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Volunteers at heart of success story

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SafeSEAS CleanSEAS



Keith Manch on
Wellington's waterfront.

Welcome to the June 2012 issue of *Safe Seas Clean Seas*.

The year is well underway with much activity at Maritime New Zealand (MNZ), and unfortunately some tragic events in the maritime industry that highlight the importance of the work we are all doing.

MNZ is working with the Transport Accident Investigation Commission (TAIC) to find the causes of the sinking of the fishing vessel **Easy Rider** in March, with the loss of eight lives. The investigation aims to identify ways in which we can work together, with industry, to prevent this kind of tragic accident from happening again.

There will no doubt be a number of lessons to take from the tragedy. One thing TAIC has already identified is that the Owenga-style vessels (such as **Easy Rider**) have inherent stability limitations that current owners may not be aware of.

MNZ has contacted the other owners of vessels with the same design to ensure they are aware of the limitations associated with this craft. We are now looking at whether there are other vessels of similar design operating in New Zealand waters whose owners may also need this issue brought to their attention.

More generally, vessel stability is something we have worked to build awareness of over recent years. Anyone with interest in this area should have a look at our publication *A Guide to Fishing Vessel Stability*, which is available on our website or can be ordered as a free print publication.

In this issue, we look at the recreational boat ramp survey conducted over the summer. The survey is a snapshot of what's going on out on the water and is used by MNZ and

other water safety agencies to help inform the recreational boating safety strategy, and determine where to target education and resources.

This year, the survey shows more people are carrying lifejackets and PFDs, with 99% of vessels carrying enough for everyone on board. There is more on the survey later in this issue.

The review of MNZ's funding, which was paused last year due to the **Rena** grounding, has restarted. It is anticipated that a consultation document will be available for public comment in August/September. You can sign up to receive consultation updates at any time, and consultation information will be available on our website closer to the time at maritimenz.govt.nz/consultation.

In May, the National On Scene Commander reduced the emergency Tier 3, national-level oil spill response to the **Rena** grounding, to a Tier 2, regional-level response, to be managed by the Bay of Plenty Regional Council.

This transition happened almost seven months after **Rena** ran aground, and after many thousands of hours of hard work cleaning and re-cleaning the Bay of Plenty beaches. I'd like to thank everyone who has taken part in that clean-up – it has been a massive team effort and we wouldn't have got to this point without the incredible support received from the local councils, local community, local iwi and our national partners in the response – the country's network of regional councils, the New Zealand Defence Force, the Department of Conservation and many others.

I hope you enjoy this issue.

Keith Manch
Director of Maritime New Zealand



Rena update

Salvage cranes lift containers and debris from the forward section of **Rena** in late May. Photo: Smit and Svitzer

It has been a busy few months for the **Rena** Response Group, with the downscaling of the emergency oil spill response, a ‘thank you’ event held for volunteers, the sentencing of the Master and Second Officer of **Rena** on charges relating to the grounding, and good progress being made on the salvage operation.

Oil spill response

On 4 May, the National On Scene Commander reduced the emergency oil spill response to the **Rena** grounding from a Tier 3, or national level, to a Tier 2, or regional level response.

The Bay of Plenty Regional Council has now assumed responsibility for ongoing monitoring and future clean-up activity with respect to any further oil spilled from the wreck.

This decision to scale down the response was made after careful analysis in consultation with the Bay of Plenty Regional Council, taking several key factors into account:

- Regular assessments of the wreck confirmed the threat of a further significant oil spill from the wreck was minimal.
- Ongoing and regular surveys by the oil spill response team of previously affected areas confirmed very low

levels of residual oil in the environment and minimal amounts of oil coming ashore. The levels are so low that clean-up activity has not been warranted.

- Site visits to previously affected areas with key stakeholders, including the regional council, iwi and environmental experts, confirmed areas have reached a level where no further clean-up activity is needed.
- The volume of calls from the public reporting sightings of oil on the beaches or in the water has been consistently low for the past few months.

National On Scene Commander Rob Service says the transition marked a real milestone in the response to the **Rena** grounding and was testimony to many months of hard work by the oil spill response team.

“This has been an amazing effort and we have seen some incredible teamwork, expertise and hard graft put in by so many people,” says Rob.

“At the start of this response, we had international oil spill response professionals assisting us, we had the New Zealand Defence Force out in their hundreds cleaning these beaches, and of course we had many, many volunteers giving up their time for the beaches they love. The local councils and iwi also played huge roles in responding to this incident.

“Over time, this massive effort has downsized to the point where, in recent weeks, we have had just a few oil spill response experts surveying and re-surveying the affected

areas to assess whether we were ready to reduce from a Tier 3 to a Tier 2 response. It's a real achievement to reach this point."

Earlier in the year, MNZ, along with other response agencies including Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council, hosted a thank you event at the main Mount Maunganui beach for volunteers who assisted with the clean-up. The thank you barbecue featured bands and games for children and provided an opportunity for the volunteers to be formally thanked by the heads of the response agencies.

Rob says the readiness of the Bay of Plenty community to roll up their sleeves demonstrated the passion the local residents have for their coastline.

"We would never have made the progress we did as quickly as we did if it hadn't been for the volunteers' support and their patience in cleaning and re-cleaning the beaches," he says. "Oil spill response can be incredibly disheartening, because it takes a lot of work to get a stretch of beach clean, then the tide comes in and washes fresh oil up, and you have to start all over again."

"The dedication we saw from the volunteers was nothing short of inspiring."



Marine Pollution Response Service's Dayne and Eva Maxwell with three-year-old daughter Mia at the volunteers day event.

Investigation

On 25 May, the Master and Second Officer (Navigation) of **Rena** were sentenced in the Tauranga District Court on a range of charges relating to the grounding and its aftermath.

The two men were sentenced to seven months in prison.

The Director of MNZ, Keith Manch, welcomed the sentencing, saying the two officers had now been held to account for their part in the grounding and subsequent events.

"In this case, the Master and the Second Officer have breached the most basic fundamental principles of safe navigation.

"The sentencing is the result of a thorough and careful investigation by the MNZ investigations team and is another significant milestone in the ongoing **Rena** response," says Keith.

In a separate prosecution, MNZ has also charged the owner of **Rena**, Daina Shipping Co, under sections 15(B) and 338 (1B) of the Resource Management Act 1991, which relate to the "discharge of harmful substances from ships" in the coastal marine area.

The charge carries a maximum fine of \$600,000 and \$10,000 for every day the offending continues.

The prosecution is ongoing, with the next call due in the Tauranga District Court on 18 July.

The government is also engaged in negotiations with **Rena**'s owners and insurers relating to the costs from the **Rena** grounding. This is an ongoing process and unrelated to the two prosecutions.

Salvage

Smit and Svitzer, working in a joint salvage operation, made good progress in the first part of the year. More than 900 of the original 1,368 containers on board **Rena** have now been recovered to port.

Salvage work became even more difficult and dangerous following the break-up of the wreck in January. In April, the stern section sank further down onto the reef, and is now almost completely submerged. The bow section remains stuck hard on the Astrolabe Reef.

