

SafeSEAS CleanSEAS

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**Get it on
or it's no good –**
new lifejacket campaign launched

Full story on **page 14** ▶





SafeSEAS CleanSEAS

Keith Manch
on Wellington's
waterfront.

Welcome to the last issue of *Safe Seas Clean Seas* and *LOOKOUT!* for 2013.

It's been a milestone end to the year for Maritime New Zealand (MNZ), with the Maritime Operator Safety System (MOSS) rules signed by the Minister of Transport in October and MOSS briefings for operators and surveyors held around the country in November. We are now looking forward to implementing MOSS next year, with a go-live date of 1 July 2014.

We have also been making good progress on SeaCert, the proposed seafarer licensing framework for domestic and international Certificates of Competency and Proficiency. The go-live date for this has been shifted to 31 March 2014 to ensure MNZ and industry are fully ready to deliver the changes. At the time of publication, the SeaCert rules were awaiting sign-off by the Minister of Transport.

Early December saw the release of Simon Murdoch's report, *Independent Review of Maritime New Zealand's Response to the MV Renna Incident on 5 October 2011*. The report stated that the response was a highly complex event that seriously tested MNZ and its oil spill response partners. While the initial response was not as efficient as it should have been, it was effective. MNZ is committed to continual improvement and is now working through the recommendations and observations to further improve and strengthen New Zealand's preparedness.

On the recreational front, the annual boat ramp survey shows connections between boaties' approach to safety and the kind of boating they do, and we introduce MNZ's lifejacket-wearing campaign, which takes a humorous approach to getting boaties to wear lifejackets.

This issue also features Jeff Hoedt, a U.S. Coast Guard Chief, who oversees efforts to reduce recreational boating

fatalities and injuries in the United States, and Mick Courtneil, a new team member at MNZ's Marine Pollution Response Service but a familiar face to many in the oil spill response community.

The *LOOKOUT!* part of this magazine includes three stories about fishing vessels: a fishing vessel prosecuted for operating outside limits; a trawler whose crew had to abandon ship during a fire; and a worker who seriously injured a finger on board a fishing trawler. They highlight some of the diverse and very real risks for commercial operators.

LOOKOUT!'s cover story features a crane that tipped over while working on a barge in the pristine waters of a World Heritage site. Fortunately, the operator was able to quickly deploy equipment to clean up the oil spill and avert any significant or lasting environmental damage.

There's a story about a skipper who was on a drinking binge while operating a boat on a busy lake, with multiple collisions, injuries and near misses. The skipper was sentenced by a judge who said he "would have banned him for life if he had the power to do so".

This issue's safety feature focuses on skipper responsibility – highlighting all skippers' legal responsibility for the safety of the boat and all the people on board, and for complying with all the relevant rules and regulations. It outlines what all skippers need to know for the safety of everyone on their boat and other users on the water.

Wishing you a safe and happy holiday season – both on and off the water.

Keith Manch

Director of Maritime New Zealand

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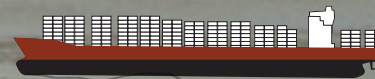
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Safe Seas Clean Seas ISSN: 1175-7736
LOOKOUT! ISSN: 1177-2654

NewZealandGovernment



Rena response – a job well done

An independent review of MNZ's response to the **Rena** grounding has found it was effective in dealing with the most complex maritime incident in the country's history – but it could have been more efficient.

The effectiveness is borne out by the results of environmental research by the Rena Long Term Recovery Plan, which credits the quick clean-up of oil and debris from beaches and rocks with results that show little long-lasting effect from the grounding.

The independent review, carried out by the former Secretary of Foreign Affairs and Trade Simon Murdoch, was released on 3 December, as were the results of environmental monitoring.

Releasing the review, Minister of Transport Gerry Brownlee announced a \$2 million package to help MNZ improve New Zealand's wider maritime response capability.

"The review makes it clear that the **Rena** grounding was one of the most complex maritime response challenges in the world and would have tested the limits of any plan," Minister Brownlee said. "While the response was not as efficient as it should have been in the initial stages, it improved quickly and became very effective, which is borne out in the largely positive environmental results."

Minister Brownlee says the **Rena** response was about more than oil, and the key recommendation from the review involves developing a wider response capability and associated contingency planning to address both oil and non-oil issues, such as salvage, debris and other pollution.

