

SafeSEAS CleanSEAS

**10****Nightmare scenario**
Response to fire at sea**14****Wait worth it**
Crew rescued
after yacht rolls**16****Garbage rules**
Tightened

THIS ISSUE New MNZ structure in place **03** Rules consultation open **04** Pacific oil spill contingency plan **06**
Rena owners fined **07** **Rena** anniversary no celebration **08** Funding review consultation completed **17**

Twenty-six rescued after *Torea* grounding

Full story on **page 12** ➤



SafeSEAS CleanSEAS



Keith speaking at the **Rena** anniversary event on 5 October 2012.

Welcome to the December issue of *Safe Seas Clean Seas*, the last for 2012. In the first issue for 2013 we will launch a combined *LOOKOUT!* and *Safe Seas Clean Seas* magazine, adding stories that focus on maritime accidents – what went wrong and how they could have been avoided.

There have been major developments both within Maritime New Zealand (MNZ) and in the maritime sector over the past three months.

A year on from the grounding of **Rena** on 5 October 2011, the vessel was again front page news during October 2012 – but this year the stories reflected the progress that's been made in the 12 months since the incident.

The week of the anniversary also saw the announcement of the \$27.6 million settlement agreed between the Crown and the owners and the insurers. A further \$10.4 million will be paid if a consent is granted to leave part of the wreck in place and the owners decide to do this (as they will save money on the salvage process as a result). This settlement money is only a contribution towards the costs already paid by the Crown. As such, it does not reduce the amount of money available to private claimants – but those claims are not a matter for the Crown or MNZ.

The day before the anniversary, MNZ announced that former Secretary of Foreign Affairs Simon Murdoch would be carrying out an independent review of our response. The review is something that we welcome, to ensure we learn as much as possible from our response to the incident.

On the day of the anniversary itself, MNZ hosted a low-key event to acknowledge the work done by government agencies, local bodies and community groups. It was not intended as a celebration – there is still a lot of work to do – but it was important to mark the occasion and reflect on what has been achieved in the past 12 months.

Towards the end of October, the owner of **Rena**, Daina Shipping Co, pleaded guilty to a charge under the Maritime Transport Act and was fined \$300,000 as a result of dumping contaminants and harmful substances into the marine environment.

Meanwhile, we have been looking at MNZ's role as a regulator and the best way of achieving compliance in a way that supports the most effective safety, security and environmental protection outcomes. This has involved a degree of internal restructuring as the organisation strives to become more evidence-based, intelligence-led and risk-focused, and in so doing become a better, more modern regulator.

In the September issue, we announced the appointment of Sharyn Forsyth and Harry Hawthorn as the general managers of two new teams, Maritime Standards and Maritime Compliance, respectively. Sharyn and Harry have now completed consultation on the structure and staffing of their teams. This is detailed inside this issue and will be crucial in implementing our key projects, the Maritime Operator Safety System (MOSS) and SeaCert (Seafarer Certification) – formerly Qualifications and Operational Limits (QOL).

Elsewhere in this issue, we cover the excellent work done by the Rescue Coordination Centre New Zealand in managing the rescue of the crew from a burning fishing boat, **Amaltal Columbia**, coordinating the rescue of the two sailors from a stricken yacht, **Windigo**, and a report on Marine Pollution Response Service activities with our Pacific neighbours.

I wish you good reading and a safe summer on the water.

Keith Manch

Director of Maritime New Zealand

New MNZ structure in place

A new structure signals a new approach for MNZ as it works towards implementing some of the biggest maritime regulatory changes in recent times.

The planned Maritime Operator Safety System (MOSS) comes into effect on 1 July 2013. SeaCert (Seafarer Certification), which was formerly known as Qualifications and Operational Limits (QOL), is currently being consulted on.

Together with embedding the Health and Safety in Employment (HSE) Act in the maritime sector, MOSS means that MNZ is putting greater focus on operators developing a safety system that fits their operation (rather than just on vessels), and on outcomes (safe, secure, clean seas).

To facilitate implementation of MOSS and SeaCert, a review of frontline and associated functions has led to two new groups being created within MNZ – Maritime Standards, under General Manager Sharyn Forsyth, and Maritime Compliance, under General Manager Harry Hawthorn.

The new groups incorporate the functions previously covered by MNZ's Maritime Services, and Monitoring and Response divisions.

The Maritime Standards group, based largely in the Wellington head office, includes teams responsible for international and coastal shipping, domestic commercial operations, certification and ship registration, and technical support services.

The domestic commercial operations team is responsible for developing and maintaining a competence framework and guidelines for ship surveyors – part of a quality assurance process to ensure the consistency of surveys

under MOSS. The team will also continue to set standards and provide guidance and advice in the wider area of domestic commercial shipping.

The parallel international and coastal shipping team will carry out a similar function for that sector.

Applications for Maritime Transport Operator Certificates (MTOCs), as part of the MOSS process, will be received by the Certification and Ship Registration team, with technical input from Technical Support Services. The team will also continue to deal with other forms of certification.

The Maritime Standards group will also play a key role under SeaCert, with Certification and Ship Registration handling applications for certificates of competency and certificates of proficiency, again with support from Technical Support Services.