Salvors have used both the **Smit Borneo** crane and dive teams to locate and remove containers, debris and pieces of the wreck itself from the marine environment. The team also continued to extract the remaining fuel oil, left in difficult-to-access pockets around the wreck, whenever possible.

In June, the owners and insurers of **Rena** announced a milestone in the salvage had been reached, in that all accessible containers in the bow section had been removed, leaving just 18 damaged or empty containers in that section.

In a statement, the owners noted the **Smit Borneo** had completed its contribution to the operation and was likely to return to its home base in Singapore in the next few weeks.

The Smit/Svitzer joint venture achieved the important milestone one month ahead of schedule and the statement thanked salvors for their efforts and the positive contribution they made over the past eight months.

The owners have now issued a tender for the wreck removal process. Braemar Howells, the company appointed by the owners to retrieve containers and debris lost overboard, has taken on an expanded role to work inside the exclusion zone while that process takes place.

This role will involve overseeing the wreck's safety and security, monitoring its status day to day, and minimising and clearing any debris that escapes from the vessel through adverse weather conditions.

MNZ gears up to work with the new adventure activities regulations



MNZ, along with other agencies and industry bodies, is busy implementing the Government's decisions from the 2009/10 review of safety in adventure and outdoor commercial activities.

There is one legislative measure in the package. Regulations for high-risk activities made under the Health and Safety in Employment (HSE) Act require operators to obtain and pass a safety audit and be registered with the Department of Labour (DoL). Having come into force on 1 November 2011, the regulations will be fully in play by the end of October 2014.

Another key initiative is the development of resources to support operators' safety management. DoL has funded the Tourism Industry Association to undertake this work, which involves developing generic and activity specific safety guidelines, and a dedicated website where operators can work with others in the outdoor sector to promote safety and share good safety practice.

DoL has also commissioned Outdoors New Zealand to look further into two areas identified by the review as requiring further work: the role of qualifications for instructors and guides, and an assessment of the value and feasibility of developing a national database of accidents and incidents in the outdoors commercial sector.

It is important that New Zealand is a destination where participants can be confident that safety in adventure activities is properly managed, and that perception of New Zealand's adventure tourism reflects that. Funding has been made available for an experienced outdoors practitioner to represent New Zealand at an International Organization for Standardization working group, which is developing an ISO standard for safety management systems for adventure tourism.

MNZ is focused on preparing for the regulations' implementation on water-based activities. This includes commercial river boarding and some kayaking and canoeing activities. MNZ already has safety guidelines in both areas. Whether these will become audit standards or activity specific guidelines is one of the issues to be resolved.

While rafting is covered by maritime rules and is outside the application of the regulations, MNZ is mindful that some operators provide a range of activities, and that there may

be some efficiencies in having audits under the HSE Act and Maritime Transport Act carried out by a suitably qualified outdoors auditor at the one time.

The high level of industry engagement in the initiatives bodes well for the future, and builds on the broad-based involvement of the sector in the review.

Further information about the regulations and other safety initiatives, including opportunities to get involved in consultation on draft safety guidelines, is available through the Support Adventure website.

www.supportadventure.co.nz

Who's included?

The regulations apply to a range of land and water-based activities that meet the following criteria:

- payment is made
- there is instruction or guidance
- the purpose is recreation or education
- there is deliberate exposure to risk of harm on dangerous waters or dangerous terrain
- failure of safety management is likely to result in serious harm.

The regulations provide an indicative list of activities within scope, subject to their meeting the criteria.

There are also a number of specific exclusions (such as for clubs and schools) and activities for which a maritime document is required under the Maritime Transport Act 1994.

In scope	Out of scope
Canoeing	Businesses hiring equipment where the instruction given relates only to the supply of equipment
Kayaking	Commercial rafting and jet boating
River boarding	Activities offered by sport clubs to members
	Activities offered by schools to pupils



MNZ aids focus on maritime safety in Tonga

'Otuanga'ofa – the newest ferry in Tonga's interisland fleet.

The sinking of Tongan ferry **Princess Ashika** in 2009 highlighted the real safety issues faced by many small South Pacific nations. MNZ's Principal Maritime Advisor John Mansell has just completed a six-month project that aimed to help address some of these issues in the Kingdom of Tonga.

"The Secretary of Transport in Tonga was relatively new to the role and sent an urgent request for an expert maritime advisor with an understanding of the New Zealand and international regulatory environment to provide advice and help," says John.

"Under a programme administered by NZ Aid (MFAT), I visited Tonga for one week a month over six months. This enabled regular face-to-face contact and allowed me to form relationships, which was hugely important in a cultural context."

John also believes that being seen as an 'official' working closely with New Zealand government agencies was vital to the success of the project. "It wouldn't have been possible for an independent consultant to access the same information and feedback, or to put forward cases for assistance from the New Zealand Government."

While maritime safety issues will continue to need attention in Tonga – and many other Pacific nations – John says his work helped heighten awareness within Tonga's Ministry of Transport (MOT) of the international obligations Tonga has, as a flag, port and coastal state, and of best national and international regulatory practices.

"The World Bank is currently funding a maritime safety needs assessment to identify what further assistance is needed, and I was able to attend those World Bank meetings on behalf of Tonga's MOT. One of the most satisfying aspects of the work for me was being able to come up with a strategy for improving the ongoing safe operation of the interisland ferries, which was accepted in principle by the World Bank and Tonga's MOT."

John's proposal was to have the interisland ferries regularly surveyed by New Zealand surveyors to international standards for interisland ferries of less than 500 gross tons, in much the same way that New Zealand's Civil Aviation Authority inspects aircraft in the region. An important element of the strategy is that Tongan surveyors would be trained and mentored through the survey programme, to develop their capacity to eventually take over the work.

Ongoing assistance will be needed to help Tonga continue to improve its maritime safety record, says John. "They face many difficulties around resourcing, capability and funding and will face continued challenges."

Welcome aboard, Baz Kirk

MNZ's new Manager Commercial and Recreational Liaison has spent all of his adult life working on and around boats. Baz Kirk, who joined the organisation in February, went directly from school to work as a commercial fisherman, and most recently was operations manager with Coastguard Eastern Region.

From the time he became a skipper in 1983, Baz recognised how important it was for his crew to be up to speed. "You're as good as the people you have on board, regardless of the systems you have," he says. He brings that ethos to his role with MNZ: "I believe in working alongside rather than from above people – the same approach that works on board a fishing vessel."

Originally a Gisborne lad, Baz went to sea in 1978, working in many parts of the commercial fishing industry and then moving into adult education, as a fishing tutor at Gisborne's Tairāwhiti Polytechnic Maritime Studies unit.

In 1997 he became programme coordinator. Baz describes the school as "heavily practically based. We wanted the students to know what they needed before going to sea, and to have a 'can do' attitude. We focused on seamanship and personal development." He still gets a kick from encountering former students on wharves around the country and further afield, who're now skippering boats.

Baz started volunteering for Coastguard from about 1990. When the organisation was structured into regions, he was appointed as operations manager for the eastern region and moved to Tauranga about six years ago. "I went from working with students and employees to working with volunteers, who were not necessarily willing to take direction. But I had learned from my previous work with students how to engage and empower people."