The \$2.05 million, to be provided over three years, will fund a package of work by MNZ, including:

- developing a wider maritime incident response strategy, extending beyond oil pollution response, to include salvage and volunteer plans
- clarifying functions and strengthening capability around salvage
- reviewing the response management structure, including increasing skills through secondment and training
- increasing cross-government coordination, including a national emergency management exercise to test whole-of-government readiness for maritime incidents

- improving procurement and supply processes to ensure financially prudent expenditure during an incident response.

On an operational level, 100 GPS 'pingers' will be purchased to facilitate the location and salvage of containers in a maritime incident – equipment that was not immediately available for the **Rena** response.

"What this Government wants, along with all New Zealanders, is an assurance that if the worst ever did happen, we'd be able to marshal all available resources to respond quickly, effectively and safely," Minister Brownlee said. "MNZ is the natural leader of this response alliance."

MNZ Director Keith Manch said MNZ was already implementing a number of the review recommendations and the funding package would help MNZ develop a wider strategic and operational response to maritime incidents.

"I'm very proud of the professional and sustained effort by people across MNZ, but we certainly did not act alone. The success of the response was only possible due to the collaborative efforts of the Bay of Plenty Regional Council, iwi, community groups, local government and other agencies such as the Department of Conservation, the Defence Force, and Massey University's Wildlife Health Centre."

The review states: "As is often the case, imperfections in systems, plans and structures, which are to be expected in any crisis, can be overcome by a workforce that is motivated and well managed."

Keith said the review found that engagement with the community and iwi had initially been slow, but MNZ had adapted quickly – including involving 8,000 volunteers in the clean-up. "That approach is something new in an oil response and is being lauded internationally," he said.

"Overall, what we want to do is ensure the good things we did following the **Rena** grounding are done faster in future maritime incidents."

The independent review is available on MNZ's website at: maritimenz.govt.nz/rena



Full steam ahead on MOSS

Maritime Operator Safety System (MOSS) is the new system to improve safety in maritime transport operations. The MOSS rules parts 19 and 44 were signed by the Minister of Transport, Gerry Brownlee, on 3 October, marking the most significant change to the New Zealand domestic commercial shipping framework in 15 years.

MOSS makes it clear that an entire maritime operation, rather than just a vessel, needs to be examined to ensure all safety risks are identified and managed. Operators will need to comply with the new MOSS rules from 1 July 2014.

MOSS operator briefings held

In November, MNZ's team of Maritime Officers traversed the country, talking to more than 300 industry representatives who will come into the MOSS system from 1 July 2014.

Thirty-one sessions were held over three weeks, in locations ranging from Mangonui (near Kaitia) to Stewart Island, and including a visit to the Chathams. The sessions were aimed at giving an overview of MOSS and how it affects operators, including changes to survey standards. The sessions outlined the entry process and what happens once operators are in MOSS, and helped people get to grips with the terminology used in MOSS.

MNZ's National Advisor Industry Support, Baz Kirk, said the sessions were a chance for robust discussion. "This was often as much about dispelling rumour and waterfront scuttlebutt as anything else. However, the overwhelming feedback we had from operators was that they appreciated the chance to come and find out more about MOSS, and were looking forward to thinking more about how to develop a safety system for themselves, specifically for their operation."

The sessions were well received by operators, who said:

- "It was good to come and hear the real story from the real people."
- "Thanks for a worthwhile session – I've got some work to do!"
- "It was informative and the presenters were able to answer my questions."
- "Before I came down it sounded like a big change – but I'm much more relaxed now."

The Maritime Officers were asked a large number of questions during the sessions – some of which were 'parked' and answers to these have since been incorporated either into the main MOSS website, or included in website FAQs according to subject (survey, entry, audit and so on).

In early 2014, MNZ will be holding another round of interactive workshops aimed at going into more detail about operators' plans. It will be a chance for operators to sit down with Maritime Officers, talk specifically about their operation, and get help with tailoring a plan to their requirements.

MOSS surveyor briefings

As well as briefings for operators, MNZ held a series of briefings for surveyors, because the new Maritime Rule Part 44 relates directly to survey standards under MOSS. As with the operator briefings, surveyors appreciated the chance to get their views heard, as well as hearing directly from MNZ what MOSS means for them.

MNZ Principal Maritime Advisor – MOSS Arthur Jobard said the sessions enabled MNZ to go into more detail about part 44, which until recently had not been possible. "We've had a very positive reception from surveyors – they have said giving this level of detail makes their life a lot easier."

MOSS fees, charges and levies consultation concluded

MNZ held a consultation period for the proposed MOSS fees over four weeks, from 14 October to 11 November. The process attracted significant interest, and there is now a period of analysis, before a final set of recommendations is passed to the Ministry of Transport, at which point the government process begins.