The Maritime Compliance group has a regionally based structure made up of maritime officers who can provide advice and education, as well as carrying out audits, surveillance, inspections, and investigations. Maritime officers will also be trained as HSE inspectors.

Previously, these roles were carried out by safety and environmental auditors, investigators, maritime safety inspectors, and industry liaison advisors.

Work is also being done on how information is analysed across all MNZ functions, to ensure actions are intelligence-led and targeted where they will have the most impact.

In the new structure, three regional compliance managers will have New Zealand-wide responsibility for specific portfolios.



Sharyn Forsyth



Harry Hawthorn



Baz Kirk



Pelin Davison

Pelin Davison has been appointed the Regional Compliance Manager Central and has national portfolio responsibility for national standards and consistency of audits, including MOSS audits.

The Regional Compliance Manager Northern, to be appointed, has national portfolio responsibility for recreational boating and adventure tourism, and the Regional Compliance Manager Southern, also to be appointed, has national portfolio responsibility for commercial fishing.

Baz Kirk has been appointed to the new position of National Advisor Industry Support and will initially focus on the MOSS implementation, identifying industry needs, and planning education and support. He will also work with the three regional teams to deliver support and education to the industry.

A Planning and Intelligence team will coordinate data analysis and lead complex and large-scale investigations. These will include pro-active investigations initiated as a result of patterns and risks identified by data analysis.

“As we move into 2013, MNZ will be increasingly intelligence-led, with a strong focus on risk and the achievement of safety, security and environmental protection outcomes,” said MNZ Director Keith Manch.

“When it comes to compliance, there is a range of tools available – from liaison to enforcement. Our goal is to ensure that we use the right tool, at the right time, to achieve the best possible compliance outcomes.”

Have your say – four rules open for consultation

Public consultation is now open on the maritime rules relating to seafarer certification and operational limits. The consultation period has been extended until 29 March 2013.

The extended consultation period will have an impact on the final date on which the new rules will be able to come into effect. The primary reasons for this are to ensure adequate time to consider submissions, make any necessary amendments to the rules and advance the final rules through the required government processes. Therefore, we expect the earliest date for implementation of SeaCert to be January 2014. The exact date of implementation will be confirmed following the consultation process.

In June 2011, following widespread input from the maritime community, MNZ released a new framework for qualifications and operational limits (QOL). This was designed to meet the needs of New Zealand's commercial maritime sector, now and in the future.

The name of the framework has since been changed to **SeaCert** – Seafarer Certification – to recognise the fact that the term ‘qualifications’ is more suited to an educational context, while MNZ operates a licensing or certification system in line with international conventions.

Four rules have been released for consultation:

- Part 20: Operating Limits
- Part 31: Crewing and Watchkeeping
- Part 32: Seafarer Certification
- Part 35: Training and Examinations.

These rules give effect to the SeaCert framework, which has already had substantial public input. The aim of this consultation is to ensure that the rules accurately reflect what is intended by the policy.

Key issues

Part 20: Operating Limits

A new specified limit has been introduced to cater for very restricted operations close to shore, and three new defined limits have been added to the existing defined inshore limits.

The coastal limit has been redefined at a uniform 50 nautical miles from the coast of New Zealand and the Chatham Islands, with the offshore limit extended to the outer limit of the Exclusive Economic Zone. The 'unlimited' limit will extend from this new offshore limit.

Seasonal commercial operations will be able to apply for a temporary extension to a defined limit, and local authorities and port companies will be able to obtain extended limits.

Part 31: Crewing and Watchkeeping

The original Part 31 was in three parts, which have been consolidated into a single rule that mirrors the structure for the proposed new Rule Part 31: Seafarer Certification. This is better aligned to international conventions and standards. The new rule covers general crewing and other requirements, such as fitness for duty, hours of rest, foreign certificates and minimum safe crewing documents.

Part 32: Seafarer Certification

This rule part sets out the final seafarer certification system – SeaCert – which has assessment of competence at its heart. It will be necessary to demonstrate competence to gain and maintain a certificate, and to move to a higher certificate. Certificates will clearly set out associated privileges – what you can do and where you can go.

Seafarers working in restricted limits will be most affected by the new SeaCert framework, with improved entry to commercial operations and clearer career progression.

SeaCert also aligns with international standards, particularly STCW-10 (Standards of Training, Certification and Watchkeeping) and STCW-F, maintaining New Zealand's ongoing 'white list' status.

Greater emphasis has been placed on competence, proven ability and recognition of quality sea service, along with practical assessment using evidence-based task books at every level. All these changes should enable smoother

career progression, with sea service for the next operational limit able to be gained, where possible, within the existing limit.

Two new certificates have also been added to the framework – an *Integrated rating* Certificate of Proficiency, to align more closely with Australian certificates in this area, and a *Master <500GT unlimited*, developed in response to feedback on the current NZOM STCW with unit standards 6912 and 6913.

A proposed structure is also set out in this rule part for seafarer certification fees, as are the planned routes for transition for new certificates.