Baz says as Coastguard transitioned from a largely young and unstructured regime to a structured compliance-focused organisation manned by committed volunteers, its volunteers became its number one tool.

He views his new role as being an intermediary, building partnerships and allegiances with clients and sector groups, "providing information and knowledge, helping with processes and systems as an outward focus; and then reflecting back to provide MNZ with an understanding of what is happening in the industry". He aims to build partnerships by involving industry as new initiatives are developed.



*New Manager Commercial and Recreational Liaison
Baz Kirk at Auckland's waterfront.*

"The liaison team is a key player in the middle of two evolving entities: MNZ and the maritime industry. There are new thinking processes and changes within sector groups that pose big challenges. We're looking at our systems and how we can support new initiatives and changes happening in some areas.

"What I want to achieve is a culture of thinking that focuses on safety responsibility within the maritime sector and to remove the blame opportunity that currently exists. That will come through engaging, liaising and encouraging ownership."

He believes a different approach is required in the recreational boating area from what is needed in the commercial sector. "The rec boating sector is growing rapidly in a number of areas. Heightened safety and education campaigns are needed and in my opinion the education needs to create a climate for real behaviour change. There are too many rec boating accidents, and many are avoidable. 'Drink drivers are idiots'; 'Clowns don't wear lifejackets' – the key messages are the same. Ultimately you end up risking everything if you ignore them. We also need to recognise those individuals and organisations in the recreational sector that are ambassadors for safe boating practice.

"In the commercial sector, the attitude to safety is more like 'Why do I need to do this? How is this going to help my operation? If I need to do it, what's the best way to achieve it?' I think the underlying responsibility culture is there, we just need to massage it. We need to tell the stories about good operators and get across the message that safety is simple to manage and it gives you confidence in your vessel, your operation, and your people."

Baz says he's looking forward to exciting times, with lots of opportunities and big challenges too. "The maritime community is a relatively small tight-knit community. You need to be able to gain trust to bring people on board."

For Baz's team at MNZ, he says building strong relationships is vital. "The liaison team needs to be able to go up to people on wharves and at boat ramps. They are the public face of MNZ, and they are also the industry's face back to MNZ."



MOSS CONSULTATION

MNZ has completed a further round of consultation on the maritime rules that make up MOSS (Maritime Operator Safety System), the proposed new safety system for New Zealand's domestic commercial maritime sector.

Consultation on Maritime Rule Parts 19 and 44 was held in 2010 and extensive changes made as a result of the submissions received. Details of those changes, along with the revised rules and accompanying draft advisory circulars are available on MNZ's website:

maritimenz.govt.nz/moss.

During the latest consultation round, key issues raised included concerns around the costs of the new system and continuing interest in improving and maintaining high survey standards. This issue was raised by many submitters during the 2010 consultation process, and was the subject of considerable work during the revision of the rules taken out for consultation this year.

Once submissions from the latest consultation round have been considered, the redrafted rules are expected to be sent for ministerial sign-off later this year, with the aim of having MOSS in force by mid-2013.

MOSS programme manager John Oldroyd is pleased with the response to the latest consultation round, and the level of understanding shown by the industry. "Operators know their own operations – the risks and problem areas – better than anyone else," he says. "And they are legally responsible for making sure that they have thought about those risks – and done something about them."

"The proposed maritime rules that create the MOSS framework will tell operators what's expected of them, and give them the flexibility to develop a safety system that fits their operation."

The MOSS framework is still being developed and will be finalised once the consultation process is complete and the rules have been signed by the Minister of Transport. The following information reflects the proposed maritime rules.

Who is covered by MOSS?

MOSS is designed to cover most commercial operations in New Zealand's waters, including those using barges, fishing ships, rigid-hulled inflatable boats (RIBs), large vessels, foreign charter fishing vessels, and non-SOLAS foreign-flagged vessels that operate in New Zealand waters. If an operation is not in SOP (Safe Operational Plan), Safety Case or ISM (International Safety Management), it will be covered by MOSS.

What is an 'operator'?

Legally, the 'operator' is the person who takes overall responsibility for a maritime transport operation – making the big decisions about planning, allocating resources, and making sure the operation meets all legal obligations.

For much of New Zealand's domestic commercial fleet, this is likely to be the person behind the wheel of the vessel.

In larger operations, this might be an owner or senior managers closely involved in day-to-day operations – but the person behind the wheel will always have a key role in making sure the safety system is put into practice.

How does an operator get into MOSS?

On day one of MOSS, if an operator is in SSM, they will be covered by MOSS.

They won't have to do anything at that stage – as long as they:

- continue to be a fit and proper person
- follow their safety system
- keep their vessel safe.

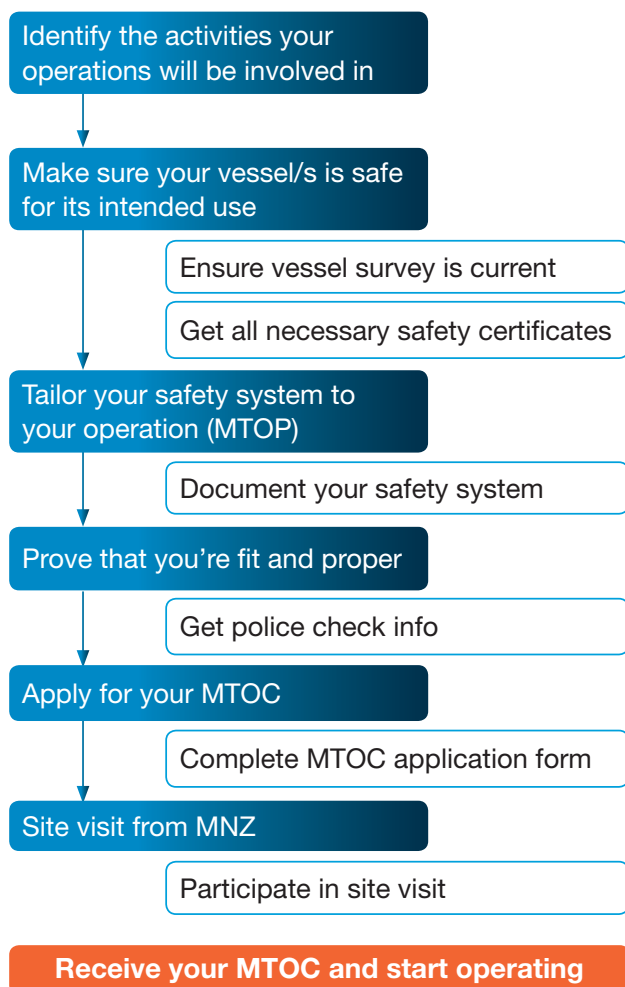
Their SSM Certificate will be considered to be an MTOC (Maritime Transport Operator Certificate), while the procedures and vessel, staff, and company details already in their SSM manual will be considered to be their MTOP (Maritime Transport Operator Plan).

These documents will remain valid until the expiry date on the SSM Certificate. At that stage, to remain in MOSS, an operator must:

- prove they have a safe vessel
- prove they have a tailored, documented safety system
- apply for an MTOC.