The intention is that the MOSS fees and regulations will be in place by 1 April 2014. In due course, a summary of submissions and analysis will be posted on the MNZ website.

For more information about MOSS, visit our website: maritimenz.govt.nz/moss

SeaCert™

Go-live date shifted

SeaCert (Seafarer Certification) is the new MNZ seafarer licensing framework for domestic and international Certificates of Competency and Proficiency. It also sets out where seafarers can operate in local and international waters. Developed with the industry, SeaCert will replace the current requirements for certification, training and operating limits applicable to seafarers in New Zealand.

At the time of publication, the SeaCert rules were awaiting sign-off by the Minister of Transport. Once these are signed, MNZ will be visiting maritime training schools around the country to brief them on the next steps, and how they can best prepare for delivering SeaCert to trainees.

The go-live date has been shifted to 31 March 2014, in order to ensure MNZ and industry are fully ready to deliver the changes, as well as enabling the new qualifications to be recognised under the New Zealand Qualifications Framework.

SeaCert project manager Roy Ellams said SeaCert will offer a meaningful improvement over the current system.

“The existing system has been hampered for far too long by out-of-date guidance, a lack of portability and no obvious pathway through the qualifications process. SeaCert offers an updated set of rules, together with support materials that give prospective applicants all the information they need to move through the system. There are also more entry points and a more straightforward process for seafarers to navigate their way through the system. This is hugely significant and provides a means for more people to enjoy a great career in the maritime industry.

“The implementation of SeaCert is the culmination of five years’ hard work that has involved the entire maritime industry across New Zealand. We have worked closely with leading industry representatives, such as the Marine Transport Association, the New Zealand Qualifications Authority, and Competenz and industry training providers, to ensure SeaCert is delivered in the best and most effective way possible.”

MNZ is continuing to develop specific guidance for each certificate and endorsement for when the system goes live, and these are being posted on the website at maritimenz.govt.nz/seacert as they are completed.

Crucial to the success of the project is ensuring MNZ has current details for all holders of maritime documents. If your details need updating, or if you have any questions about the project, please email: seacert@maritimenz.govt.nz

Boat ramp survey shows safety by numbers

This year's boat ramp survey reveals clear connections between boaties' approach to safety and the kind of recreational boating they do.

The annual survey is coordinated by MNZ and combines observations and interviews with boaties launching at the ramps to paint a picture of boating behaviour around the country. With 3,380 surveys completed in 2013 – compared with 2,258 and 1,421 in the two previous years – we have a much more detailed picture of national boating practices.

MNZ's Regional Compliance Manager North, Deane Ingram, who coordinates the programme, says while the survey's key findings complement other research commissioned by MNZ, the survey is important in its own right.

"The survey's real value is that it lets us see whether people are doing what they say they do – namely, are they really carrying enough lifejackets on board, or carrying two ways to call for help? We need to see how people are actually behaving, and having a physical presence at the boat ramp for the survey makes that possible," said Deane.

In 2013, two-thirds (66%) of vessels surveyed had all of the people on board wearing a lifejacket, with a further 1% having some people wearing a lifejacket. In 2012 only 38% of vessels had all on board wearing a lifejacket while 56% of vessels had some people on board wearing a lifejacket.

Maritime New Zealand Satisfaction Survey

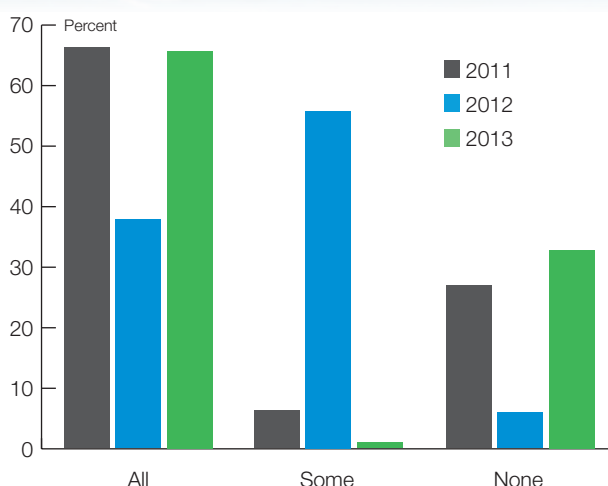
WIN an Atlantic Type 401 inflatable lifejacket

We value your feedback and use it to gauge and improve our products and services. Tell us what you think and be in the draw to win one of five Atlantic inflatable lifejackets. To be eligible for the prize draw, you will need to complete our online survey before Friday, 31 January 2014 (see terms and conditions on the website).

