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SafeSEAS CleanSEAS



*Keith Manch at
MNZ's Wellington office.*

Welcome to the March 2012 issue of *Safe Seas Clean Seas* and my first editorial as Director of Maritime New Zealand (MNZ).

Since taking over in December 2011 from Catherine Taylor, I have been busy immersing myself in the role, and meeting and talking with many people inside and outside the organisation. What is clear from these discussions is that we all want the same thing: a safe, clean, secure and sustainable maritime sector.

My vision is also that we be regarded as an intelligent, modern regulator that engages and works with industry, and we will be continuing to work towards that goal. To me, this means focusing on what we have in common and working together constructively.

It also means having access to good information so that we can engage with and support people to do what they need to do. However, balanced against that will always be the need to stand up and take direct action where it is warranted.

Many people have asked me jokingly if I have any regrets about accepting the role just prior to the **Rena** grounding in the Bay of Plenty, with MNZ still responding to this event as we go to print.

However, I am relishing the challenges and opportunities that **Rena** presents for MNZ, as well as those provided by the other important work that is underway and yet to come.

I have also been impressed by the expertise, dedication and professionalism of MNZ staff, particularly at a time when the organisation is dealing with a number of significant issues. I have had the opportunity to observe much of the action behind the scenes before formally starting in the Director's role.

While the **Rena** response obviously continues to be a significant focus for MNZ, it is important not to lose sight of the fact that the role of this organisation is much wider than this event demonstrates. Some of our other key priorities include implementing the MOSS and QOL projects, and developing a fair and sustainable funding model so that MNZ has the capability to fulfil its functions.

Finally, I am looking forward to meeting and working with more people both inside and outside the organisation over the coming months, as we move ahead with a busy programme of work.

I hope you enjoy this issue.

Keith Manch

Director of Maritime New Zealand



New Director charts clear course

Steering MNZ on a course that sees it regarded as “an intelligent, modern regulator” is the tack new Director Keith Manch intends to take over the next five years.

Stepping into the Director’s role vacated by Catherine Taylor last December, Keith says he is looking forward to the challenges and opportunities ahead – despite starting in the midst of MNZ’s response to the **Rena** grounding.

“From all I’ve seen, MNZ responded very well to the **Rena** grounding, with support from many other central and local government organisations, international counterparts, the local community and iwi. While there will always be things we can learn, practise and do more effectively next time around, that’s actually quite a good space to be in, because it means we are focused on continuing to build a quality response to these sorts of events.”

However, Keith says the work of the organisation is much broader than just the response to the grounding and its

impacts. “So much of the focus has been on **Rena** that one of the key challenges for us as an organisation has been to keep that in perspective. It is a critical issue, but it’s only one part of what the organisation is about.”

With his career spanning 20 years and a range of regulatory roles in the public sector – most recently as head of the Real Estate Agents Authority – Keith says he was excited by the opportunity to work for MNZ. “As an organisation, MNZ has an incredibly diverse, interesting and significant role to play in an important sector, with a critical focus on safety, security and environmental protection. That focus couldn’t be more important when you look at what happened back in October off the coast of Tauranga.”

Coming into MNZ at a time when the organisation is dealing with a number of crucial issues, Keith says he has been impressed by the dedication and professionalism of staff. “What I see is an organisation with a very good mix of skills and experience, with people focused on doing the best job they can amid the pressures and tensions that most regulatory environments have.



"I also want to assure the critics that MNZ strongly values people with maritime skills and experience – as well as those with a range of other skills that are critical to running an effective regulatory agency."

Keith says a key priority for MNZ will be to continue in the direction the Authority has already set, including implementing the MOSS and QOL projects, and ensuring that a fair and sustainable funding model is in place so that MNZ has the capability to fulfil its functions.

Another important focus will be on continuing to engage and build relationships with industry. "What is clear, when meeting with people inside and outside the organisation over the past few months, is that we certainly all have the same interests. Everybody wants safe, secure and clean seas," he says.

"There is a lot of positive discussion within the organisation about focusing as much as possible on engaging with industry. This means quality information-based engagement to support people to do what they need to do. But, balanced against that, as an organisation we shouldn't be afraid to take direct action where it's warranted."

While there are already many excellent relationships in place, others will present a greater challenge, Keith says. "What I have been observing is that there are some extremely positive relationships that are focused on joint problem-solving and improving things. But at the other end of the spectrum, there are less positive relationships, based on the use of our regulatory powers, where the challenges are different.

"I'm the first to acknowledge that there's a lot of history between the organisation and the sector, and we can't discount that, but it's about having a professional focus. My view is that as a regulatory organisation, we should always approach things from our common interests and work through the positions we have respectively, in a constructive way.

"Ultimately, though, we are accountable and responsible for ensuring compliance with the law and various rules, and should not hesitate to take action when we need to."

Keith says he is a strong supporter of working with the industry reference groups that MNZ already engages with. He is keen to maintain and build on those relationships, and values the support and constructive advice they provide.

"One of the ways in which MNZ plans to increase engagement with industry is through the use of sector reference groups. This was an initiative that proved successful in supporting the recent MNZ Value for Money and Funding reviews.

"MNZ also has critical relationships with international organisations such as the International Maritime Organization, the Australian Maritime Safety Authority and other agencies, including those involved in oil spill response, which we will also be looking to build on."

Alongside this, Keith says he is looking forward to attending various industry conferences and meetings over the next few months. "That kind of engagement is one of the highlights of having a job like this. While we aren't always going to see eye to eye, it's about listening to the sectors, understanding their perspectives and trying to make sure we can be as effective and constructive as possible in achieving the outcomes we need to.

"As a modern regulator, the focus should be – and is – on ensuring we effectively manage risks and solve problems, which requires us to have really good information on which to base intelligent decisions about when to intervene and when to take action to get the best results. That's a key strategic focus for the organisation, and work is already being done on that.

"While as an organisation MNZ might be diverse and complex, I would like to see us working together more clearly to achieve our vision of MNZ being an 'intelligent regulator', which means picking the right things at the right time and being an organisation that contributes to the strength of the maritime industry."