Operators with more than one vessel must follow the MOSS entry process on the day their **first SSM Certificate** expires.

MOSS entry process



What's an MTOP?

The Maritime Transport Operator Plan (MTOP) is the heart of a safety system under MOSS. It includes:

- the key people in an operation
- vessel details (including survey certificates and reports)
- survey and maintenance plans
- safety equipment and spare parts lists
- safe operating procedures.

The proposed Part 19 has a list of headings to think about when developing SOPs:

- Have I identified all possible hazards and emergencies?
- Do my procedures and emergency responses relate to my operation? Will they be effective? Are they easy to understand and communicate?
- Do all relevant staff understand and follow the procedures?

What's an MTOC?

Under MOSS, a Maritime Transport Operator Certificate (MTOC) is required for anyone who wants to run a maritime transport operation. An MTOC is valid for 10 years – and remains valid as long as the vessel(s) has a valid survey certificate, the operation has an approved MTOP and the operator remains a fit and proper person.

What's MNZ's role in MOSS?

MNZ will:

- make sure that, as an operator, you're the right sort of person to be in that position of responsibility (MTOC, fit and proper person)
- give you guidance and help to develop your safety system (seminars, workshops, industry liaison visits, publications, DVDs, material on our website)
- check that the safety system you've developed (MTOP) is right for your operation
- make sure your vessel is fit for purpose (survey reports, surveyor training, support and oversight)
- keep an eye on your operation over time to make sure you keep your system up to date, and that you and your staff follow it (audit).

For more about life under MOSS, visit
maritimenz.govt.nz/moss



Angela Meyer and young son Dash. Photos: Angela Meyer

Taking on water, toddler in tow

Angela Meyer was no stranger to adventure when she set out with her husband and two-year-old son to cross the Pacific Ocean on a 12 metre ketch. Already a well-travelled woman of the world, her career highlights included starting a comedy dance troupe and a dating agency.

Now following a different dream, she thought her biggest challenge would be keeping a small child safe and entertained in the limited confines of their yacht during long days at sea. Then the dream voyage turned into a nightmare, and she began to wish she had settled instead for the security and predictability of dry land and suburbia.

Angela and husband Ross Blacksmith spent two years planning, researching and preparing for their crossing from South America to Brisbane. They purchased a 16 tonne, steel-hulled ketch in Aruba, part of the Dutch Antilles north of Venezuela, and renamed the vessel ***Te Ikaroa***.

They had it fully checked over and kitted it out with supplies, including the best child's harness that money could buy and a bottle of Moët champagne for the day they crossed the Equator. Angela says they'd spent a lot of time and money on the boat, installing a new fuel tank and having the engine overhauled, and they had full confidence in it. Their little boy, Dashkin, provided their benchmark: safety was paramount.

Making way from Aruba in March, they expected to take nine or 10 months to sail to Brisbane and anticipated they'd reach Fiji by November. They had plenty of blue-water sailing under their belt by the time they headed away from Punta Cocos on Panama's Las Perlas islands in July, aware that 10 yachts attempting the same crossing that season had turned back.

They'd charted a course to try to avoid the worst conditions, heading west and then dropping down to their first landfall, the Galapagos Islands, in about six weeks' time. Angela says ***Te Ikaroa*** wasn't fast, and they always knew it was going to be hard work.

Life had settled into a routine – as close to normal as it can be in the middle of the ocean with a small child – when the weather turned. Instead of the expected doldrums, they faced unseasonably hard sailing, with the wind constantly changing direction.



Closing the door on the Caribbean.

"Then, after six days of relentless struggle," Angela recalls, "we were doing our usual checks. We opened the bilge and it was full of salt water. We tried tacking the other way, which can sometimes fix the problem but it didn't. We couldn't figure out where the water was coming from.

"Then we had a perfect storm of the things that could go wrong. The engine was making a terrible smell, so we turned it off. The headsail blew out. Then the bilge pump decided to break down, so water had to be pumped out by hand.

"It was 2am. Dash was sleeping. I knew he'd be awake by six, and at least one of us had to have had some sleep to be able to cope. The water was under control, so I went to bed and slept. When I woke up, Ross said we had to turn around and go back." They were just 160 miles shy of the Galapagos.

Although closer to Ecuador, they had no charts for its coastal waters and needed to try for Panama. Apart from power from deep-cell batteries, other power sources were limited. Grey and overcast skies had reduced the solar supply, and a blade had broken off the wind turbine. The bilge was sometimes filled with water and at other times it wasn't. But still they didn't seek help. As Angela puts it, "Kiwis don't give up. We weren't in immediate danger. We were pumping out water all the time and using power only when we had to."

Te Ikaroa had no running lights and, as they limped closer to South American waters, the couple were uncomfortably aware that they were sailing near shipping lanes. Angela says: "We were taking four-hour watches and, after about six days, we finally realised we needed help."

She set off their New Zealand-registered EPIRB, nervous that she hadn't registered it properly and with no way of knowing if it had been picked up.

The Rescue Coordination Centre New Zealand (RCCNZ) did pick it up and immediately contacted the registered next of kin, Angela's parents in Palmerston North, to ask if they knew why the beacon might be sending a signal from near Panama.



Angela's husband Ross Blacksmith at the wheel of Te Ikaroa.

When her parents confirmed that the EPIRB was in that part of the world, RCCNZ got in touch with the US Coast Guard. Angela says RCCNZ also stayed in contact with her parents and kept them informed about what was going on.

"Meanwhile, we heard nothing," she says. The wait seemed interminable and the couple didn't know what, if anything, might happen. "We were expecting a ship to be diverted to check on us or escort us, but then the Coast Guard arrived. They were amazing. They came on board and tried to find the leak and fix the engine, but couldn't find the faults either." While that was a relief for Angela and Ross, confirming that they hadn't overlooked anything, they were devastated as well because it meant the end of their trip.

Angela says the US Coast Guard staff were kind, helpful and generous spirited. They escorted the yacht back to Panamanian waters, travelling very slowly because the yacht was managing only about half a knot. Then Panama's Coast Guard took over and escorted the yacht to an anchorage.

Angela and Ross were never able to identify what was wrong with the yacht, despite six mechanics examining it, but think it may have been the engine cooling exchange. Without funds to make another attempt at the Pacific crossing the next season, they decided to sell the yacht in Panama. It was a sad conclusion. "We put a lot of love into her," says Angela, but she also admits that she's not yet ready to contemplate another oceangoing voyage because she suffers from seasickness. "I love what sailing offers, but the physicality is too hard. I'm not a sailor."

She's relieved she had the foresight to register their EPIRB, and is grateful to RCCNZ for making sure they were safe. "I have the utmost respect for RCCNZ," she says. "You just never know what can happen out there."

There is a happy ending to Angela and Ross's adventure at sea. Her blog about their trip was snapped up by a publisher and a book about it, *Sea Fever: From First Date to First Mate*, was released by Random House in May.



Rescuers save injured skipper *and* yacht

A skipper who was the subject of a successful medical evacuation counts himself very lucky to have been airlifted to hospital in time to save his hand – and to have had other rescuers step in as back-up crew and return his yacht safely to port.