Fill in the online survey at maritimenz.govt.nz/survey.

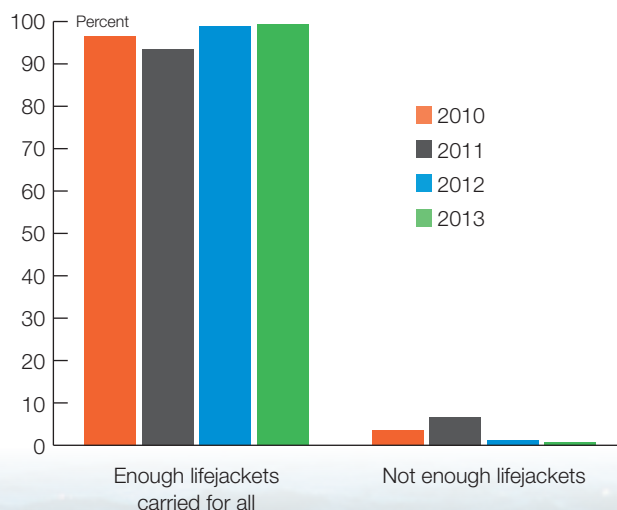


All or some on board wearing lifejackets



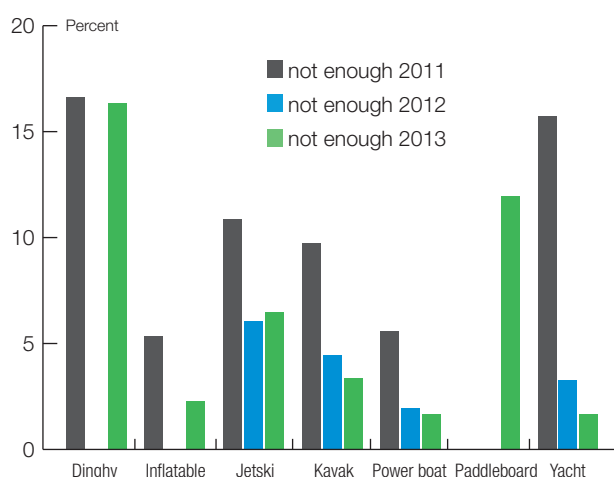
Deane says the survey shows that safety messages do appear to be getting through to boaties – with most people (99%) also carrying enough lifejackets for everyone on board and making sure all children wear a lifejacket at all times on the water – but not everyone is taking heed.

Lifejacket carriage on board



Only a small proportion of all vessels did not have enough lifejackets for all adults on board, while almost all had enough for all children on board. Looking at lifejacket wearing by vessel type, power boats and yachts were most likely to have enough adult lifejackets on board, and stand-up paddleboards (measured for the first time in 2013) and dinghies were least likely to have enough lifejackets for all adults.

Not enough lifejackets carried by vessel type

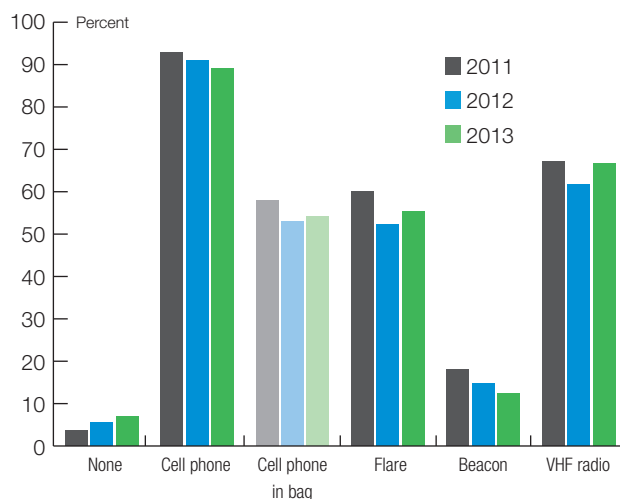


First-time boaties were likely to have enough lifejackets, whereas people who went boating up to 10 times a year were less likely to. Deane says this result demonstrates the tendency for some boaties to grow complacent about safety as they get used to being out on the water.

There was a strong link between vessels with enough adult lifejackets on board and being more likely to have two ways to call for help. Vessels that had insufficient adult lifejackets were likely to have just one waterproof way to call for help and even more likely to have only a cell phone that wasn't waterproof.

Cell phones (at 89%) were the most common type of communication device carried, with 54% of those who carried them putting their cell phone in a waterproof bag. VHF radios (67%) were the next most common type of communication device carried, followed by flares (55%) and beacons (12%). Seven percent of those surveyed carried no way to call for help.

