

SafeSEAS CleanSEAS

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Photo: www.sunlive.co.nz



Operators welcomed into MOSS –

Commercial shipping enters new era of safety

Full story on **page 04**





SafeSEAS CleanSEAS

Keith Manch
on Wellington's
waterfront.

Welcome to the first issue of *Safe Seas Clean Seas* and *LOOKOUT!* for 2014.

You may have noticed the longer-than-normal gap between editions, as Maritime NZ (MNZ) spent the first six months of 2014 giving our total focus to the introduction of the Maritime Operator Safety System (MOSS) and seafarer certification system SeaCert.

As you can read in *Safe Seas Clean Seas*, that focus has paid off.

April saw the introduction of the SeaCert framework, which replaces the previous seafarer licensing system and sets out competency and proficiency requirements, along with where seafarers can operate.

MOSS is being firmly embedded as part of business-as-usual for MNZ, with fishing operator Sanford's Tauranga fleet and Real Journeys' iconic steamship TSS **Earnslaw**, in Queenstown, among the first to gain MOSS certification.

These two developments represent very significant enhancements to the maritime regulatory system, supporting a safe, secure and clean maritime environment.

July marked the 10th anniversary of the establishment of the Rescue Coordination Centre New Zealand (RCCNZ), which is literally a lifesaver when it comes to search and rescue operations. Over the past 10 years, approximately 20,000 people have benefited from RCCNZ's work. Based in Lower Hutt, RCCNZ coordinates rescues across a 30 million square kilometre region – the third-largest region of any country in the world.

Elsewhere in this edition, you can read about recreational boating activity, including the boat ramp survey, recreational boating safety strategy and other partnerships.

LOOKOUT! features the tragic case of a fishing vessel wrecked while crossing a notorious bar. No one was wearing a lifejacket, and while two of the men managed to cling to a lifebuoy ring that floated clear, the skipper drowned.

Lack of lifejackets also feature in a double fatality. Two elderly men checking crayfish drowned after their small boat overturned. One man was not wearing a lifejacket and the other man's inflatable was not able to inflate automatically.

A yachting enthusiast faced a long swim ashore when he fell off the back of his boat while answering the call of nature. He wasn't wearing a lifejacket but had a lucky escape after an arduous swim.

LOOKOUT! also has coverage of MNZ's prosecution of a skipper of an ocean-going cruising launch, which snagged a runabout on Auckland Harbour when it took a shortcut to a marina through a group of smaller vessels that were anchored and fishing. Fortunately, no one was injured in what was a highly dangerous incident.

At this time of year, when weather and water conditions can sometimes be changeable and challenging, it is important to be prepared. I would encourage all water users, whether commercial or recreational, to make safety their top priority at all times.

Keith Manch
Director of Maritime New Zealand

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NewZealandGovernment



New framework now in force

The next generation of seafarer certification has arrived, with the official start in April of SeaCert – the new Seafarer Certification and Operational Limits framework for New Zealand seafarers.

The framework sets out where seafarers can operate in local and international waters, and replaces the former Seafarer Licensing system. It introduces the most significant changes to seafarer certification since the system was last updated 16 years ago and is the culmination of five years of development, involving wide consultation with stakeholders and the maritime community.

MNZ General Manager Maritime Standards Sharyn Forsyth says the old system no longer met the maritime sector's needs, particularly for competency-based, internationally transferable certificates. "SeaCert is a simple, robust system that has been designed with modern seafaring and the needs of seafarers in mind," she says.

SeaCert introduces three certificate types: national certificates; certificates that comply with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW); and certificates that are aligned with the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F).

All of the certificates have competence as a central theme. Sharyn says, "Seafarers must demonstrate competence to gain, maintain and advance certificates, and privileges are clearly described.

"We're confident SeaCert will meet the maritime sector's training and certification needs for years to come."

Sharyn says the framework also gives clearer career progression for seafarers and will allow increased recognition of New Zealand certificates overseas, making it easier for New Zealand seafarers to work internationally.

MNZ's Personnel Certification team has been guiding seafarers through the new requirements and processes for obtaining and updating maritime certificates of competency and proficiency, and endorsements.