David and Kate Lackey have been sailing since their teens and have completed numerous offshore passages without incident – until now. David has been a flag officer of both the Royal Port Nicholson and Royal Suva Yacht clubs, and chaired the NZ Yachting Federation's (now Yachting NZ) Offshore Committee.

Over the past three summers, the longtime sailors have spent 13 months cruising New Zealand's coastline on their yacht, **Bintang**. On 29 March this year, the couple left Waiheke for Wellington, making way in reasonable weather conditions.

Bintang rounded Cape Reinga in about 18 knots of wind and David was expecting east-to-southeasterly winds of 20 knots or less for most of the passage to Wellington, based on the MetVUW forecast 24 hours earlier off Cape Karikari, before the yacht lost internet connection.

David described what happened next. "By the time we had passed inside Pandora Bank, we were getting 30 knots southeast and higher gusts, and I decided to reduce to headsail only, fetch off into deep water and, if necessary, heave to overnight.

"Going forward to lower the main, I noticed that the anchor was banging up and down on the spare man and the plow itself had come off the roller. The anchor is secured by taking up any slack in the chain so that the hook of the plow is firmly held under the roller. A lashing held the shackle end of the anchor on the spare man.

"Clearly, the windlass clutch had eased the chain. To get it back in place, it was necessary to lift the plow back onto the roller. I was lifting the front of the anchor back on to the roller when we buried the bow in solid water.

"I should have let go but didn't, and when I again tried to lift the anchor I noticed that my right middle finger was hanging by a thread of skin. I hadn't felt a thing!"

As the couple were trying to deal with the injury, **Bintang** was picked up by a large wave and accidentally gybed, in winds now closer to 40 knots. Several mainsail slides broke, but they managed to get the main down and stowed, rolled up most of the headsail and ran back towards Cape Maria van Dieman.



David and Kate aboard **Bintang**. Photo: Will Carver

They gave their new position and a helicopter left Whangarei with replacement crewmen Boyd Smith and Dan Mann on board.

“We used the waiting time to clean up what looked like the scene of a particularly bloody murder,” says David.

The helicopter pilot, guided by the winchman, managed to get the aircraft above **Bintang** despite the surge, and the intensive care medic was soon on deck and attending to David’s injury. The new crew was lowered, and then Kate and David were winched up and flown to Whangarei Hospital.

Despite his condition, David remembers the skill and precision of the rescue operation, which took only about 20 minutes.

Boyd and Dan made way on **Bintang** that evening through the inside Cape Reinga passage, overnighing in Tom Bowling Bay. They arrived at Mangonui the next day after motor sailing at full revs and an average of 4 knots, in what they described as ‘nasty conditions’.

In hindsight, David says it hadn’t been appropriate to rely on the anchor winch to hold the anchor in the spare man roller. “It should have had a second lashing as a back-up,” he says. “But this system had worked for the 10 years we have had this boat and I had lapsed into complacency.”

He wishes he had taken more time to deal with the situation without putting himself and the yacht in danger. “In retrospect, I am lucky to still have a hand.”

He is extremely grateful to RCCNZ for effecting such a speedy evacuation, and to the replacement crew who returned **Bintang** to port. “I couldn’t believe my luck in having Boyd and Dan to clean up my mess,” he says.

David recalls, “Thinking I was probably out of VHF range, I set off the EPIRB but very quickly raised Cape Reinga radio with a mayday call. I closed down the EPIRB after 10 minutes or so, but it had been picked up by search and rescue and the vessel identified. They relayed to me the medical advice that I needed to get to hospital within 24 hours. Clearly this was not going to be possible in the wind strength and direction we now had.”

The Rescue Coordination Centre New Zealand (RCCNZ), which had responded to the EPIRB, offered a helicopter to evacuate David and a replacement crew member to help Kate sail back to port. “Initially I felt reluctant, out of a misplaced sense of pride, but then realised that pride had no place in our current predicament,” says David. RCCNZ offered two crew and suggested that Kate also leave the boat, and they gratefully accepted.

“We spent an hour or so getting into the lee of Maria van Dieman,” says David. “I was a little concerned about this, as my electronic and paper charts of this area were very small scale and the bottom is shown as shifting sands. We edged in to within about 100 metres from the beach, adjacent to the big sandhills, and anchored in 10 metres of water. The wind was some 30 knots east-southeast in the bay. The water here was relatively flat, though the boat was surging backwards and forwards on the residual swells coming in from southwest around the cape.”



Bintang is a 14 Metre Bermudan sloop built in 1974, which David and Kate bought in 2004.



The Lyttelton-based Coastguard Canterbury crew.

Customised Coastguard safety systems future-proof

Each year, Coastguard regions carry out an internal audit of each unit to review the overall capability. In 2009 it became apparent that the units needed support in understanding Safe Ship Management (SSM).¹

Mark Whitehouse, Operations Manager, Coastguard Southern Region, was also mindful of proposals to move from SSM to a new safety system – MOSS (Maritime Operator Safety System). Ideally he wanted a process that was simple to use, transferrable and understood by all.

To take the project forward, Mark sought support from Darren Guard, MNZ Industry Liaison Advisor for the South Island. Together they worked to get an understanding of SSM as it applied to the Coastguard operation, and how it would evolve in the future to MOSS. The project focused on safety and ensuring the system would work to its full potential.

“A key part of our industry liaison role is to sit with operators like Coastguard and go through their safety system page

by page, making practical suggestions on how they can improve it,” says Darren.

It became obvious that the Coastguard units needed a revamped system that could then be customised for each vessel.

One of the southern region’s units, Coastguard Canterbury (based in Lyttelton), had just received a new 9.5 metre AMF boat, and was about to put in place an SSM system. This gave Mark an opportunity to develop a new system, with Darren’s support. The result was the production of a draft manual that could be used for the new boat, and an enthusiastic unit who were keen to put the safety system into practice.

Darren and Mark worked with Rachel McKenzie, Coastguard Canterbury’s safety officer, to complete 80 percent of the basic manual, allowing the unit to then customise the remaining 20 percent and take ownership of the final system. Rachel initially found the thought of putting in place a new safety system daunting, but said she knew it was something Coastguard Canterbury would ultimately benefit from.

"SSM on our previous vessel was always a mystery. One person looked after the manual and no one else even knew what was in it, let alone became involved in administering it," says Rachel.

"We got a new rescue boat, so of course we got SSM along with it. In the meantime, personnel had changed and it was a steep learning curve to figure out what was actually needed. This really seemed like a huge mountain to climb. Enter Mark Whitehouse, our Regional Operations Manager, who had fortuitously been working on a new system with MNZ. Using us as guinea pigs, we worked and reworked the manual into a real living document."

As a volunteer unit, time available to administer a safety system is limited. Rachel was determined that it would become something that every member was a part of and understood.

"The skippers take responsibility for training and safety drills and ensuring new crew members are inducted correctly. All members are responsible for maintenance and we hold a monthly maintenance night, which is well attended. This is also used as a training session for different aspects of the safety system. All crew are also responsible for ensuring that any hazards are recorded, and any accidents or incidents reported to the safety officer.