The **Rena** grounding sparked intense media interest, with daily news conferences and media releases (over 200 in the first four months of the response).

Maritime news making waves in 2011

Searches in remote locations, tragic accidents and a dramatic grounding and oil spill were among the maritime and search and rescue events that dominated headlines in 2011, capping another busy year for MNZ staff. Here are some of the stories from last year...

► Collision tragedy

The year began with two serious accidents in two days involving young people on small craft. One of these ended in tragedy.

In the first accident, at Tairua, in the Coromandel, two young people were injured following a collision between a rigid-hull inflatable boat fitted with a jet unit and an inflatable dinghy powered by an outboard motor. A 16-year-old and 12-year-old were on board the boat, and two 11-year-old boys were on the dinghy.

In the second accident, a 17-year-old boy died after two jetskis collided on Lake Okareka, near Rotorua. Two 18-year-old men were prosecuted by Police following an investigation into the accident.

Both accidents sparked inquiries by MNZ and Police, and the agencies reiterated the need for personal responsibility from all those in charge of recreational vessels. This was particularly important during the summer holiday period, a time of heightened boating activity on the water.



After four days of searching, Police divers found the teenager's body.

► Southern Ocean search effort

Late on the afternoon of Tuesday, 22 February, as the nation reeled with news of earthquake devastation in Canterbury, a search was beginning hundreds of miles away for the crew of the Norwegian yacht **Berserk**. The vessel was missing at the extreme southern boundary of New Zealand's search and rescue region.

Well known in Norway for undertaking extreme and challenging voyages, the five-man crew of the 48 foot (14 metre) steel-hulled sailboat was part of an expedition aiming to make the first ice crossing to the South Pole on quad bikes.

After dropping the skipper and a crewman onto the ice, something went wrong on board the yacht.

An alert from its distress beacon, about 27 nautical miles (50 kilometres) north of Scott Base, was picked up by the Rescue Coordination Centre New Zealand (RCCNZ) and a massive search was launched for the yacht and its three crew.

Vessels and aircraft from various nations covered a calculated search area of more than 25,000 square kilometres, braving extreme weather conditions, including the area's worst blizzard of the summer season for many years. Altogether, they spent 141 hours searching without success for the missing yacht and crew, making it one of the most extensive conducted in the area. It is also the furthest south that RCCNZ has conducted a search and rescue operation.



The Berserk just before its disappearance.
Photo: Royal New Zealand Navy

► Microlight mystery

RCCNZ was faced with another challenging search and rescue operation in April, when 86-year-old microlight pilot Geoff Smale disappeared during a flight between Auckland and Ashburton.

The search began for Mr Smale, a former Olympic yachtsman, after he failed to arrive at Ashburton as scheduled. Up to 10 aircraft, including a plane and civil and military helicopters, searched for two days for Mr Smale and his high performance aircraft, covering hundreds of square kilometres along the route he was believed to have taken.

While Mr Smale was well prepared and his aircraft in good condition, rescuers had few clues about his location because he had not filed a

formal flight plan or checked in with air traffic controllers when crossing Cook Strait, as he normally did.

The search area covered about 1,300 square kilometres and was centred over mountainous terrain between Nelson and Blenheim. Rescuers called for the public to advise of any sightings or hearing reports of the aircraft. Pilots, air traffic controllers and other aviation experts also provided valuable information. RCCNZ was able to check the information against radar tracking data supplied by Airways Corporation. A number of leads were generated, helping narrow down the search.

Soon after, a Royal New Zealand Air Force Iroquois flying over Mt Duppa in the Bryant Range located the crashed aircraft 20 kilometres east of Nelson. Sadly, Mr Smale was found dead at the scene.

► Jet boat prosecution

In May, a Queenstown jet boat company was prosecuted after admitting breaching maritime safety rules by undertaking two commercial trips on Lake Wakatipu in extreme weather conditions in December 2009.

Kawarau Jet was fined a total of \$35,000 in the Queenstown District Court for three charges laid under the Maritime Transport Act. Two charges involved operating a vessel in a manner causing unnecessary danger to those on board, and the third charge was failing to report an incident to MNZ.

On the first trip, 17 passengers, including five children, were soaked when a large wave swamped one of the company's vessels and incapacitated an engine. The incident was not reported to MNZ as required under maritime rules and, despite the poor weather conditions persisting, Kawarau Jet proceeded with a second trip, this time without incident.

MNZ's Manager of Maritime Investigations, Steve van der Splinter, said that no other commercial trips were operating on the lake that

day, but Kawarau Jet chose to go out twice, putting the lives of its passengers and crew in danger.

► Close call for cutter

At a court hearing in July, a commercial master was convicted after admitting a charge of failing to keep a proper lookout. His actions caused a serious collision with a sailing vessel with 12 Outward Bound students on board.

The former master of the Picton-based Dolphin Watch Ecotours vessel **Delphinus** was ordered to pay reparation of \$4,400 for the charge of failing to maintain a proper lookout under the Maritime Offences Regulations. It followed a collision between the 12.9 metre commercial vessel and the 10 metre Outward Bound sailing cutter in February 2011 between Picton and Torea Bay.

In the collision, the bow of the cutter was sheared off and its mast toppled. Some of the students jumped overboard moments before impact. MNZ's Manager Maritime Investigations, Steve van der Splinter, said the accident could have had far more serious consequences and was a reminder of the need for vessel masters to be vigilant at all times.



Twelve Outward Bound students ended up in the water after the Catamaran drove into the cutter.
Photo: Alison Kelso

In a separate prosecution, the same company was ordered to pay fines and reparations totalling more than \$137,000 after admitting two charges brought by MNZ under the Health and Safety in Employment Act. It followed an investigation into a December 2010 accident in which a passenger suffered life-threatening leg injuries.

► Search hampered by deactivated distress beacon



RCCNZ called on outdoors people to leave distress beacons switched on once they'd been activated, after searchers had difficulty pinpointing a man lost in rugged terrain near Taupo in September.