The team's initial work has largely involved pending applications – those that were already underway when SeaCert came into force. There has also been a steady stream of enquiries from people whose certificates have

no expiry date (these certificates have up to five years to transition). More than 240 certificates and endorsements were issued in the first three-and-a-half months of SeaCert.

Sharyn says all the necessary groundwork has been done to ensure the changes are as seamless as possible and seafarers can easily move into the new system. "We've worked closely with industry bodies, government agencies and training providers to design the framework. And guidance and forms have been developed and added to MNZ's website, covering every certificate and endorsement – so that no matter what maritime document a seafarer is looking to obtain, there is information designed specifically for it."

The new national and STCW-F-aligned certificates are designed to be more durable, portable and harder to falsify. They have a similar format to driver licences, with the seafarer's photograph digitally printed onto the front and any endorsements and/or conditions listed on the back.

Existing certificate holders will be transitioned to the SeaCert framework, with appropriate recognition of their skills and experience.

Current certificates that transition to a national or STCW-F-aligned certificate can be used until they expire or, if the certificate has no expiry date, up to and including 31 March 2019. Certificate holders who may transition to an STCW certificate must do so by 31 December 2016.

Seafarers should check the guidelines for transitioning to a new certificate to see if their existing certificate has been deemed (carried over), or is an old or legacy certificate requiring transition. Different processes and deadlines apply, according to whether the existing certificate can be confirmed as a new certificate (when it is renewed), or needs to be transitioned to a national, STCW-F-aligned or STCW certificate.

Visit maritimenz.govt.nz/seafarers for information about transitioning certificates, and to see the guidance for individual certificates and where operational limits are set.



First operations enter MOSS

MNZ has ushered in the biggest change to New Zealand's commercial shipping sector in 15 years by accepting the first operators into the new Maritime Operator Safety System (MOSS).

MOSS replaces the Safe Ship Management (SSM) system, which required operators to engage a third party to develop a safety system for their vessels. Instead, MOSS places the onus on the operator to develop a safety system covering not only their vessels, but their entire operation.

About 2,000 commercial operators will be required to transition to MOSS over the next four years.

The principles guiding MOSS are:

- improving safety by putting a greater focus on vessel owners and operators operating safely
- creating clearer lines of responsibility for the day-to-day safe operation of vessels
- providing effective and efficient regulatory oversight by MNZ
- making it easier for operators, surveyors and MNZ staff to support safe vessels and safe operating practices.

Sanford's Tauranga in-shore fishing operation entered the MOSS system at a formal presentation in Tauranga on

1 July, the day the new safety system came into force. Sanford operates four vessels out of Tauranga and has developed a comprehensive safety system covering the entire operation, from emergency procedures to maintenance, crew training and vessel details.

MNZ's General Manager Maritime Compliance Harry Hawthorn said the event, involving one of the largest fishing operators in the country, marked a significant milestone for the new safety system. "I believe MOSS strikes the right balance between ensuring operators take control of developing and implementing their own safety system, and enabling MNZ to provide the right amount of regulatory oversight for these systems," said Harry.

MNZ has also welcomed Real Journeys' iconic steamship TSS **Earnslaw** into MOSS. The **Earnslaw**, built in 1912, is the only remaining passenger-carrying coal-fired steamship in the southern hemisphere.

"The **Earnslaw** is one of the highlights of any trip to Queenstown," said MNZ Director Keith Manch.



Sanford's Tauranga branch manager Steve Keeves (left) receives the framed Maritime Transport Operator Certificate from MNZ General Manager Maritime Compliance Harry Hawthorn, as Sanford vessel manager for Tauranga Dave Cowdrey looks on.

Photo:
J D Photography

"It's good to see Real Journeys showing its commitment to safety by being among the 'first off the block' in transitioning from SSM to MOSS.

"I'm delighted to welcome **Earnslaw** into MOSS, and look forward to working with the steamship for many more years to come."

Richard Lauder, the chief executive of Real Journeys, said MOSS represented a positive change. "All industry operators will now take direct ownership of their safe operating practices on a day-to-day basis," he said.

"By a neat twist of fate, our oldest vessel, the **Earnslaw**, is the catalyst for Real Journeys to move into the new regulatory environment. She will receive the first certificate of survey in our 23-strong fleet."

"We have embraced the safety changes and are putting a lot of energy into making the transition to the new system as quickly as possible," said Richard.