"I have found that by including all crew in the application of the safety system, the whole system becomes easier to administer, surveys go well, and crew are safer on the vessel," says Rachel.

Rachel's involvement in the project proved invaluable, as she had previous commercial experience with SSM systems, is a Coastguard Senior Master and was 'Coastguard Volunteer of the Year' in 2010.

Completing the remaining 20 percent of the manual involved creating customised:

- launch and recovery procedures
- maintenance plans that would be approved by surveyors
- search and rescue procedures for a Coastguard vessel that fails to return from a rescue
- emergency drills and a plan to maintain competence of all crew in these drills
- regular in-house reviews of the systems in place within each unit.

Initially the MNZ templates provided by Darren were moulded to Coastguard use and aligned with what was known of the proposed MOSS system.

"This, in my opinion was the easy part. My biggest challenge was then to lead the change in a volunteer organisation," says Mark. "The key was to get my units to take ownership through individual customisation of the systems and holding a workshop in each unit to introduce

the system. During these workshops, the safety officers and skippers were encouraged to customise the remaining part of their procedures."

The region-wide workshops took almost 12 months to complete. There was a fair amount of initial scepticism within some of the units. However, once they began to contribute in a constructive way and make the manuals their own, they embraced the new system. Since then, the system has been widely used, helping keep each and every unit safe.

During the annual unit capability study, Mark works with a unit and compiles a comprehensive report, highlighting areas that need addressing either through additional support from the region or work that is required by the unit. The following support is given for safety systems:

- sending Coastguard volunteer safety system 'champions' such as Rachel McKenzie around to the units to work through any issues
- a two-way initiative sending representatives from units to Rachel's Coastguard Canterbury unit to observe the safety system fully integrated into the systems and processes of the unit
- a focus group organised by Mark Whitehouse and Darren Guard for all unit safety officers to discuss system issues and explore possible solutions.

"Some operators may only need to add an item or two to their safety systems, but others may need more work. Either way, we can help them with practical advice and support to customise their safety systems to make them more useful and appropriate to their operation and ease the transition to MOSS," says Darren.

It is a tribute to Mark's commitment to the safety systems project that the new programme will now be rolled out nationally to all Coastguard units. A joint MNZ and Coastguard workshop took place at the Coastguard Conference in Taupo in 2010 where it was agreed that the new foundation safety systems manual be rolled out as an initiative to units that required it across the country.

"As New Zealand's primary marine search and rescue agency, and one of the largest fleet operators in New Zealand, Coastguard needed to be the leader rather than a follower when it came to safety on our vessels. Working with the governing body made the process much easier.

"Coastguard now has systems and processes in place that our volunteers understand and that we believe are robust enough to assist us with a seamless transition to MOSS in the future," says Mark.

¹ 'Safe Ship Management' (SSM) is the current safety system in use in New Zealand's domestic commercial maritime sector.

Snapshot shows lifejacket message uptake

The annual recreational boat ramp survey provides a 'snapshot' of boating behaviour around the country. The survey is carried out by MNZ's volunteer safe boating advisors, Coastguard volunteers, New Zealand Search and Rescue and regional council personnel in January and February, with boat ramps from all 16 regional council areas included in the survey.

MNZ Maritime Safety Inspector Alistair Thomson, who coordinates the programme, says the annual boat ramp survey is an excellent example of key maritime sector groups working together. "The number of people surveyed this year is a significant increase on previous years, and shows what can be achieved when organisations work towards a common goal – a safer maritime environment."

While many boaties are safety conscious, overall results show a concerning level of complacency amongst some boaties in some areas. Results from the 2012 survey show increased uptake lifejackets, but a reduction in carriage of emergency communications equipment.

Alistair, says it's pleasing to see that more people are carrying and wearing lifejackets and personal flotation devices (PFDs), with 99% of vessels carrying enough for everyone on board. "Our latest campaign 'Don't be a clown – wear a lifejacket' has struck a chord with rec boaties, and we're seeing behaviour change in action," says Alistair.

However, that change isn't flowing through to reduced recreational fatality statistics. "It's time recreational boaties upped their game across the board when it comes to safety. There were 20 recreational boating fatalities in 2011, compared with 14 in 2010. The tragic thing is that if simple safety practices were followed, such as wearing of lifejackets, carrying emergency communications, checking the weather and avoiding alcohol, many of these fatalities could have been avoided.

"If you're in the majority of boaties that carry a cell phone on board your boat, make sure you carry it on you in a sealed plastic bag – that small action can make all the difference if you suddenly find yourself in the water and it will save you the cost of a replacement phone if you get it wet."

This survey showed that more than 90 percent of recreational boaties surveyed had a cell phone on board, but only half of these took the simple step of putting their phone in a plastic bag," says Alistair.

Overview of results from the 2012 recreational boat ramp survey

- 2,139 vessels/skippers were surveyed in 2012 (up from 1,423 in 2011)
- 94% of vessels had all (38%) or some (56%) of people on board wearing lifejackets, compared with 73% of vessels in 2011
- 99% of vessels carried enough lifejackets or PFDs for all on board (93% in 2011)
- 62% of vessels carried a VHF radio (67% in 2011)
- 15% of vessels carried an emergency beacon, with 12% carrying an EPIRB and 3% carrying a PLB (18% in 2011)
- 91% of vessels carried a cell phone (93% in 2011)
- 53% of those carried the cell phone in a dry bag (58% in 2011)
- 52% of vessels carried a flare (60% in 2011)
- 70% of vessels carried two or more means of communicating distress (87% in 2011)
- 79% of vessel skippers checked the weather before departure (86% in 2011).

Who was surveyed?

The surveyors interviewed the skippers and occupants of vessels, which were generally less than 6 metres in length, and included powerboats (67%), personal water craft or jetskis (6%), kayaks and canoes (3%), dinghies, and small yachts (both 2%), and inflatable tenders (1%). Two-thirds of surveyed vessels were named and one-third were unnamed.

More than two-thirds of surveys were undertaken at North Island boat ramps, with 20% of surveys conducted at South Island boat ramps. Boat ramps in the Thames-Coromandel region accounted for 43% of all responses, followed by the Nelson-Tasman region (11%), Waikato (9%), Auckland (8%) and Otago (6%).

Vessels with two adults on board were most commonly surveyed (35%), followed by vessels with three adults (25%), four adults (18%), one adult (12%) and five adults (7%) on board. Around 4% of vessels had six or more adults on board.

Seventy percent of vessels surveyed had no children aged 10 years or under on board and 30% of vessels had one or more children aged under 10 on board.

Just over 5% of respondents had been boating five or fewer times, around one-third had been boating between 11 and 20 times and 61% had been boating between 11 and 50 times. Half of all those surveyed had been boating fewer than twenty times and 80% had been fewer than 50 times.