Part 35: Training and Examinations

Part 35 sets out the roles of various agencies as they relate to New Zealand's seafarer training and examinations. Part 35 has been revised to align with the requirements in Part 32. This includes requirements around course approvals by MNZ; and MNZ's regulatory oversight of training providers, which complements the roles of the New Zealand Qualifications Authority and industry training organisation Competenz, and training providers.

Taken together, these maritime rules form a complete package that will enable seafarers and employers in the commercial shipping and fishing sectors to benefit from:

- the removal of unnecessary barriers to entry and career progression
- competency-based rather than prescriptive experience requirements
- recognition of all relevant sea-going experience
- qualifications that match contemporary industry needs
- a simpler, more logical certification structure.

The proposed rules, the related invitations to comment, a revised version of the SeaCert framework, and a table of changes since the 2011 QOL framework, are all available on MNZ's website for feedback.

We encourage you to participate by sending us your views, to help ensure New Zealand has a world-class certification system that is easy to understand and administer.

Pacific Islands' Regional Marine Spill Contingency Plan

Representatives from six Pacific nations gathered at MNZ's Marine Pollution Response Service (MPRS) in Auckland in October for a two-day workshop focusing on oil spill preparedness across the region.

The Cook Islands, Fiji, Samoa, Niue, Tonga and Tokelau were all represented, and each gave a presentation outlining their spill response capability, resources available and particular challenges they face in their region.

The workshop also involved a hands-on session in the MPRS warehouse, going through the different types of containment, dispersant and clean-up equipment available.

MPRS manager Renny van der Velde said the workshop provided valuable insight into the different levels of preparedness across the Pacific.

"There's a real variance across the region – some of the countries represented face some real challenges, so we'll be looking carefully at how we can best assist, whether that's through expertise, equipment or other resources."

The workshop was organised by the Secretariat of the Pacific Regional Environment Programme (SPREP), which has been charged by the governments and administrations of the Pacific region with the protection and sustainable development of the region's environment.



Top row (left): Scott Read (MPRS), Kelala Tonga (Tonga), Philip Hill (Fiji), Asofa Fereti (Tokelau), Renny van der Velde (MPRS)

Middle row (left): Vaitoti Tupa (Cook Islands), George Valiana (Niue), Dayne Maxwell (MPRS), David Gaston (MFAT), Eva Maxwell (MPRS)

Front row (left): Alan Watt (MPRS), Anthony Talouli (SPREP), Taifogata Toilolo (Samoa), Mark Cavanagh (MPRS).



Rena owners fined over grounding

*Beads that have washed up on shores at Matakana Island from **Rena**.*

MNZ welcomed the guilty plea by Daina Shipping Co, the registered owners of **Rena**, to a charge under the Resource Management Act relating to the discharge of harmful substances, following the grounding of the ship on 5 October 2011.

Daina Shipping was fined \$300,000 in the Tauranga District Court on 26 October 2012.

The charge carries a maximum penalty of \$600,000, but Judge Robert Wolff accepted legal submissions from counsel for MNZ and Daina Shipping that \$450,000 was the appropriate starting point, as the offence had not been intentional.

Judge Wolff reduced the fine by 10 percent in recognition of the owners' positive response following the grounding, and by a further 25 percent to reflect the guilty plea. He then rounded the fine to \$300,000.

"The guilty plea by the owners has led to this case being resolved in a timely fashion and that is to be welcomed," MNZ Director Keith Manch said.

"The completion of this prosecution marks another step in the response to the **Rena** grounding. There remains a lot of work to be done in the recovery process and MNZ continues to oversee the wreck removal process."

Daina Shipping was charged under sections 338(1B) and 15B of the Resource Management Act 1991, for being the owner of a ship from which harmful substances and/or contaminants were discharged into the coastal marine area.

Rena was carrying a variety of materials defined under the Resource Management (Marine Pollution) Regulations 1998 as harmful substances or contaminants.

These include heavy fuel oil and other oils, and 32 containers of dangerous goods, including 40 tonnes of hydrogen peroxide, 23 tonnes of alkylsulphonic acid, 500 tonnes of ferro-silicon, 5.4 tonnes of trichloroisocyanuric acid, and 24 tonnes of potassium nitrate.

Other substances carried on board defined as harmful include bulk wine and operational waste. Items on board classified as contaminants included animal pelts, dairy products, fabrics, cement and machinery parts.

A total of 121 containers of perishable foodstuffs were also on board **Rena**.

In May, **Rena's** master and second officer received sentences of seven months' imprisonment, following prosecutions as a result of the grounding. They have since been deported.

Resolve Fire and Salvage continue to work on the removal of the **Rena** wreck, while Braemar Howells/Unimar are continuing to collect debris from the seabed and beaches in the area.



Rena anniversary no c

*On 5 October 2012, work continued on removing the wreck of **Rena**, even as the anniversary event was being held.*

One year on from the grounding of **Rena**, the last thing intended for the anniversary was a celebration.

The aim, when MNZ hosted an anniversary event at the **Rena** Control Centre, was to acknowledge the work done by the community – and the owners and insurers – in cleaning up the mess.

And that work continues, with wreck removal and debris recovery going on even as the community leaders, representatives of government agencies and the salvors were gathering for the event on 5 October 2012. The event was held at the current control centre, a former fire station in Mt Maunganui, which remains very much a working site.