More information about MOSS is available on MNZ's website at maritimenz.govt.nz/moss



How MOSS affects you

Operations that are currently in Safe Ship Management (SSM) begin the transition into MOSS from 1 July 2014.

A ship's certification issued by an SSM surveyor (commonly called a 'fit for purpose' certificate) will be treated as a certificate of survey under MOSS until the day it expires, or the day its out-of-water inspection is due, whichever comes first after 1 July 2014.

The first part of the transition will be automatic at the time, provided that:

- your operation's owner or owners remain fit and proper
- all the vessels in the operation have current SSM certificates.

The second part of the transition will be completed when your SSM certificate(s) expires. Before this happens, you will need to have prepared a Maritime Transport Operator Plan (operator plan) and applied for a Maritime Transport Operator Certificate (MTOC).

You should begin developing your operator plan well before applying for your MTOC because you will need to submit a complete and final operator plan as part of your application.

Under MOSS, you should aim to have your documents completed and submitted to MNZ three months *before* the expiry date on your SSM certificate, so that your MTOC can be issued before your SSM Certificate expires.

If your operation has more than one vessel, you must complete the transition into MOSS *before* the day your first SSM certificate expires. You may choose to obtain an MTOC for each part of your operation (for example, different regions), or you may have one MTOC for the entire operation.

While SSM companies ceased to have a statutory role under the maritime rules on 1 July 2014, you may choose to maintain a commercial relationship with your SSM company – for example, if it decides to become a survey company.



MNZ Director Keith Manch (left) and Real Journey's Richard Lauder with the first South Island MTOC for TSS **Earnslaw**.

Photos: Bel Jones

MOSS benefits small operator

When Coromandel fishing charter owner Darryl O'Keeffe began making the switch to MOSS, he found the concept was not as daunting as he had feared.

"It was all very easy once you got going," said Darryl, the owner-operator of Mussel Barge Snapper Safaris, which launched 17 years ago.

His firm is one of the first small operators in the country to enter MOSS and receive an MTOC.

Mussel Barge Snapper Safaris employs three full-time skippers, including Darryl. It operates three vessels for snapper fishing charters in local mussel farms, averaging 800 trips and about 10,000 customers a year.

Darryl said the process of applying to MNZ to enter MOSS ended up benefiting his business as a whole, as well as individual skippers.

"It made us be proactive about it," he said. "We sat down as a team and discussed our business requirements. It made our skippers aware of every issue in the health and safety plan.

"Our staff are more aware and more responsible for the plan, which now fits our business to a T."

The operator plan operators must prepare to receive their MOSS certificate outlines a complete safety system – or complete set of processes, procedures and actions for identifying and managing hazards and safety risks. Darryl said previously his operation's manual was prepared by an Auckland SSM company and tended to sit on the shelf.

As president of the Thames/Coromandel Charter Boat Association, he encourages other operators to make the change sooner rather than later, describing the website application process as "fairly straightforward", with handy templates provided. Darryl consulted a maritime officer by phone to help with details to finalise the application.

The process also involves vessel inspections by MNZ, and Darryl suggests operators be well prepared for these, so that they do not incur additional expense for any repeat inspections.



Mussel Barge Snapper Safaris' owner Darryl O'Keeffe holds their newly issued MTOC with skippers Mark McDonald (left) and Hayden Andrews (right).

Specialist teams support MOSS and SeaCert

MNZ has put a new Maritime Standards management team and structure in place to support the implementation of the new MOSS and SeaCert regulatory systems.

The Maritime Standards group is responsible for certifying people and operations within the maritime industry, and providing technical and plain English guidance so that people can operate safely and in a way that protects New Zealand's security and the marine environment. This business unit also provides guidance and support to the Maritime Compliance unit, to ensure standards are applied consistently throughout the country.

Based largely in the Wellington head office, Maritime Standards is a group of teams responsible for navigational, environment and international operations, domestic operations, operator certification, and personnel certification. Among their key responsibilities are SeaCert, the new seafarer certification framework, which came into effect on 1 April, and the Maritime Operator Safety System (MOSS), which came into effect on 1 July.

The Maritime Standards group was established alongside the Maritime Compliance group, following a review of functions within MNZ. General Manager Maritime Standards Sharyn Forsyth says recent changes to the Maritime Standards group reflect the need to embed the new SeaCert and MOSS systems within MNZ and the maritime community.