RCCNZ initiated the search after detecting the personal locator beacon (PLB) alert, coming from a Wellington man tramping in the Kaimanawa Forest Park. Because the man turned his PLB off after 40 minutes, it was hard for rescuers to determine its exact location.

For some distress beacons, orbiting satellites need to make at least two passes before they can get an accurate positional fix. If the beacon is turned off, the second satellite pass may miss it.

Senior Search and Rescue Officer Keith Allen said the man also made the rescue harder by failing to stay in one place after the beacon was activated.

"If you need to use your beacon in an emergency, switch it on and leave it on, until someone tells you to turn it off," he said.

"Where possible, try to find the highest point nearest you or an area of clear, open ground. Once the beacon is activated, sit tight and wait for help, unless it's unsafe. This could take anywhere from a few hours to several days, so you need to be prepared to survive until help comes."

The lost man was subsequently located and rescued by the YouthTown Rescue Helicopter.

► *Rena* on the rocks



The 236 metre cargo vessel ***Rena*** grounded on Astrolabe Reef near Tauranga on 5 October, sparking New Zealand's largest-ever oil spill response effort.

Within hours of the vessel running aground, MNZ had technical experts on board to assess the damage and declared the event a Tier 3 spill, prompting the highest-possible level of response. Specialist equipment and expertise were mobilised from around the globe, and New Zealand's own network of 400 trained spill responders and equipment was activated.

Six months on, work is continuing on the response and salvage effort. Most of the oil has been removed from the vessel, greatly reducing the environmental threat, and salvors are making good progress in removing containers and debris from the wreck.

► Fatal helicopter crash

In November, RCCNZ launched a search for a helicopter and two men who had gone missing while helping fight fires at Karikari, in Northland.

On the second day of the search, crew on a fishing vessel located the helicopter in 7 metres of water, about 1 kilometre off the coast. Divers confirmed that the bodies of two missing men were inside the wreckage.

Search and Rescue Officer Conrad Reynecke said although the search had been concluded, staff were saddened that it ended in tragedy. The Civil Aviation Authority is investigating the crash.

► "Don't be a clown" lifejacket campaign launched



The summer water safety messages in MNZ's new television campaign, released in December, targeted older males.

The campaign focuses on the importance of skippers taking responsibility and ensuring everyone on board their vessel wears a lifejacket. The message is delivered with a light, humorous touch: "If you're not on board with lifejackets ... you're not on board. Don't be a clown. Wear a lifejacket."

MNZ Deputy Director Lindsay Sturt says, "Too often, people choose not to wear lifejackets, with tragic results. In 2010, there were 14 fatalities associated with recreational boating and in 2011, we had 20. Many of these deaths could have been prevented if a lifejacket had been worn.

"Our research shows that recreational boating deaths occur more frequently for people in vessels under 6 metres. Boaties think they will be able to get to their lifejacket quickly, they think an accident won't happen to them, they think they'll be able to swim. Trouble at sea happens very quickly. Having a lifejacket simply stowed on a boat is not enough – if you want to survive to boat another day, you need to wear it."

An additional maritime story from 2011, "Southern rescue mission saves *Sparta*", is featured in detail on pages 14–15 of this issue.



Rena – the challenge continues

*In January, **Rena**'s long-anticipated break-up triggered an immediate and intensive response on land and at sea.*

After balancing precariously on the Astrolabe Reef off Tauranga for three long months, **Rena** finally submitted to heavy seas in January, splitting into two sections. The cargo ship's long-anticipated break-up immediately triggered an intensive response on land and at sea.

Containers and debris toppled into the roiling water as swells of more than 7 metres battered the wreck. Salvage activity was escalated along shorelines and at sea, with response teams for beach clean-up and oiled wildlife reactivated.

Response plans were already well established for **Rena**'s inevitable break-up. The ship was in a fragile state from damage sustained when it grounded on 5 October, and a crack was yawning open between its forward and aft sections. In the days leading up to the storm, electronic sensors had picked up extra movement in the ship. Transponders were fixed to vulnerable containers and others containing dangerous goods, so they could be tracked if lost overboard.

The container recovery company Braemar Howells set to work to identify, tag, corral and collect containers and other debris spilled

from the ship during the storm and break-up. Harbour channels and shipping routes were closely and regularly checked for submerged containers. Meanwhile, MNZ reactivated its full oil spill response capability. The oiled wildlife facility at Te Maunga, which had been scaled down, was scaled up ready for action.

As the sea calmed and visibility improved, it became evident that the forward section of the ship was in its original position on the reef, but the stern section had separated by about 30 metres, pivoting some 13 degrees clockwise. Days later, most of the stern slipped off the reef.

Both sections are now open to the sea and extremely vulnerable to further damage. The continual movements of both sections with tidal flows, and increased movement as containers are removed and the ship grows lighter, are being closely monitored.

The wildlife response was reactivated, in anticipation of a fresh release of oil from the broken ship affecting local populations of little blue penguins and dotterels. Fortunately, no significant release of oil eventuated. Few birds were affected and the facility was progressively demobilised during February. Rough conditions at the reef persisted for several days, keeping the salvage company Svitzer from evaluating the ship's status so it could resume its work.

For Svitzer's recovery work at the ship, the break-up brought new risks and challenges. Many containers are damaged and have to be individually extricated in pieces from their secure positions in the holds, where jagged metal and noxious fumes from decayed goods present serious hazards. Cutting and grinding the containers and removing their contents by hand is slow, labour intensive and dangerous.



While it remains impossible to put a timeframe on the container removal work, the crane barge **Smit Borneo**, delivered from Singapore in December, has meant less disruption and time lost in transferring workers back to port.

A 180 tonne 'crawler' crane installed on board **Smit Borneo** enables salvors to be transferred during recovery operations, and the 150 personnel working at the ship can be accommodated on the barge, meaning they can remain out at the site 24/7.