Associate Transport Minister Simon Bridges said, “while **Rena** could have brought out the worst in us, it showed us at our best”. He spoke about the valuable contribution made by all involved, who rallied and worked together to make the most of a bad situation. “We all wish **Rena** didn’t happen. Yet in the aftermath, we rose to the challenge and did ourselves proud,” Mr Bridges said.

Mr Bridges’ comments were echoed by community leaders from the Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council.

Tauranga Moana Iwi Leaders’ Group chairman Awanui Black said iwi continued to work on cleaning up around the coast.

In the week preceding the anniversary, **Rena** was again making the news, first with the signing of a \$27.6 million settlement between the owners and the Crown, and then with the announcement that former Secretary of Foreign Affairs Simon Murdoch would be carrying out an independent review of MNZ’s response to the event.

The settlement includes payment of an additional \$10.4 million, which would be made if the owners and insurers apply for, gain and use a resource consent to leave part of the wreck in place, and would reflect the savings made as a result.



MNZ Chief Executive Keith Manch said the announcement of the settlement and the independent review were clear signs that the work following the grounding was ongoing and had passed significant milestones.

“The settlement simply covers the cost of work paid for by the Crown. There is clearly a lot of work to be done in addressing compensation outside that of the Crown.

“In order for this to be progressed, both the Crown and owners needed certainty over this element of the process, and I believe this settlement opens the way for further discussion to get underway,” he says.

Meanwhile, Mr Murdoch has begun his review of MNZ’s response to the grounding and is talking to MNZ staff and outside agencies and community groups.

His report is expected to be completed in the first quarter of 2013 and will be available on the MNZ website.



Simon Bridges spoke first at the [Rena](#) control centre event.



Resolve’s Frank Leckey (left) and MNZ’s Keith Manch were among the speakers at the event.

An aerial photograph of the fishing vessel *Amaltal Columbia* on the ocean. The ship is white with a red hull and is emitting a large plume of white smoke from its stern. The water is a deep teal color. The ship is moving towards the left of the frame.

Coordinated response to nightmare scenario

*The **Amaltal Columbia** caught fire 38 nautical miles off the coast of Canterbury in the early hours of 12 September.
Photos: Royal New Zealand Air Force*

Fire at sea is one of a seafarer's worst nightmares but that was the reality for the 43 crew aboard the fishing boat **Amaltal Columbia**. The boat caught fire 38 nautical miles (70 kilometres) north-east of the Lyttelton Heads, off the coast of Canterbury on 12 September.

A fire in the fish meal hold of the 64 metre Talley's vessel prompted a pan-pan radio call at 5.19am, indicating the vessel was in trouble but not in immediate danger.

This was followed by a mayday call six minutes later. The Maritime Operations Centre (MOC) relayed the mayday call and two other fishing vessels – **Ivan Golubets** and **San Discovery** – responded and steamed to the scene.

The MOC notified the Rescue Coordination Centre New Zealand (RCCNZ) who coordinated the rescue, tasking an RNZAF P3 Orion, which was already in the area, to take position above the **Amaltal Columbia** shortly after the mayday call. A helicopter from Christchurch was also tasked to assist with any urgent evacuations.

The **Amaltal Columbia** continued steaming towards Lyttelton at around seven knots with the affected hold sealed off in an effort to starve the fire of oxygen.

The two other fishing boats arrived in position around 8am, with the vessel eventually losing power as a result of the fire. The order to abandon ship was given shortly after 9am.

The crew were transferred from the stricken vessel into lifeboats and then on to fishing boats, with 39 taken on board **Ivan Golubets** and the remainder on **San Discovery**. With a 3 metre swell and winds of 15–25 knots, this was not an easy process, but it was completed without injuries.



Crew from **Amaltal Columbia** in the process of evacuating from the burning vessel on to waiting lifeboats. The call to abandon ship was given nearly four hours after the fire first broke out.



Crew on board lifeboats make their way from the stricken vessel to **Ivan Golubets**, which took 39 of the 43 crew from **Amaltal Columbia**.

Subsequently, the vessel was deemed safe to be re-boarded by the master, who was accompanied by a small party. It was taken under tow by **San Discovery** and arrived in Lyttelton early the following morning.

Search and Rescue Mission Coordinator Tracy Brickles said the safe transfer of crew off the vessel was an excellent result.

"The priority in these situations is always the safety of the crew. Thanks must go to the masters of **Ivan Golubets** and **San Discovery** for their prompt response."

After its catch had been unloaded in Lyttelton – miraculously undamaged – the **Amaltal Columbia** was towed to Nelson for repair.

Twenty-six rescued after *Torea* grounding

Twenty-six people were rescued off Ruapuke Island when the 78-foot fishing vessel *Torea* ran aground with up to 3,000 litres of diesel on board.

To raise the alarm, the skipper alerted Police by dialling 111 and then put out a mayday call. The vessel had struck rocks and was taking on water, and the skipper made the decision to run the vessel onto Ruapuke Island (which is near Stewart Island). This was done successfully, and all on board eventually disembarked without injury.