Communication types carried



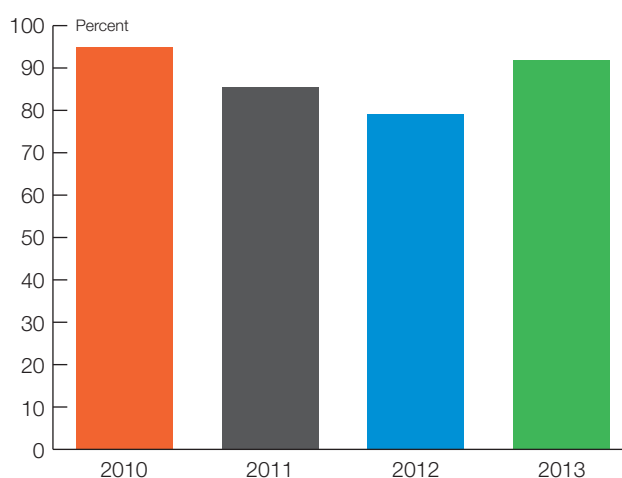
People not wearing a lifejacket who expressed confidence in their abilities as a boatie were highly likely to just have a cell phone as a way to call for help, as were those who considered that their activity didn't pose any real risk.

Overall, more than two-thirds of respondents were carrying two ways to call for help and almost all others had one way to call for help (although a cell phone that was not waterproof accounted for 8% of these).

Only 8% of boaties surveyed hadn't checked the marine weather forecast before heading out. Boaties on vessels without enough adult lifejackets for the adults on board were twice as likely to not have checked the forecast, and those who went boating between one and five times

a year were also highly likely to not have checked. Vessels with just one adult on board were strongly likely to not have checked the forecast.

Weather checked before departure



Power boats accounted for 80% of all vessels surveyed in 2013, while other significant groups were kayaks and jetskis/PWCs (about 6% each). More than half of the vessels had either one or two people on board, and a further third had three or four people on board. Fewer than 100 vessels had six or more people on board. More than two-thirds of people in the survey population said they went out boating more than 10 times a year.

The survey is undertaken by MNZ's safe boating advisors, staff from regional councils, Coastguard volunteers, Search and Rescue and ACC. Almost two-thirds of the vessels surveyed were in the North Island, in the area north of and including Bay of Plenty. About a fifth of the vessels surveyed were in the South Island. This distribution approximately reflects the rates of participation in recreational boating across the country.

The lifejacket question

This year, the boat ramp survey asked a question about reasons for not wearing lifejackets. A common theme emerging from responses was an unrealistic assessment of the risk factors.

Almost three-quarters of those not wearing a lifejacket said they didn't consider they needed one because they had confidence in their abilities as boaties and/or didn't think there was any real risk involved in what they were doing.

These responses are in line with seven key reasons people gave for not wearing lifejackets, according to market research by Ipsos:

- they're too uncomfortable
- they're too expensive
- they're uncool
- they're insulting to the skipper
- I'm confident in my abilities as a boatie
- I don't really think there is a risk
- I'm confident I can swim well enough.

Other reasons offered in the boat ramp survey, in addition to these, included people deciding that the conditions, activity, size of boat or fact they were wearing a wetsuit meant lifejackets weren't needed.

People on vessels with enough lifejackets on board were also more likely to be wearing them. Vessels with three adults on board were highly likely to express confidence in their abilities as boaties as a reason for not wearing lifejackets and said they were too uncomfortable to wear, whereas those with two adults on board did not express the same level of confidence. Boaties who go out on the water 6 to 10 times a year were more likely to think there wasn't a risk.

The key findings from the lifejacket question in the boat ramp survey add to the evidence base about reasons people give for choosing not to wear a lifejacket and are being used to inform MNZ's safety education work, including our current lifejacket advertising campaign.



Jeff Hoedt speaking at the Water Safety New Zealand conference in Queenstown in September.

MNZ hosts U.S. Coast Guard Chief

U.S. Coast Guard (USCG) and MNZ have cemented a firm partnership, following a visit to New Zealand by USCG Chief, Jeff Hoedt.

The visit provided an opportunity for the two agencies to share boat safety initiatives and discuss the challenges associated with their programmes' success and effectiveness.

The discussions revealed that both agencies face many of the same issues and experiences within the recreational boating area.

"While there are significant differences between the United States and New Zealand in many ways, when you just focus on people going out on boats, the issues are remarkably similar," said MNZ Director Keith Manch.