By the end of February, almost half of the 1,368 containers on board **Rena** when it grounded had been received ashore by Braemar Howells' container processing teams. The 637 containers had either been directly removed from the ship or recovered from the water and shoreline.

A number of containers have been located underwater but not yet recovered. Braemar Howells' teams have also been clearing debris and removing timber from as far away as Hawke's Bay.

Over 1,300 tonnes of heavy fuel oil is now safely off **Rena** and most of the approximately 350 tonnes of oil released earlier has been cleaned up from shores. However, the wreck still poses a threat, from an estimated tens of tonnes of oil remaining out of reach in isolated pockets of the ship. Salvors were able to remove a further 10 tonnes in February, and will do so whenever their work gives them access to the oil.

A light sheen of oil has been visible around the ship since it grounded, and is still visible today. While it indicates residual oil in the water, the amounts are not considered serious and the oil naturally disperses with the currents and weather conditions.

Closer to shore, a small amount of residual oil remains in the water and in the sand, and occasionally resurfaces with strong weather or tidal changes. The oil spill response team continues to respond to any reports of this residual oil being exposed.

A volunteer Adopt-a-Beach programme launched in December, in which residents joined forces to keep their local stretch of beach clean, proved hugely successful. A celebration was held in March to acknowledge and thank volunteers for their contribution to the recovery effort.

The oiled wildlife response facility is now closed, but the response capability remains live. Local wildlife experts and the Department of Conservation are responding to any reports of affected animals and members of the National Oiled Wildlife Response Team at Massey University stand ready to treat and rehabilitate any affected wildlife. The team is

poised to escalate the response at any time it is needed.

At the height of the response, more than 400 birds were being cared for at the Te Maunga oiled wildlife facility. Affected birds were progressively released back into the wild as wildlife experts signed off their health and habitats. Of 2,299 dead birds collected during the response, 1,443 were oiled.

In recent developments in MNZ's investigation into the grounding, **Rena's** master and second officer (navigation) pleaded guilty at the Tauranga District Court on 29 February to 10 of 11 charges laid by MNZ.

The men were charged under Section 65 of the Maritime Transport Act (MTA) 1994, "for operating a vessel in a manner causing unnecessary danger or risk", and under Section 338 (1B) and (15B) of the Resource Management Act 1991 (RMA) relating to the "discharge of harmful substances from ships or offshore installations". The second officer entered no plea to the RMA charge.

They were also charged under Sections 117(e) and 66 of the Crimes Act, that they "wilfully attempted to pervert the course of justice" by altering ship's documents subsequent to the grounding.

The men, whose names and identities remain suppressed, will be sentenced on the 10 charges on 25 May.

*The crane barge **Smit Borneo** has been on site since December and has been used both for salvage operations and for accommodating the 150 personnel working on the ship.*

Photos: London Offshore Consultants





Rena Response Group steps up

*Harry Hawthorn was appointed in December to lead the **Rena** Response Group as General Manager.*

Specialist teams from across MNZ sprang into action with the news of **Rena's** grounding last year.

The oil spill response team immediately launched a Tier 3, or national level, oil spill response. At the same time, a team of MNZ investigators boarded **Rena** to begin collecting information as to why and how the grounding had happened. Within hours, MNZ maritime safety inspectors were also aboard, to assess the salvage needs. They have become the eyes and ears for MNZ's role as overseer of this complex and long-running salvage operation.

The different actions taken by MNZ representatives in response to grounding vividly illustrate MNZ's wide range of responsibilities and roles.

As well as being the agency responsible for coordinating oil spill response in New Zealand, MNZ is charged with overseeing the salvage operation for **Rena** on behalf of the government and public. It is also one of two government agencies – the other being the Transport Accident Investigation Commission – investigating the grounding and its causes. MNZ is also assisting the Government in ongoing negotiations with **Rena's** owner.

All these diverse strands of work are being coordinated by the **Rena** Response Group, established late last year to lead and manage MNZ's continuing involvement with the grounding. The group primarily comprises MNZ employees, including representatives from the marine pollution, maritime operations, investigations, legal, communications and finance teams.

In December, Harry Hawthorn was appointed to lead the team as General Manager, **Rena** Response Group. Harry was formerly General Manager Prison Services at Corrections and has a Masters Degree in public administration.

Harry said the establishment of the response group and role reflects the move from emergency response into a project management phase.

"At the beginning, what we saw was very much an emergency response, and MNZ put its various contingency plans into action to manage that," he said. "That phase involved a huge number of MNZ employees – in the early stages, nearly everyone at MNZ was working on the **Rena** response in one capacity or another. However, more than five months on, we are clearly in a very different phase of the overall operation."

Harry said it is anticipated that the group will be working on the **Rena** operation, in various capacities, at least until the end of 2012.

"What we are now seeing is a much smaller number of representatives from a range of MNZ teams working on a number of different work streams. Establishing a core group that is responsible for managing these work streams will allow the wider MNZ team to focus on business as usual and ensure we continue to deliver on all of our services and outputs."

He has been impressed with the work done by the response teams so far. "From what I have seen, everyone who has worked on the **Rena** response has demonstrated incredible expertise and commitment to getting the job done. We still have a long way to go and I'm pleased to be leading such a dedicated team."

The **Rena** Response Group will also be coordinating any reviews into the **Rena** response. "It's important that we learn everything we can from this event," Harry said. One of the positives that can come out of something like this is that there will be a number of lessons we can take from it to improve our preparedness and systems.

"We will also share our findings with the international maritime community, so everyone can benefit from our experience."

Cleaning up after *Rena*

Article provided by Braemar Howells



Clean-up operations underway at Matakana Island.

Braemar Howells joined the ***Rena*** recovery operation soon after the vessel grounded off Tauranga last October. The British-based company has been responsible for recovering damaged containers and cargo, and salvaging cargo from the stricken ship.