The initial response to the grounding, which was coordinated by the Rescue Coordination Centre New Zealand, was provided by five fishing vessels in the area, two Coastguard vessels, and three winch-capable helicopters. However, given all on board were safe and well, the response was scaled down and the Bluff Coastguard vessel ferried passengers and crew back to Bluff.

The next issue was how to deal with the fuel on board. Environment Southland's Regional On-Scene Commander (ROSC) Dallas Bradley instructed those

on scene to close the fuel tank breathers, which is a temporary measure to ensure no fuel can leak out in the short term.

Environment Southland deputy harbourmaster Lyndon Cleaver said the skipper's foresight in grounding the vessel in shallow, relatively sheltered waters played a big part in the salvage.

"This made it much easier to get divers onto the vessel to ensure it was secure. Residents on Ruapuke Island were understandably nervous about the possibility of a spill, so to be able to do that quickly and with a minimum of fuss was great."

However, the water's depth meant the refloating of the *Torea* wasn't without its challenges.

"It wasn't quite deep enough to attach the flotation bags in the normal way, but we got there in the end."

The *Torea* was towed back to Bluff with only minimal spillage. This is an excellent result – from the fact nobody was injured to the swift and expert response from the ROSC.

*The **Torea** ran aground with up to 3,000 litres of diesel on board.
Photo: Southern Lakes Helicopters*



The water's depth meant refloating **Torea** was a challenge.

Photo: Southern Lakes Helicopters



The barge **Patiki**, assisted by **Mana**, attempts to refloat **Torea**.

Photo: Environment Southland



Windigo after a battering 680 nautical miles north-east of New Zealand. Photo: Royal New Zealand Air Force.

Long wait worth it for *Windigo* pair

After 17 hours of battling huge 10–12 metre seas, and 40–55 knot winds (more than 75 km/h), the crew of **Windigo** finally activated their distress beacon.

British man Stephen Jones, the yacht's owner, and New Zealander Tania Davies were both knocked unconscious when the yacht rolled in high seas.

They had lost their steering, wind generator and dodger overboard, and a side hatch was smashed. This caused the head (bathroom) to fill with waves of sea water and punched a hole in the fresh water tanks, allowing 600 litres of fresh water to also flood into the vessel.

Windigo had left Tonga three days before and was heading for New Zealand. The French designed Beneteau 393 (39 foot) 11.95 metre yacht (built in 2006) was 380 nautical miles (700 kilometres) south-west of Tonga and 680 nautical miles (1,260 kilometres) north-east of New Zealand.

When they activated their distress beacon at 5.30pm on 7 November, help was a long way off.

Upon receiving the beacon alert, the Rescue Coordination Centre New Zealand (RCCNZ) swiftly arranged for an RNZAF P3 Orion to take off from Whenuapai, but there were few ships in the area that could be diverted to help. The container ship **Chengtu**, en route to Los Angeles, was directed to the yacht, but was 15 hours away.

Another yacht, **Adventure Bound**, headed towards **Windigo**, as did the New Zealand Navy offshore patrol vessel HMNZS **Otago**. However, **Otago** was in the Hauraki Gulf, approximately 35 hours away from the scene.

Having activated the beacon, there was little for the pair aboard to do but wait.

The sound of an Orion circling above at 1am provided the ultimate lift in spirits. And it arrived early. Despite not knowing what help was on the way, Ms Davies said the wait was actually shorter than expected.

"We had estimated that it would take 12 hours for anyone to reach us – we thought it would be 6am, but the Orion arrived around 1am," she said. "We got the first radio call from them about half an hour before they were overhead – that was fantastic."

In the early stages of the incident, satellite sweeps could only confirm that the distress beacon was still active. Before personnel on the Orion made radio contact with the pair, RCCNZ Search and Rescue Officers knew nothing about the condition of the yacht or its crew, so were relieved to establish that the pair were alive and coping.

Ms Davies said it was difficult for anyone who hadn't been through a similar experience to understand what it was like.

"People have used words like 'scared' and 'petrified' – but the reality is that in a situation like that you are past that point, past petrified – you are completely focused on doing what you can to be safe. You don't really have any emotion."



An RNZAF P3 Orion arrived on scene above the stricken **Windigo** within 8 hours of the beacon alert.

The arrival of the Orion for the first time was only the start of the rescue. The aircraft had to leave to investigate a second beacon alert, before returning to New Zealand to refuel and then make the second of what would eventually be three flights to the scene.

While the Orion was away from the scene, a French Navy aircraft from Noumea was able to take up position over **Windigo**.

The yacht **Adventure Bound** arrived on the scene late that day but it was the cargo ship **Chengtu** (which arrived at the yacht's position at around 3.40am the following morning) that provided the best option for rescue. Continuing rough seas, however, made this impossible during darkness.

Early the next day, there were concerns that conditions would remain too dangerous to allow a rescue, given the risks involved in getting from a yacht to a much larger vessel.

But outstanding seamanship by the captain of the **Chengtu**, Norman McKee, had the ship alongside **Windigo** and the two crew members hoisted aboard by sheer manpower by 9am.

The ship then turned south, eventually rendezvousing later that day with **Otago**, which brought the pair to New Zealand.