"But the scale of the United States recreational boating sector and the number of people engaged in this activity means that there is an enormous amount of experience in the United States that we can learn from.

Reducing fatalities, injuries and property losses in recreational boating are objectives for both agencies when it comes to safety initiatives," said Keith.

In the country from 3–8 September, Jeff's visit included participating in the National Pleasure Boat Safety Forum meeting, and presenting at the International Water Safety and Aquatic Education Conference in Queenstown.

He also presented to members of the maritime industry in Wellington, discussing the management of the National Recreational Boating Safety Program in the United States, where nearly 76 million people are involved in recreational boating.

The programme was established after data showed the number of recreational boating deaths had been relatively stagnant for 13 years, driving the USCG to find and implement initiatives that reduced deaths at a more aggressive pace.

Schemes to increase lifejacket wear (particularly on motorboats), enhance compliance with navigation rules, and reduce boating under the influence were just some of the programme's methods to achieve their five-year targets in reducing injuries, deaths and casualties.

Jeff also praised MNZ – noting the success of the "Don't be a clown – wear a lifejacket" campaign, and the commitment from staff to promoting safety in the recreational boating sector.

"I was so impressed by the expertise of your entire staff, and the passion with which so many in your community strive to improve maritime and water safety for the benefit of the public," said Jeff.

"You have an exceptional programme and the opportunity to engage with MNZ has provided the USCG and myself with a wealth of information to assist in our efforts – along with a lifetime of wonderful memories."

Jeff Hoedt was appointed as Chief, Boating Safety Division of USCG in October 2007. His responsibilities include providing the guidance and leadership required to carry out the development, coordination and implementation of the National Recreational Boating Safety (RBS) Program and to oversee the Coast Guard's efforts at reducing fatalities, injuries and property losses in recreational boating in the United States.



NZ Post sheds light on maritime history

New Zealand coastlines and some of the country's most iconic lighthouses are featured in a special presentation pack of stamps published by NZ Post.

MNZ owns and maintains 23 lighthouses and 75 light beacons located outside harbour limits. The stamps in "NZ Coastlines", issued by NZ Post in September, highlight five classic lighthouses and are accompanied by a brief commentary.

The ship-to-shore communications provided by lighthouses and maritime radio have a pivotal role in ensuring vessels can travel safely around New Zealand's long and labyrinthine coastline – estimated to be more than 15,000 kilometres long. The stamp issue was timed to coincide with the 100-year anniversary of New Zealand's maritime radio service being fully developed in 2013 and the centenary this year of the Castle Point Lighthouse in Wairarapa – one of the lighthouses in the stamp pack.

Other lighthouses featured in the stamp series are Nugget Point's stone lighthouse, dating from 1870 near the south-east corner of the South Island; East Cape, relocated from East Island to the mainland in 1922; Pencarrow Head in Wellington, the country's oldest lighthouse and the only one to be operated by a woman; and Cape Campbell off Blenheim, marking the southern approach to Cook Strait.

More details about the stamps are available online at www.stamps.nzpost.co.nz/shop/packs/presentation-packs. They are on sale until September next year unless stocks are exhausted before then. You can read more about the lighthouses operated by MNZ at maritimenz.govt.nz/lighthouses

The New Zealand Collection

MNZ also features in this year's "New Zealand Collection", a deluxe hardcover book that showcases a selection of the stamps produced by NZ Post over the past year. The stamps are presented alongside stunning photography and articles by New Zealand writers, business leaders and other dignitaries.

In this year's edition, titled *Take a Closer Look*, MNZ Chairman David Ledson discusses the role of the sea and MNZ – from its earliest incarnation as the agency responsible for ensuring safety at sea – in shaping the development of modern New Zealand.

David Ledson describes the explosion of maritime activity in the brand new colony and some of the tragedies at sea that ensued...

Before the network of roads and railways was built on land, the sea was New Zealand's 'state highway' network. People and goods were transported around our 15,134 kilometres of coastline by ship. The fledgling nation was also a major port of call for vessels plying international trade routes, and on whose safe arrival so much depended.

By 1866, almost 500 vessels had been registered in New Zealand. More than 1,000 ships arrived in our ports that year, and almost as many departed. The value of goods imported and exported was rapidly increasing.

*There was, however, another side to the story. More than 1,000 ships were wrecked within the first 50 years of colonisation. The worst of these shipwrecks were the **Orpheus** on 7 February 1863, with 189 lives lost, the*



Tararua on 29–30 April 1881 with 131 deaths, and the **Wairarapa**, which ran into cliffs on Great Barrier Island on 29 October 1894, with the loss of 121 passengers and crew. The tragic lessons learned from these and other maritime disasters have helped to build the national marine system we have today.