The company was well prepared for its role. Its personnel have previously worked with significant maritime incidents around the globe, including the Deepwater Horizon and West Atlas rigs and the vessels ***MV Newcastle***, ***MV Fedra***, ***MV New Flame***, ***MSC Napoli***, ***MT Erika***, ***MT Prestige***, ***MT Sea Empress***, ***MT Nakhodka***, ***MT Borga***, ***MT British Enterprise*** and ***MT Exxon Valdez***. Now New Zealand's worst maritime environmental disaster has been added to that list.

Braemar Howells is teamed with Nelson-based marine support company Unimar Marine Services for the recovery operation. It also works closely with MNZ, the salvage company Svitzer, government agencies, local government councils and local iwi. All of these organisations have a common aim: to minimise the environmental impact of the ***Rena*** disaster and return New Zealand's coastline to a pristine state as quickly as possible.

For the ***Rena*** recovery, the company drew on specialist staff with skills in marine operations, logistics, distressed cargo, shoreline clean-up and other incident management expertise from its facilities around the world.

The battles to clean up ***Rena*** are being fought on several fronts. Braemar/Unimar operates at sea and underwater, along the shoreline and in the air. When necessary, specialised operators such as aviation experts carry out information-gathering flyovers. Sonar-equipped vessels search the seabed for sunken containers, and specialised divers retrieve debris from inaccessible shorelines.

Partnering with Unimar for the clean-up has enabled more than a dozen vessels to be deployed at a time. The vessels include fast-response craft, tugs, crane barges and landing craft equipped with cranes. Taking a proactive approach has proven as effective in practice as it has for contingency plans. This was demonstrated when the ship broke up in January and Braemar/Unimar vessels were deployed to retrieve debris and floating containers at sea, before they arrived at beaches along the coast.

Spilled cargo has been diverse – plastic beads, paper, latex gloves, packets of milk powder, timber and domestic furniture. Each type has presented different challenges for collection and disposal and tested the team's ingenuity. Collection techniques range from picking up by hand to using mechanised beach groomers and barges equipped with excavator arms.

Figures at the end of February showed that since ***Rena*** grounded, Braemar Howells had processed about 4,500 tonnes of waste. About 3,800 tonnes went to landfills, and the remainder was recycled.



Over 580 tonnes of liquid waste had been processed and removed for disposal by an environmental company.

For the same period, 637 damaged containers had been brought to port from the vessel and recovered from beaches and the shoreline.

About 300 Braemar Howells staff and contractors have been working on the debris and container clean-up operations, in locations as far north as Coromandel's Slipper Island, south to Cape Runaway and across to Gisborne. Their work includes debris removal and manning of vessels, waste disposal, and transport and crane operation.

On-scene Operations Manager Claudene Sharp says Braemar Howells has drawn on its "extensive experience, holistic support and asset bases" to be able to respond quickly and efficiently to the challenges **Rena** has presented so far.

Claudene says that although the work has been gruelling at times, there have been many success stories. Highlights are the speedy clean-up of Waihi Beach, heli-lifting rubbish to a waiting barge off Motiti Island, establishing a specialised facility to deal with damaged containers and perished cargo, and appointing iwi liaison representatives. She says many of the successes are based on building good relationships with district and regional councils, and with local communities.

At Waihi, 177 tonnes of debris was removed from the popular beach in just four days. Braemar Howells' recovery team swung into action with heavy machinery and labour teams when 17 containers washed ashore. The debris ranged from badly damaged containers to packets of milk powder and timber.

Damaged containers, including those lifted off **Rena** by salvors, are taken to a special facility in Mount Maunganui. The plant is fully equipped to enable rapid and safe processing of damaged containers and perished cargo. Features of the facility are bays for de-oiling containers, and deodorising water-mist sprays along its perimeter fences.

*Top and bottom left: Clean-up operations on Waihi Beach after containers, timber, milk powder and other debris from **Rena** washed up on shore.*

Top right: Milk powder is removed from a container.

*Bottom right: Beads from **Rena** that have been washing up on shores at Matakana Island.*

Activating 'hubs' along the coast is another of Braemar Howells' innovations, under the leadership of on-scene Operations Manager, Neil Lloyd. These small coordination centres for debris collection are run by iwi and local workers. Wherever containers or debris wash ashore, hubs mobilise to reduce the impact on small coastal communities as swiftly as possible.

Braemar/Unimar staff expect to be kept busy in coming months, with clean-up operations in various localities. Clearing Matakana Island of container remains and debris has a high priority, while the task of refloating containers located on the seabed is yet to be tackled.

Current activities include heli-lifting debris to waiting barges, using specialised underwater equipment to locate submerged containers, diving to inspect containers on the seabed, having debris inspected by the Ministry of Agriculture and Fisheries, and meeting with iwi ... it's business as usual for Braemar Howells.

Three die in fishing vessel fire in Ross Sea



Jeong Woo 2 on fire in the Ross Sea. Photo: Tom Purcell



Crew from **Jeong Woo 2** were treated on board the **Nathaniel B Palmer** (pictured). Photo: Holly Gingles

A major rescue effort was launched in the Ross Sea in early January when the 51 metre Korean fishing vessel **Jeong Woo 2** caught fire. It was the second major incident in Antarctic waters in as many months and involved several Korean fishing vessels, a United States research vessel and a United States Air Force (USAF) aircraft.

Jeong Woo 2's distress call was picked up by another Korean fishing vessel, **Hong Jin 707**. The information was relayed via the New Zealand vessel **Antarctic Chieftain** to the Rescue Coordination Centre New Zealand (RCCNZ) at about 3am on 11 January 2012.

At the time, **Jeong Woo 2** was about 3,700 kilometres south-east of New Zealand and 600 kilometres north of McMurdo Station, with a crew of Korean, Vietnamese, Russian and Chinese seamen. The vessel reported that a fire was burning out of control on board and only one viable lifeboat remained. Of the 40 crew, 25 were believed to be in a lifeboat, with 12 on board the vessel and three missing.

Three of the crew still on board were reported to be seriously injured.

"Five vessels responded to the distress call, including the sister ship **Jeong Woo 3**, which was about 35 minutes away," says RCCNZ search and rescue coordinator Dave Wilson. The US research vessel **Nathaniel B Palmer**, with hospital facilities on board, was about 12 hours away.