"We can't speak highly enough of everyone involved in the rescue," Ms Davies said. "We'd obviously like to thank RCCNZ for the life-saving job they did, and of course the crew of the Orion who made a real difference. They gave us the strength mentally to push on and cope as we waited for help to arrive. The **Chengtu** crew were amazing as were the crew of **Otago**. It is very hard to put into words how we feel."

RCCNZ Search and Rescue Mission Coordinator Keith Allen said the rescue had truly been a combined effort.

"It is the result of an excellent coordinated effort involving the RNZAF, and the French Air Force, who provided a link for the two people on **Windigo** when there was no other means of contact. I would also like to express my appreciation to the captain of **Chengtu** and the crew of **Adventure Bound** for their efforts, and of course the New Zealand Navy. It was a tremendous result given the circumstances," he said.

"The rescue effort and end result also show the effectiveness of the distress beacon system as a means of calling for help."

"Search called off for missing crew..."

Don't add to the stats!
Plan for emergencies.

- ▶ practise safety drills
- ▶ plan for weather
- ▶ do radio skeds
- ▶ maintain safety equipment

091 1495893

For more info go to
maritimenz.govt.nz

newzealand.govt.nz

MARITIME
NEW ZEALAND

Rules on garbage tightened

New rules restricting the disposal of garbage (or marine debris) from ships, pleasure craft and offshore installations come into force on 1 January 2013, with the aim of cutting the amount of marine pollution.

Most garbage disposed of at sea doesn't just disappear – marine debris scattered along most coastlines is a small, but visible sign of a much larger problem of garbage in the ocean. Garbage can travel great distances on tides and currents, making it an international pollution issue. Some garbage reaches the sea from land, but garbage discharged from ships also contributes to the problem.

To address this problem, rule changes amend Marine Protection Rule Parts 170 and 200, covering the discharge of garbage from ships and offshore installations, respectively.

The rules put Annex V of MARPOL (the international convention for the prevention of pollution from ships) into New Zealand law. Changes to Annex V tighten limits on disposal of garbage at sea and apply operational requirements (such as the use of placards, garbage management plans and record books) to a wider range of ships and offshore installations.

The main thrust of the regulatory changes is to emphasise a general prohibition on garbage discharges, although a few exceptions remain. The changes align the rules with social expectations about stewardship of the marine environment.

Previously, only plastics were banned from being thrown overboard, but this prohibition has been expanded to include ropes, fishing gear and plastic garbage bags, plastic-derived incinerator ashes, cooking oil, dunnage, lining and packing material that floats, papers, glass, metal, bottles, crockery and similar refuse. The changes will reduce the volume of waste entering the sea, while increasing the volume that is discharged ashore or incinerated on board.

Further restrictions apply to the discharge of food, cargo residues, and water used for washing the deck and external services. Livestock carriers that discharge animal carcasses are also regulated, but there is no extension of these rules to fish or bait discharged during fishing or aquaculture. Food waste rules remain unchanged – food may be discharged if vessels are more than 12 nautical miles from shore or more than 3 nautical miles if the material is ground up.

A key change that may affect recreational boaties in particular, is the prohibition of dumping of water containing cleaning agents or additives that are harmful to the marine environment. It is the responsibility of boat owners to check the content of cleaning products and either contain washwater, so that it doesn't enter the sea, or use products that are not harmful to the marine environment. Consult product labelling, the safety data sheet that accompanies most chemical substances or retailers about the toxicity of cleaning products.

Cargo residues on solid bulk cargo ships are also now prohibited from discharge if they contain substances that are harmful to the marine environment. Masters must declare whether their cargo is a marine pollutant, although there is a two-year transitional period beginning in January 2013, which allows for testing of cargo so it can be accurately classified.

To ensure crew and passengers understand the garbage handling rules, masters and owners of ships greater than 12 metres in length, and offshore installations, must explain the requirements on placards (signs) that are displayed on board.

Garbage management plans are now required on all vessels greater than 100 gross tons, on vessels that carry 15 or more persons, and on offshore installations. These plans should consider common waste management principles, such as the "reduce, reuse, recycle" approach that is central to waste minimisation strategies used on shore. After minimising what is carried on board, it is important that any remaining garbage is stored securely where it will not be accidentally lost overboard.

Garbage record books have been required on board ships for many years, but the format of these has changed to allow for the collection of better information about garbage. Offshore installations must now also keep track of garbage in record books.

Lost fishing gear must be reported if it poses a significant threat to the marine environment or a navigation hazard. Surveys of fishermen have highlighted that lost fishing gear is frequently encountered, but there is very little data about the scale of this problem, despite the threat it poses to marine life and ship safety.

Reduce waste before you sail, and store and dispose of it appropriately.

What you do makes a difference.

Funding review – consultation completed

Consultation on MNZ's funding review is complete, with 25 submissions received during November. The submissions and a summary of submissions are available on the MNZ website.

Submissions were generally supportive of the:

- principles underpinning the review – authority, efficiency, equity and accountability
- transparency of information and analysis provided
- proposal to decrease the levy, balanced by increasing fees for compliance work relating to individual operators

MNZ work relating to recreational boating, including promotion of safe boating practices, is currently partly funded by the (marine safety charges) levy paid by commercial operators. Submitters supported the proposal that levy funding for this work should be replaced by funding from fuel excise duty.