...and he stresses how MNZ's work remains as relevant and vital today as when its predecessor, the Marine Board, took up the role of keeping New Zealand waters safe, secure and clean more than a century and a half ago:

The use of the sea remains a vital part of the national economy and the lives of many New Zealanders. Approximately 99 percent of our imports and exports by volume are transported by sea, and every year almost 1,300 fishing vessels operate around our coast, five million passengers use ferries to go on holiday and to work, and one million people take to the water on recreational craft.

Today the lighthouses are fully automatic. A lighthouse engineer based in Wellington uses a computer link to check any faults in the operation of the main lighthouses and can troubleshoot most problems remotely. Standby units for the rotation gear, lamp and power supply are automatically activated if there is a failure.

A coastal VHF (very high frequency) and HF (high frequency) service provides full coverage around New Zealand's coastline. Maritime New Zealand maintains a listening

watch on all international distress frequencies via a network of 30 VHF sites, two medium frequency/HF sites, one International Maritime Satellite (Inmarsat) receiver and a round-the-clock Maritime Operations Centre, which supports the work of the Rescue Coordination Centre New Zealand (RCCNZ). Every year RCCNZ responds to about 700 incidents and since 2004 it has coordinated search and rescue operations that have saved more than 500 lives.

Technology has enabled a lighthouse and radio system that would probably be unrecognisable to its pioneers. However, they would recognise that, in the broader maritime safety system operated by Maritime New Zealand, the difference between failing and succeeding is not the quality of the technology but the quality of the people. Just as the importance of lights and radios to safety at sea has not altered in any significant way in the past 150 years, neither has the commitment of the people at Maritime New Zealand to delivering vital safety services diminished with the passage of time.

More information about the "New Zealand Collection 2013" is available at www.stamps.nzpost.co.nz/shop/other-products.

Read more about the history of MNZ at www.maritimenz.govt.nz/About-us/History-of-Maritime-New-Zealand.asp.



Mick Courtnell appointed MPRS Exercise Leader

A new team member at MNZ's Marine Pollution Response Service (MPRS) is already a familiar face to many in the oil spill response community. National On Scene Commander (NOSC) Mick Courtnell has joined MNZ after 10 years in the Auckland Council Harbourmaster's Office, during which time he worked closely with the team at MPRS and others in New Zealand's response system.

Mick started as Exercise Leader at MPRS in July. The role is newly created and aims to provide leadership, assistance and assessments to MNZ's partners in oil spill response – the 16 regional councils and offshore operators. In this new role, Mick is also required to lead and coordinate the exercise programme for the National Response Team.

Mick says the addition of an Exercise Leader to the MPRS team will improve the overall effectiveness of the oil spill response training programme.

"Exercising plays a critical role in maintaining New Zealand's response capability, through the confirmation of skills, introduction of new techniques and teamwork," Mick says.

"Given that I have worked at a regional council myself for the past 10 years, I have a comprehensive understanding of how councils operate and what their needs are in relation to oil spill preparedness.

"I've also worked very closely with MPRS and the wider MNZ team over those years, so even though I'm a new recruit, I've got a head start if you like – I have a really strong foundation to launch this new work programme from."

Mick's work in the Auckland Council Harbourmaster's Office involved close ties with MPRS over the past 10 years.

During the period 2003–13, Mick was involved with more than 200 marine oil spills and maritime incidents within the Auckland region, most of them in the role of Regional On Scene Commander.

Along with several other members of MPRS, Mick was deployed to assist with the Deepwater Horizon oil spill response in the Gulf of Mexico in 2010, as well as the **Pasha Bulker** response in New South Wales in 2007. Mick was appointed as a NOSC for oil spill response in 2010.

In the initial days of the **Rena** response, Mick managed the on-water operations based in the port, before joining the NOSC roster and continuing in that shared role until the conclusion of the Tier 3 response in May 2012.

Mick says the extended nature of the response meant it was important for the team to celebrate milestones along the way.

"Getting the beaches reopened and then releasing the penguins back into the wild were both milestones that I played a key role in, and they helped focus the team as they demonstrated the progress we were making.

"We showed at the beginning how quickly the team could escalate – we learnt how to de-escalate as the response went on."

Originally from the United Kingdom, Mick completed an 18-year career in the British Army before emigrating to New Zealand. He owned and operated a 24 metre vessel running dive charters around New Zealand, the Kermadec Islands and Tonga. Highlights included evacuating the Department of Conservation rangers off Raoul Island during an earthquake, and involvement with a wildlife documentary on sharks.