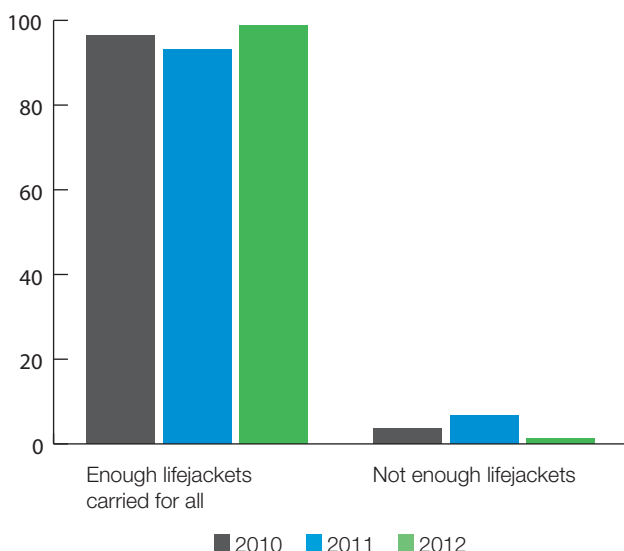


Lifejackets – useless unless worn

It's a legal requirement to carry a correctly sized, serviceable lifejacket or PFD of the right type for each person on board a pleasure boat in New Zealand. This rule applies to all boats, including tenders and larger craft.

It is the skipper's legal responsibility to ensure that lifejackets are worn in situations of heightened risk, such as when crossing a bar, in rough water, during an emergency, and by non-swimmers.

Lifejackets carried by number of people on board



The survey found 99% of vessels met the legal requirement to carry enough lifejackets or PFDs for all people on board (up from 93% in 2011).

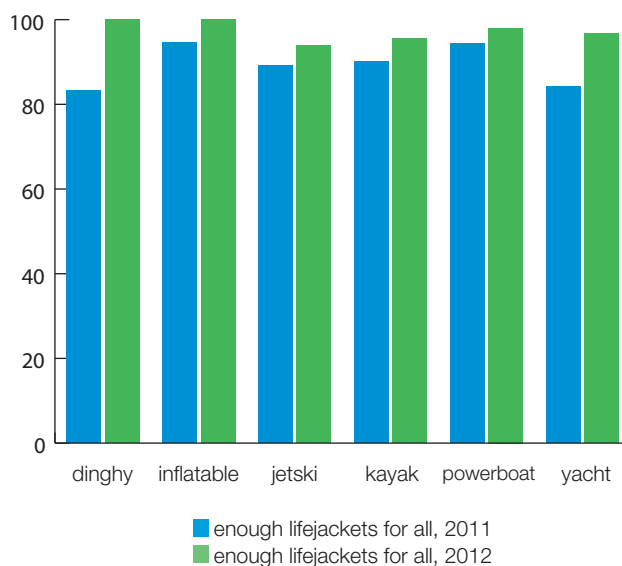
On 94% of vessels surveyed, some or all of those on board were wearing lifejackets or PFDs, compared with 73% of those on board in 2011.

On 38% of the vessels, all of the occupants were wearing lifejackets or PFDs at the time of the survey, and some of the occupants were wearing lifejackets or PFDs on 56% of vessels.

On 6% of the vessels, no one on board was wearing lifejackets at the time of the survey. On 2% of vessels, one or more children aged 10 and under were not wearing a lifejacket or PFD.

One percent of vessels did not meet the legal requirement of carrying enough lifejackets and PFDs for all on board and no lifejackets were carried on less than 1% of vessels.

Lifejackets carried by vessel type



Skippers of dinghies and inflatable craft were the most likely to carry enough lifejackets for all on board (both 100%), followed by skippers of powerboats (98%), yachts (97%), kayaks (96%) and jetskis (94%). Lifejacket carriage was higher across the board for all vessel types, compared with 2011.

Visit the MNZ website for more about lifejackets:

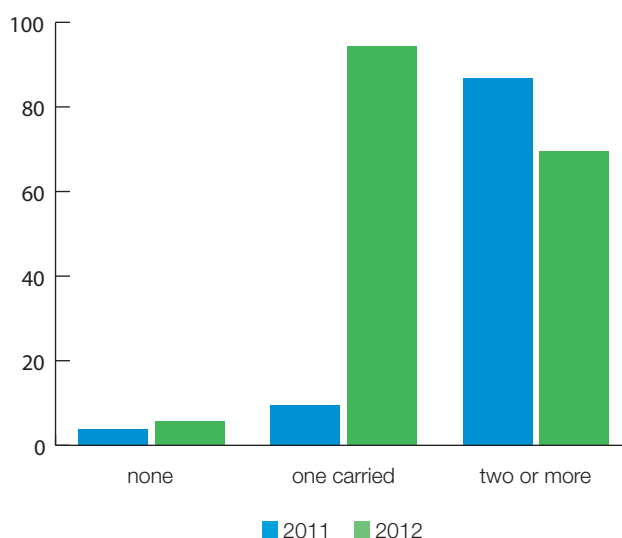
maritimenz.govt.nz/lifejackets



Communications equipment – if you can't contact us, we can't rescue you

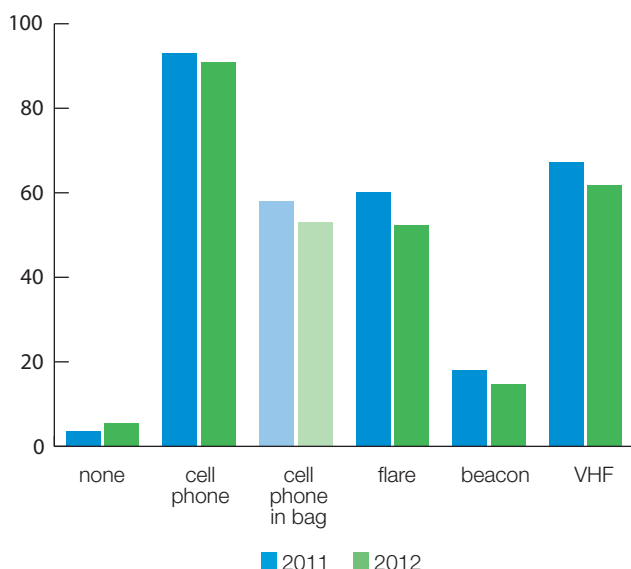
The survey found 70% of vessels were carrying the recommended two or more types of emergency communications equipment, and 94% of vessels carried at least one piece of communications equipment. No emergency communications equipment was carried on 6% of vessels.

Number of communication types carried



Emergency communications equipment includes VHF radios, distress beacons (PLBs – personal locator beacons or EPIRBs – emergency position-indicating radio beacons), distress flares and cell phones.