On the other hand, questions were asked and concerns expressed in some submissions about the:

- cost of MNZ's compliance work
- proposals as to which sectors should pay how much for which of MNZ's various functions
- continuation of the current levy calculation methodology for a portion of the levy
- impact of fees and costs on individual operators.

A number of submissions also noted the possible impact of fees for the proposed new Maritime Operator Safety System (MOSS) and new seafarer certification regime (SeaCert formerly QOL). Fees for both new regimes were outside the scope of the funding review, and will be covered in separate consultation documents.

It became apparent during the consultation that some commercial operators were not aware they could claim back the fuel excise duty they had paid in the course of their business operations. (For more information see <http://www.nzta.govt.nz/resources/factsheets/14/excise-duty.html>.)

During the consultation period, MNZ held two public meetings – one in Auckland and one in Wellington. There was one request in response to MNZ's offer to give the presentation to sector groups, and the Deputy Director met

with the International Container Lines Committee during the consultation period. Many phone calls were received, with people calling with requests for clarification.

Analysis of the submissions is expected to be presented to the Minister of Transport before the end of this year, with the expectation of Government decisions being made in the New Year, so that new fee and levy rates can be in place from 1 July 2013.



**Don't throw it –
stow it**

Bag it, bring it back, bin it
Small changes by boaties make a big difference

For more info go to
maritimenz.govt.nz/waste
newzealand.govt.nz

MARITIME
NEW ZEALAND

New face of adventure at MNZ

MNZ has welcomed a veteran of the adventure tourism scene to the compliance team.

Michael-Paul Abbott, known as MP, is based out of Tauranga and will focus on the adventure side of recreational safety and compliance – jet boats, rafting, paddleboards and kayaks.

MP has a long background in adventure tourism. He started as a rafting guide in Taupo in 1999, and got so involved in the scene he even ended up marrying one of his customers.

“She was on my raft and injured her ankle. I thought she was lovely – one thing led to another... my colleagues gave me plenty of stick, but I think it’s just a good example of quality post-trip care.”

As well as his New Zealand experience, MP has worked rivers in Japan and California, which he admits was a bit of a culture shock.

“I think it’s easy to forget that in New Zealand we set the standard for adventure tourism safety. I turned up to work in California with my helmet and everyone laughed at me. You could raft Grade 3 rapids without one, which was a bit of an eye-opener!”

Japan had its challenges as well. “A big trip in New Zealand would be maybe 70 to 100 people, but my first trip in Japan was for 200 ten-year-old school kids – it’s a different world.”

MP’s industry experience and the fact he runs his own kayaking outfit mean he’s familiar with a lot of the challenges operators face.

“Some of the smaller operators tend to struggle with high compliance costs but they are the backbone of adventure

tourism. They can offer much higher levels of personal service and that’s what makes the difference for customers, so I’ll be looking to make it as easy as I can for them to comply with the rules and ensure they’re running a safe operation.”

“There are lots of kayak outfits running different boats in different environments, from lakes to rivers, estuaries and open water, so that is a challenge. Paddleboarding is a pretty new thing as well, so getting them up to speed compliance-wise will be important.”

Having said that, MP says rafting and jet boat operators have dealt with MNZ since the late 90s, so are used to it and have good levels of compliance. The Government-led 2009/10 review of safety in adventure and outdoor commercial activities is another step forward in the fostering of a robust and consistent safety culture.

MP believes the industry’s attitude has changed noticeably over the years, and there is now a much greater focus on safety and compliance. “It’s much more common to have staff properly qualified in first aid, resuscitation and so on. There’s also lots of help available to operators to assist them in setting up safety systems. More of them have these well-established, which makes the transition into a more regulated environment much easier.”

MP says he’s looking forward to meeting lots of operators, building relationships, learning about their challenges and issues, and helping the operators through them.

MP guides a group of tourists through Geoff’s Joy rapid on the Rangitaiki River.



Brothers Island

Notorious for sending keepers 'rock happy' because of its isolation, New Zealand's only rock station was the least popular of all the manned lighthouses.

The Brothers Island lighthouse was built in 1877 to replace the light on Mana Island, which sailors often confused with the light at Wellington's Pencarrow Head.

The Brothers Islands, on the western side of Cook Strait, are extremely remote and desolate. The lighthouse was built on the larger of the two islands, and the tower erected on the highest tip so that its light would provide all-round visibility.

The rocky and isolated location made building the lighthouse a challenge. There was not enough soil for the workmen to pitch tents, so they had to build huts for accommodation. The island had no drinking water, and all water, food and other supplies had to be shipped in. It took 60 days to land the first shipment of building supplies, because of gales and rough seas.

Operation of the Brothers Island light

The light was powered by oil when it began operating in September 1877 and it was converted to diesel-generated electricity in 1954.

Brothers Island was the last manned lighthouse in New Zealand. The station was automated and the last keepers withdrawn in 1990.

The original light beacon has been replaced by a 50 watt tungsten halogen beacon, powered from batteries charged by solar panels. The light is monitored remotely, from MNZ's Wellington office.