Mick Courtnell at a re-opened Tauranga beach during the **Rena** grounding.

A man with a mustache and curly hair, wearing a red life jacket over a white floral shirt, is pointing at the camera with a serious expression. He is holding a clear plastic bag containing a black electronic device, likely a VHF radio. The background shows a body of water with some boats in the distance.

**WHEN THE SHIP
HITS THE FAN
YOU BETTER
BE BAGGED**

Joe Bro

Do tell, what's the point of having the fanciest super-techno comms device if you can't use it? Exactly. That's why I bag up the celly, every time. It keeps the water out and the

ladies on speed-dial, in the boat or out. Truth. Fact is campadre, if you can't make the call when things get ugly, no one's coming to the rescue.

MAKE THE CALL. BAG IT UP.

For more safety stuff, search boatsafetyinnz on youtube.

LIFEJACKETS FOR LIFE

 **MARITIME**
NEW ZEALAND

'Get it on or it's no good' – new lifejacket wearing campaign launched



MNZ launched its new lifejacket-wearing campaign in December, using black humour and a touch of 80s TV nostalgia to show guys that just having a lifejacket on board won't save them or their mates if things go wrong.

Education and Communications Manager Pania Shingleton says too many men don't realise this simple fact, despite men representing more than 90% of boating fatalities.

"Being close to your lifejacket is like being close to your bulletproof vest – it's just not close enough. If they have an accident, people think they'll have time to put their lifejacket on, but history tells a different story," says Pania.

The TV advertisement features Brandon and Joe Bro, two American buddy cops – complete with mullets and other 80s fashion statements – in a skirmish with mobsters on the docks. Brandon and Joe Bro have seen a lot of action together and, like many partners, have each other's backs.

There's something a bit weird about Brandon though. Joe Bro is wearing his bulletproof vest, but Brandon just carries his vest in one hand while they leap off a boat, take out a baddie, bust through a door and jump through a window.

The closing scene sees Brandon shot by one of the mobsters and he attempts, too late, to put on his vest. Joe Bro is left holding his best mate as he breathes his last.

"It's a clever metaphor to show that, to save your life, lifejackets must be worn not carried," says Pania. "It's also designed to appeal to men who think they're bulletproof

and raise their awareness about the risks they face when they don't wear their lifejacket."

Research shows that boaties who wear lifejackets are more likely to survive if something goes wrong. Around two thirds of boaties who die in recreational boating accidents each year could have been saved had they been wearing a lifejacket. And men aged 40 plus are over-represented in boating fatality statistics.

MNZ's research by Ipsos into the impact of the "Don't be a clown – wear a lifejacket" campaign showed that 75% of boaties said they took some action after seeing the ad, and 29% said they now wear their lifejacket on a regular basis. "This new advertisement is aimed at encouraging older, die-hard boaties to wear a lifejacket, and will also appeal to a younger generation," says Pania.


Joe Bro, who survives the shoot-out in his bulletproof vest, will continue to act as MNZ's summer safety ambassador in print, online and mobile advertisements. He'll also appear on MetService's new marine weather mobile app and on Marine Mate's safety and boating app.

When he's not at work hunting down criminals, Joe Bro is out on the water trying to land big fish. He has plenty of tips – not about fashion (although some say crotch straps are the new black) but on staying safe on the water. He's also a staunch supporter of keeping cell phones waterproof in case of emergency. "When the ship hits the fan, you better be bagged," says Joe Bro.

If you're fuelling up at Z and Caltex stations around the country, ask at the counter for a Free Safe Boating Pack. Or email epublications@maritimenz.govt.nz to get yours sent to you. You'll get all the tips and tools to ensure you're as smart and suave as Joe Bro, who's got it sussed when it comes to staying safe on the water.

And if you're heading out on the water this summer, remember to zip up before you go. To watch the ad or find out more about safety this summer, visit maritimenz.govt.nz/lifejackets





**NOTHING SAYS
HARDCORE TO
THE MAX LIKE A
FOAM COLLAR AND
A CROTCH STRAP**

Joe

Putting on your battle vest says a lot about a man. It says, I mean business bro, so come at me. I know that out on the deep, things can go from good-times to needing lifelines, lickity-split. It's a place where if you're not dressed for

danger, El Capitano's going down. Si, amigo, si. So, before your fishin' mission at 0630 this weekend, get more hardcore and zip it on, cos' if it's up front under the chilly, it's not going to do you diddly-squat.

GET IT ON OR IT'S NO GOOD.

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