Different options for rescue were explored, including the possibility of ferrying the crew to the Italian base at Terra Nova Bay and airlifting any injured crew to McMurdo Base.

Jeong Woo 3 and **Hong Jin 707** quickly reached the stricken ship and rescued 37 crew, using a crane to transfer three men with burn injuries. Three Vietnamese nationals were confirmed missing, believed to have died in the fire in the vessel's accommodation block.

Later that evening, **Jeong Woo 3** met with **Nathaniel B Palmer** and transferred seven injured seamen, two of whom had extensive burns.

The remaining seamen stayed on board **Jeong Woo 3** and were later transferred to the Korean icebreaker **Araon** and taken to Lyttelton.

Nathaniel B Palmer ferried the injured men to McMurdo Base, where they were taken by helicopter to the base facilities. A USAF Globemaster flight from Christchurch, scheduled to ferry the men back to New Zealand, did not go ahead because weather conditions at McMurdo prevented landing. Instead, a USAF CF-130 Hercules, already stationed at the base, transported the injured seamen to Christchurch for treatment.

When it left **Jeong Woo 2**, **Nathaniel B Palmer** reported that the vessel was still afloat but burning fiercely. **Jeong Woo 3** was unable to tow the vessel's remains to a position north of 60 degrees south for disposal as planned, and the vessel is believed to have sunk.

RCCNZ and MNZ have no involvement in determining the causes of the fire, which will be a matter for Korean maritime authorities.



Photo: Bettina Sohst



Photos: Karen Hilton



Southern rescue mission saves *Sparta*

The Rescue Coordination Centre New Zealand (RCCNZ) headed an international search and rescue mission to save the crew of a stricken Russian fishing vessel deep in the Southern Ocean.

RCCNZ launched the mission on 16 December after its Norwegian counterpart passed on a mayday call from **Sparta**. As well as being holed and taking on water, it was on a threatening 13 degree list. The damaged vessel, with 32 crew on board, was next to the Antarctic ice shelf, about 2,000 nautical miles (3,704 kilometres) south-east of New Zealand.

While the crew used a pump and temporary patches made out of tarpaulin to battle leaks below **Sparta**'s waterline, RCCNZ was tasking nearby vessels to provide assistance.

"With various people and agencies from Norway, New Zealand, the United States, South Korea and Russia responding to the call for help, this truly was an international search and rescue effort," said MNZ's General Manager Safety Services, Nigel Clifford.

Among the responding vessels were **Sparta**'s sister ship **Chiyo Maru No. 3**, the New Zealand **San Aspiring** and the Norwegian **Sel Jevaer**. **Sparta**'s owners also chartered the ice-strengthened South Korean **Araon** to provide assistance.

Due to their distance away and the heavy sea ice in the area, it was considered unlikely the vessels would reach **Sparta** in time to help. **Sparta**'s crew were in a race against the clock and the freezing elements to repair the stricken ship and right the dangerous list.

Nigel said, "As we've found through past experience of coordinating rescues below 60 degrees south, one of the biggest challenges is the extreme isolation of the area, as well as the severe weather that can be experienced and the often limited ability of other vessels to provide help."

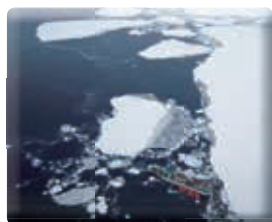
With the nearest on-water assistance days away, aerial assistance was sought. The United States Antarctic Programme at McMurdo Station sent a Hercules aircraft to fly over **Sparta**, to assess the ice conditions and gather information to help speed up the rescue.

As **Sparta**'s crew gradually stabilised the vessel, RCCNZ tasked a New Zealand Defence Force (NZDF) C130 Hercules to drop much-needed equipment and fuel to the ship.

"With pinpoint accuracy, the crew of the Hercules dropped these all-important supplies on the ice right next to the vessel," said Nigel. "The pumps supplied allowed the crew to keep ahead of the incoming water and the extra equipment dropped helped in the attempts to fix the patches more securely."

Keeping the water at bay while attaching patches to the hull posed further problems. RCCNZ tasked a second NZDF Hercules to drop more pumps, patches and other equipment, which allowed the crew to stabilise the vessel and make more permanent repairs. With the arrival of **Araon** and **Chiyo Maru No. 3**, fuel and provisions were transferred.

Thirteen days after calling for help, **Sparta** sailed clear of the ice, thanks to the resourcefulness of the crew and the assistance of vessels, aircraft and people from many different countries and organisations.



Photos: Royal New Zealand Air Force and United States Air Force

The damaged **Sparta** with 32 crew on board, spent 13 days next to the Antarctic ice shelf.
Photo: Royal New Zealand Air Force



Norwegian vessel **Sel Jevaer** was one of the vessels that responded to the distress call.
Photo: United States Air Force





MNZ Safety Inspector Jim Lilley at Lake Brunner.

Safe boating messages spreading – but we’re not home and dry yet

As the summer boating season comes to an end, water safety agencies are reporting positive signs that safety messages are sinking in – but more work lies ahead.

The agencies have been out and about during summer, observing behaviour at boat ramps and on the water, undertaking surveys, offering advice, and handing out information. Their work will help build a current picture of our recreational boating environment.

MNZ Safety Inspectors Alistair Thomson and Jim Lilley say the information gathered by the agencies will contribute to a review of the National Boating Safety Strategy, scheduled for later this year.

The review, conducted by the National Pleasure Boat Safety Forum – a group comprising 16 water safety agencies including MNZ – will analyse the 85 recreational boating fatalities since 2007.

“This will provide an important opportunity to review the common causal factors involved in boating accidents and fatalities – such as lack of lifejackets, inability to communicate distress, boating in bad weather and alcohol consumption,” says Alistair.

