

**Date light first lit:** 1903

**Automated:** 1926

**Demanned:** 1960

# We want your feedback

You will have received our annual customer satisfaction survey alongside this issue of *Safe Seas Clean Seas*. We're keen to get your feedback and comments, which will feed in to a number of areas of MNZ. We use the survey to gauge our progress, and identify what we can do to improve our service to you. The surveys will be collated by a third party and feedback is separated from individuals' details, so your input will be anonymous.

You can fill in the survey form provided and send it to us freepost, or fill the survey in online.

The online version has a few extra questions about our website, so if you're a regular, or even occasional website visitor, we really want to hear from you.

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



## Be in the draw to win one of five inflatable lifejackets

We've got five Hutchwilco inflatable type 401 lifejackets to be won. Just fill out the survey and return it by **17 October 2011** to be in the draw to win. You can still send us completed surveys after that date and the online survey will run until the end of the year. Surveys filled in online before the closing date will also be eligible for the draw (provided they meet the eligibility criteria).

# 11

## Maritime fatalities 2011

From 1 January to 30 June there were **11** fatalities – **2 in the commercial sector and 9 in the recreational sector.**

This compares with 2 commercial and 8 recreational fatalities for the same period in 2010.



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