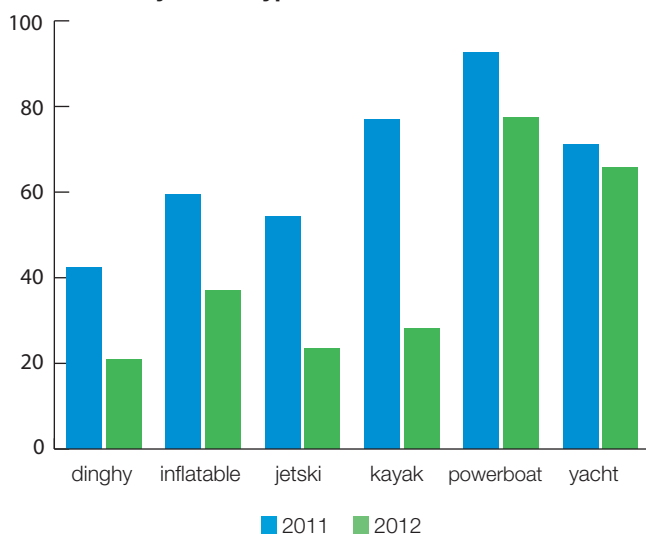
Communication types carried



The survey found the most common type of communications equipment carried was a cell phone, with 91% of vessels carrying at least one. Of these, 53% of skippers carried their cell phones in a plastic bag. The next most common type of equipment was a VHF radio (carried by 62% of vessels), followed by flares (52%), and distress beacons (15%).

The survey found skippers of powerboats were the most likely to carry two or more types of communications equipment (77%), followed by skippers of yachts (66%), inflatable craft (37%), kayaks (28%), jetskis (23%), and dinghies (21%).

Two or more communication types carried by vessel type



It is recommended that vessels carry at least two types of emergency communications that will work even when wet. Each type of equipment has strengths and weaknesses, so it pays to know what will work best in the area you are going. Cell phones should not be relied upon as the main form of communication and should be carried on your person in a sealed plastic bag, as they are useless once wet. Detailed information about communications equipment is available on the MNZ website: maritimenz.govt.nz/communications

Register your beacon

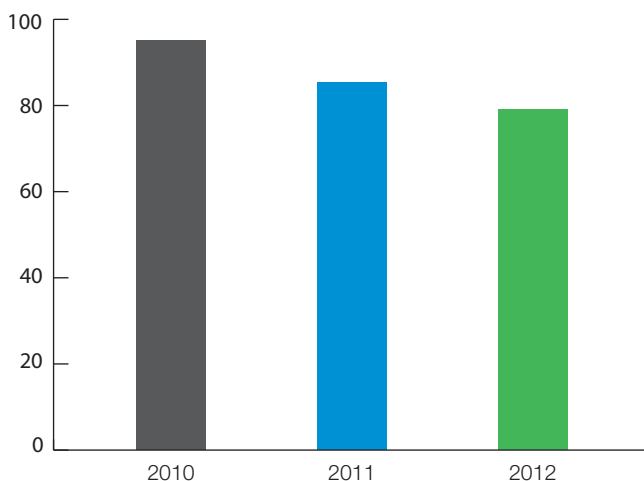
Boat ramp survey results show that, of those who carried a distress beacon (EPIRB or PLB), 61% of EPIRBs and 66% of PLBs were registered. Registering your beacon is a legal requirement and it's free. A registered beacon means a more targeted response can be launched in the event of a beacon activation and it also means a search and rescue response is less likely to be launched in the event of an inadvertent activation. For more information, or to register a beacon, go to: beacons.org.nz/register



Weather – if in doubt, don't go out

The number of skippers checking the weather conditions before departure dropped in 2012, down to 79% from 85% in 2011.

Weather checked before departure



Owners of powerboats were most likely to have checked the marine weather forecast (82%), while kayakers (68%) and yachties (56%) were least likely to have checked the forecast.

Marine weather forecasts are readily available on VHF radio channels, the internet, newspapers, and local and national radio. Detailed information is available on the MNZ website: maritimenz.govt.nz/weather

Manila STCW Amendments now in force

Amended maritime rules are now in force to give effect to New Zealand's obligations as a party to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

Changes to the convention were agreed in June 2010 and came into force in January 2012, with a five-year transition period. The changes affect a number of maritime rules, but in particular Maritime Rules Part 31A and Part 32.

The 1978 STCW Convention was the first such convention to establish basic training, certification and watchkeeping requirements for seafarers at an international level. It prescribes minimum standards that signatory countries (the parties to the convention) are obliged to meet or exceed.

New Zealand has been a signatory to the convention since 1986. Changes made under the convention are automatically accepted by signatories unless they specifically choose to opt out.

Under STCW, New Zealand can recognise or accept STCW certificates for seafarers issued by other parties and be assured that those seafarers meet the same international standards required by New Zealand for STCW qualifications. Such certificates issued by New Zealand are also able to be recognised or accepted in other countries.

Major revisions of the convention were carried out in 1995 and 2010. The latest amendments (the Manila Amendments) mainly affect the following:

- changes to the minimum requirements for hours of rest and fitness for duty (Part 31A)
- changes to the required seagoing service for revalidation of STCW certificates (Part 31A)
- introduction of four new STCW certificates (Able Seafarer Deck, Able Seafarer Engine, Electrotechnical Officer and Electrotechnical Rating) in Part 32, and revocation of the existing ILO AB certificate
- changes to training requirements and seagoing service for STCW engineering certificates (MEC 3 to MEC 1) (Part 32)
- changes to definitions associated with the Manila Amendments, including certificate of competency and certificate of proficiency
- a number of consequential changes and other minor corrections to give effect to the Manila Amendments.

The Manila Amendments also require parties to establish measures to prevent drug and alcohol abuse. It is proposed that provisions in the forthcoming Maritime Transport Amendment Bill establish a maximum alcohol limit for masters, officers and other seafarers, on ships subject to the convention, while performing designated safety, security and environmental protection duties.

Maritime rules changes pending

Changes to Maritime Rules Part 40D, which relate to the design, construction and equipment on fishing ships, are likely to come into effect later this year. The changes clarify and update the rules, incorporate best practice safety elements, and make them more practical for vessels under 24 metres in length.

Ships less than 24 metres in length make up over 90 percent of the New Zealand fishing fleet, but a targeted investigation revealed some consistent compliance issues, which led to a review of the rule. While many of these issues have been addressed through alternative approaches to regulation (for example marine guidance notices and safety bulletins), changes to Part 40D and an updated advisory circular represent the last stage in this review.

Full details of the changes will be available on the MNZ website later this year.

▶ maritimenz.govt.nz

Does your certificate expire in the next six months?

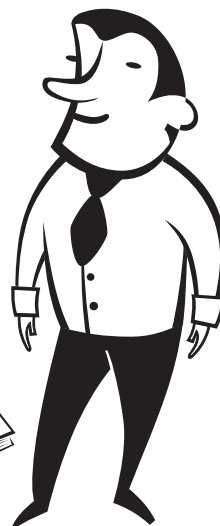
Do you hold a seafarer certificate of competency, a Part B certificate of ship registration, a Safe Ship Management Certificate, or does your vessel hold a certificate of compliance?

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 seafarer licensing page on the MNZ website, or contact the Certification and Ship Registration team toll-free on **0508 22 55 22**.



DON'T BE A CLOWN. WEAR A LIFEJACKET.

maritimenz.govt.nz/lifejackets



New Zealand Government

15

Maritime fatalities 2012

From 1 January to 31 March 2012 there were 15 fatalities – **4 in the commercial sector and 11 in the recreational sector.**

This compares with 2 commercial and 7 recreational fatalities for the same period in 2011.



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