In the meantime, Alistair says feedback from the promoters of boating safety this summer – including MNZ’s volunteer Safe Boating Advisors, Coastguard volunteers, regional



New Zealand Herald online article: “Rescued fishermen ‘a pair of clowns’”.

council harbourmasters and their officers, and the Coastguard air patrol – paints a generally positive picture.

“On the plus side, agencies are reporting that more boaties are carrying lifejackets and communications equipment, while lifejacket wearing is slowly trending up and we’re seeing behavioral change in action,” says Alistair.

Jim says even balanced against increasing boat ownership and activity, the number of fatalities remains a concern.

There were 20 recreational boating fatalities in 2011, 14 in 2010 and 24 in 2009. In the first two months of 2012, there have been four recreational deaths.

“While in most areas we are seeing some really great examples of more people behaving responsibly and safely, in other areas on-water behaviour has not been so good,” says Jim.

“We are also seeing some common trends in the type of non-fatal incidents being reported – for example, groundings, collisions, near misses, travelling too fast or too close, and vessel capsizes.”

However, both men say there is evidence that people are responding to the safety messages. The following incident is an example of improved attitudes towards safety:

“Just left the beach and started trolling-harling, with the rod in the rod holder. I was drifting using the offshore wind to provide trolling speed when the rod bent double – I had caught a rock. It was pulled out of the rod holder but I could see it floating so rowed towards it. When I got beside the floating rod and leaned over to pick it up the boat flipped and I was suddenly in the water. Using my waterproof hand-held VHF radio attached to my lifejacket I sent out a mayday call. I was rescued 20 minutes later.”

“It’s real stories like this, from real boaties, that hammer home the importance of being prepared for the unexpected,” says Jim. “As this boatie found, things can come unstuck very quickly, and if you’re not able to float or communicate with someone, then your chances of survival are limited. Fortunately, due to him being very well prepared, the story had a happy ending.”

Alistair says the Forum is also developing targeted campaigns to reduce accidents. Recent research into the behaviour of males over 40 (the most over-represented group in boating fatalities) and their attitudes towards safety was also revealing.

“The research told us that when we go boating it’s about shared experiences, conviviality, thinking with the heart and enjoying life,” says Alistair. “When the research subjects were asked about safety and lifejackets, themes like control and security were evident. Lifejackets and safety equipment were about thinking with the head and fearing the worst.

“The ongoing challenge is finding a way to make lifejackets and safety equipment part of the ‘culture’ of boating, in the same way that putting on your seatbelt is an accepted part of driving on the road.”

MNZ’s new boating safety campaign, “Don’t be a clown, wear a lifejacket”, launched in December, was developed as a response to the research. Alistair says the television commercial aims to encourage skippers and crew to take responsibility for safety by using a touch of humour.

“We’ve had plenty of positive feedback about the commercial. Once the campaign has been up and running for a longer period, we’ll carry out some more detailed analysis to see if the message is sinking in.”

Alistair says the Forum is making gains in other areas as well, with all agencies committed to reducing recreational boating accidents and fatalities.

“Organisations like the Coastguard Boating Education Service and Yachting New Zealand, for example, are delivering excellent practical and theory-based courses to New Zealand boaties, and always looking at ways to get greater participation in boating education.

“Regional council harbourmasters are also undertaking education and enforcement action out on the water. We’ve seen a significant increase in enforcement action this summer – an essential tool for promoting better behaviour.”

Water Safety New Zealand regional workshops, a national swim-to-survive programme and strategies for Māori, Asian and Pacific Island communities have also been successful.

Alistair says the Accident Compensation Corporation, supported by MNZ, has delivered award-winning boating safety programmes to Polynesian communities in Auckland and in the Wellington region.

“All of these initiatives are part of the Forum’s goal of reducing boating accidents and fatalities, and all agencies will continue to work together towards this goal,” he says.

KEY SAFETY MESSAGES



Check the marine weather forecast



Take two forms of waterproof communication equipment



Wear your lifejacket



Avoid alcohol

Safety messages taken to the water

MNZ staff got their feet wet in Tasman and Golden Bay recently, helping to spread the safe boating message among water users.

Nelson-based MNZ Maritime Investigator Domonic Venz and Safe Boating Advisor Katie McNabb spent several days on board the Police launch **Lady Elizabeth IV** in January. They were participating in an educational programme involving MNZ, Police and the Ministry of Fisheries (MFish), with support from the Tasman District Council. Also on board was a cameraman, recording footage for the *Coastwatch* television series, which will screen early next year.

Domonic said the purpose of the programme was purely educational, with the goal being to get out on the water and talk with both recreational boaties and commercial operators to spread maritime safety messages.

“For the first two days, we were involved in MNZ work, while the second two days were devoted to MFish. The partnership worked really well, with great support from the Police team on the **Lady Liz**,” Domonic said.

“Over the two days that we were on board, we handed out about 100 safe boating packs and had 500–600 individual contacts with people on the water, which were really well received.”

Domonic said the Tasman/Golden Bay area was chosen because it is a high-use area, popular with both commercial operators and recreational boaties. The team paid visits to Kaiteriteri and locations around Abel Tasman National Park. MNZ and MFish carried out a similar joint operation in the Bay of Islands in January.

The MNZ team also took the opportunity to check commercial vessels’ documentation, all of which complied.

However, Domonic said a check of commercial vessel speeds in one area of the park showed some operators not adhering to speed limits, and this would be followed up by the harbourmaster.

Katie said the deployment was a great opportunity.

“A stand-out feature of the trip was that it showed how effective it is to deliver messages as part of a multi-disciplinary team. The power of all the agencies working together made it feel so much stronger.

“MNZ being seen on the water in a safety initiative like this was particularly welcomed. While Safe Boating Advisors do a huge amount of work around trailer craft at the ramp and at boat shows and other events each year, the ability to talk to moored boats on the water was a fantastic opportunity – one that seldom arises.”

Katie said boaties had a chance to ask questions of the team, as well as receiving safety and fisheries material. “We also received invitations to board and share some hospitality, which would have been great but, with great focus, we stayed on the mission!”