Life at Brothers Island light station

As well as being New Zealand's least popular lighthouse for its keepers, the station was considered unsuitable for women and children because of the hazardous landing and confined living conditions.

Keepers were entirely reliant on the mainland for provisions, including water. Even when supplies arrived unsoiled, by the third month keepers' meals were very limited.

The letter books, recording the correspondence from the keepers to the Marine Department, are full of complaints about the poor quality of the supplies.

Despite the difficult living conditions, some keepers enjoyed the peacefulness afforded by the isolation. For many, it provided a good training ground for a career in the lighthouse service.

The island was originally manned by four keepers, but the staff was later reduced to three and then two. When the keepers were not rostered to work on the island, they worked at the Marine Department in Wellington.

Access to Brothers Island lighthouse

Brothers Island Lighthouse is not accessible to the public. The island is now a restricted-access wildlife sanctuary administered by the Department of Conservation. It is home to tuatara and numerous other endangered species.

Technical details

Location: latitude 41°06' south, longitude 174°26' east

Elevation: 79 metres above sea level

Construction: wooden tower

Tower height: 12 metres

Light configuration: modern rotating beacon

Light flash character: white light flashing every 10 seconds

Power source: batteries charged by solar panels

Range: 19 nautical miles (35 kilometres)

Date first lit: 1877

Automated and demanned: 1990

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

www.maritimenz.govt.nz/lighthouses

Don't clown around on your boat this summer – wear a lifejacket

MNZ will continue and extend its “Don't be a clown” campaign this summer, following its success last year. The campaign, which ran last summer, was recalled by 87% of those surveyed in February this year and 75% said it had at least some impact on their behaviour.

We've extended the campaign to include advertising in more of the places boaties are likely to see it. We'll be doing more advertising online, including on marine weather sites and on TradeMe, during the marine weather forecast on TV One, and we are offering FREE safe boating packs at Z petrol stations around the country. If you'd like to receive one of these packs, visit maritimenz.govt.nz/freepack or email epublications@maritimenz.govt.nz

The campaign focuses on the importance of skippers taking responsibility to ensure everyone on board wears a lifejacket, with a tagline that will help skippers step up and issue the lifejacket challenge – “If you're not on board with lifejackets, you're not on board”.

The research behind the campaign, which won two Effie Awards for advertising effectiveness – the supreme award and the social and community category award –

looked into why some people are so reluctant to put on lifejackets. The research was cited by the judges as “a world class case study in demonstrating what great qualitative research and teamwork can deliver”.

“We know that most boaties carry lifejackets on their boats, as required by law,” says MNZ's Deputy Director Lindsay Sturt. February's boat ramp survey showed that 99% of people carried enough lifejackets for everyone on board.

“We're encouraging people to take the next step and make sure that everyone on board a boat under six metres wears a lifejacket at all times, not just when there's heightened risk. We've had several instances this year where, tragically, people didn't take lifejackets out with them, or took them but didn't wear them, and didn't survive. Trouble on the water usually happens very quickly and there's often not enough time to retrieve a lifejacket and put it on.”

Safe Seas Clean Seas magazine is combining with LOOKOUT!

We are changing the format of **Safe Seas Clean Seas** and **LOOKOUT!** magazines. Starting in March 2013, we are launching a combined **Safe Seas Clean Seas** and **LOOKOUT!** magazine, bringing you maritime news from the commercial and recreational sector, and environmental, oil pollution response, and search and rescue stories, along with our regular **LOOKOUT!** stories.

Current subscribers to **Safe Seas Clean Seas** and **LOOKOUT!** will automatically be signed up to receive the magazine in its new format, but you can add or remove your name from our list by emailing epublications@maritimenz.govt.nz, visiting our website maritimenz.govt.nz/subscribe, or calling 0508 22 55 22.



DON'T BE A CLOWN. WEAR A LIFEJACKET.

maritimenz.govt.nz/lifejackets



New Zealand Government

22

Maritime fatalities 2012

From 1 January to 30 September 2012 there were **22** fatalities – **14 in the commercial sector and 8 in the recreational sector.**

This compares with 3 commercial and 18 recreational fatalities for the same period in 2011.



LEVEL 10, 1 GREY STREET
PO BOX 27006, WELLINGTON 6141
New Zealand

TELEPHONE +64 4 473 0111
FACSIMILE +64 4 494 1263
WWW.MARITIMENZ.GOV.TZ

New Zealand Government

FREE subscription to Safe Seas Clean Seas and LOOKOUT!

To subscribe or unsubscribe to this **FREE** quarterly publication, or to change your address details, email us at epublications@maritimenz.govt.nz or phone 0508 22 55 22.

Disclaimer: All care and diligence has been used in extracting, analysing and compiling this information, however, Maritime New Zealand gives no warranty that the information provided is without error.

Copyright Maritime New Zealand 2012: Parts of this document may be reproduced, provided acknowledgement is made to this publication and Maritime New Zealand as the source. Products shown in *Safe Seas Clean Seas* as part of our education messages are examples only, and are not necessarily favoured over any other similar product.

ISSN: 1175-7736