“The team covered the western side of Tasman Bay, up into Golden Bay and back to Nelson, then via French Pass to Pelorus Sound, and finally to Queen Charlotte Sound. With the use of the **Lady Liz** and the rigid-hull inflatable boat (RIB) on board, I probably spoke to people on about 100 boats.

“The great news was that the level of boat preparation was high, with only two exceptions. There is a genuine attempt by most boaties to be safe and they are very keen to show you how much gear they have on board,” said Katie.

“A huge thanks goes to the Police crew on board – I can’t speak highly enough of them and their professionalism on the water.”



Safe Boating Advisor Katie McNabb, MNZ Maritime Investigator Domonic Venz (back) and Constable Paul Kurd from **Lady Elizabeth IV** venture out on a RIB to talk to boaties.

Transition to new qualifications

Information about the transition to qualifications on the proposed new Qualifications and Operational Limits (QOL) framework is now on MNZ's website (maritimenz.govt.nz/qol).

From 2013, old and existing maritime qualifications will start being replaced by qualifications in the new QOL framework.

At least 40 old qualifications are still in the system (although most are not in use), along with 32 qualifications under current rules. These will all be replaced by 33 qualifications, including four new Standards of Training Certification and Watchkeeping (STCW) qualifications to be brought in through the Manila Amendments in May this year.

When the new rules putting the framework in place come into effect – planned for 2013 – all seafarers who want to keep using their qualifications will either have their tickets confirmed (if the qualification matches one on the new framework) or must transition to new qualifications.

Confirmation will happen as soon as the rules come into effect, while about 11,000 qualifications will need to be

transitioned to the new framework over five years from 2013. Further details are available on the MNZ website.

Development of a new web service – QOL Online – is a focus for the programme at present, says QOL programme manager, Andrew Clapham. “The QOL programme has a vision of a world-class QOL Online service that is easy to understand for our customers and easy to administer for our staff – and a major part of our work this year will be bringing that vision to reality.”

This will include being able to apply online, to keep track of the status of an application and to maintain user profiles. Last year QOL worked with a company to develop the look and feel of a new web service that would give applicant seafarers a positive experience. The basic information architecture was developed for QOL Online, based around the ‘journeys’ of a number of typical users.

“We are now developing the high-level business requirements needed to support these journeys, so we can define what we need QOL Online to do, and how it should interact with current business processes and systems,” says Andrew.

MOSS on the move

Re-consultation on the maritime rules that underpin MOSS (Maritime Operator Safety System) will take place during April and May, and will include a number of public meetings around the country.

“We are keen to share with the wider maritime community the progress we’ve made on MOSS over the past year,” says MNZ’s MOSS programme manager John Oldroyd.

MNZ will present the redrafted rules, along with the formal response to submissions received during the original MOSS consultation in 2010. “We’re looking forward to getting feedback on this detailed response,” says John. “We did expect to be able to get this out to industry by the end of 2011, but the *Rena* incident intervened. The redrafted rules are now ready, however, and we want to take this opportunity to present them – and a more complete picture of what MOSS will look like for operators and for MNZ.

“Submissions in 2010 showed support for increased operator responsibility and stronger regulatory oversight for MNZ. There were, however, serious concerns about survey quality and standards. Our planning over the past few months has focused on responding to these concerns.

“MNZ now plans to develop nationwide survey standards and procedures, employ a small team with survey expertise to maintain and monitor these, and put in place a range of measures to lift knowledge and performance across the industry,” says John.

MOSS was included as one of the key building blocks of the Government’s transport policy, released in August last year: “...MOSS will enable Maritime New Zealand to work more closely with domestic commercial maritime operators to achieve safety goals. The new system will be flexible and more responsive to industry change, and will require operators to develop safe operating plans that are relevant for their operation and related to their risks.” (*Connecting New Zealand* – Maritime transport)

“The MOSS programme team is looking forward to presenting the MOSS ‘picture’ to operators, and finding out from them what sort of guidance and assistance they will need to make the system work for them,” says John.

The invitation to comment package, including the redrafted rules, supporting information and details of the roadshow timetable, will be available on the MNZ website: maritimenz.govt.nz/moss. Please email moss@maritimenz.govt.nz if you have any questions.

Message from the new Minister of Transport

Recent developments in the maritime sector have certainly made for an interesting introduction to the transport portfolio.

MNZ's ongoing response to the **Rena** grounding in the Bay of Plenty highlights the importance of New Zealand continuing to maintain a safe, secure, clean and sustainable maritime environment.

It also highlights the importance of MNZ's role as the regulatory agency responsible for continuing to protect New Zealand's interests and ensuring that maritime standards are maintained. The government remains committed to this goal.

MNZ also continues to have an integral role in other areas. For example, its work with industry on developing a new Qualifications and Operational Limits framework will provide New Zealand seafarers with relevant, appropriate and modern qualifications that meet their needs.

The introduction of the new Maritime Operator Safety System – or MOSS – will also help ensure New Zealand has a more robust domestic commercial vessel safety framework, which is simpler for operators to follow and provides the regulator with greater oversight.

The ever-increasing growth of recreational boat ownership and activity on the water is the focus of ongoing commitment from MNZ and other water safety agencies, with support from government, to promoting and enforcing good behaviour on the water. This is being achieved through various initiatives.

While the vast number of Kiwi boaties are responsible, the number of fatalities and accidents over the summer shows that some New Zealanders still aren't getting the safety message. I urge all boaties to act responsibly on the water. As you will know, it is the skipper's responsibility to ensure the safety of those aboard and to be aware of other water users.



We know that the majority of pleasure craft-related fatalities are the result of drinking alcohol, failure to carry lifejackets or emergency communication equipment on board, and failure to check weather conditions. It's up to everyone to do their bit to help keep the number of boating fatalities down.

Gerry Brownlee
Minister of Transport

23

Maritime fatalities 2011

From 1 January to 31 December 2011 there were **23** fatalities – **3 in the commercial sector and 20 in the recreational sector.**

This compares with 9 commercial and 14 recreational fatalities in 2010.



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