She says the revised structure, in place from the start of July, takes account of feedback from the industry about the need for clear points of contact, and to ensure that operators and seafarers can talk to people when they need to.

Maritime Standards now has four specialist teams: two technical or operational teams, and two certification teams.

The new teams (outlined below) draw together staff with a considerable breadth of skills, experience and technical maritime expertise from a range of backgrounds, which Sharyn says will enhance Maritime Standards' ability to respond to industry needs.

Applications for Maritime Transport Operator Certificates, as part of the MOSS process, will be handled by the Operator Certification team, with technical input from the Domestic Operations team, while Personnel Certification will handle applications for certificates of competency and proficiency, with support from the Navigational, Environment and International Operations team.



Kenny Crawford

certification. It is led by Kenny Crawford, who joined MNZ in 2006 from the Gibraltar Maritime Administration. Originally from Scotland, Kenny was chief engineer on a range of vessels before coming ashore as a classification society surveyor.

Navigation, Environment and International Operations

This team provides support to those working with and within the international sector, and environmental advice. The team also coordinates work relating to ports and harbours, and provides technical advice about seafarer



Lou Christensen

the maritime sector. The team is led by Lou Christensen, who recently joined MNZ from a quality management role at ACC. She has substantial leadership and management experience within the public and private sectors.

Personnel Certification

Under SeaCert – the seafarer certification framework for MNZ's national and international certificates of competency and proficiency and endorsements – this team manages certification of people. These range from seafarers to compass adjusters, and include others who work within



Dougal Shelton

extensive background in leadership and management roles in the justice, trade and aviation sectors.

Operator Certification

This team manages the certification of operations – such as MOSS and Safe Operational Plans (SOPs) – as well as all vessel or product-related certificates. The team is led by Dougal Shelton, who recently joined MNZ from the Ministry of Justice, where he held a business process design role. He has an



Charles Tortise

Domestic Operations

This team focuses on providing support to the domestic maritime community – ranging from commercial operations of all types (including adventure activities) through to recreational boating. It provides technical support and oversight to surveyors under MOSS, and to authorised persons

within the SOP framework. Leading this team is Charles Tortise, who came to MNZ via senior roles with the Royal Navy and Irish Naval Service. Since joining MNZ late last year, Charles has been immersed in the implementation of MOSS and SeaCert and their transition from projects to business as usual.



Some of MNZ's MOSS team.

There are also three new high-level advisory positions, set up to ensure that consistent and high-quality advice is provided for specific subject areas.

Sharyn says “These changes give a clear indication of the direction that MNZ and Maritime Standards group are heading – providing clear and consistent advice and expectations, and focusing on efficient and effective practices.

“We are all looking forward to establishing productive new relationships and/or continuing our existing relationships within the context of these new roles.”



Arthur Jobard

Chief Maritime Technical Advisor

Arthur Jobard has moved to the role of Chief Maritime Technical Advisor. Arthur has worked with MNZ since 1996, firstly as a Maritime Safety Inspector and then supporting the Safe Ship Management system. His new role, an exciting development

for MNZ, involves ensuring the quality and consistency of maritime technical advice across the organisation. He will also play a key role in ensuring that technological advances and international best practice in technical matters are, where appropriate, incorporated into MNZ practice.



Adele Whiterod

Principal Advisor Systems Thinking

Adele Whiterod has been appointed as Principal Advisor Systems Thinking. Adele has worked with MNZ since 1991, initially as Registrar of Ships. She managed the combined certification and ship registration team for several years, before

providing support to the MOSS implementation project. Adele's role will ensure that MNZ is undertaking its functions in an effective and efficient manner – focusing on innovation, continuous improvement and understanding service delivery within a regulatory context.



Liam Brennan

Senior Operations Advisor

Operations advisors, a relatively new innovation for MNZ, play a vital role in ‘translating’ rules or technical material into plain English guidance material, and making sure ‘clean’ processes and clear advice are provided.

As Senior Operations Advisor, Liam Brennan will ensure that the operations advisors (located within the Domestic Operations team and the Navigation, Environment and International Operations team) are providing consistent and clear advice.

Insurance certificates are changing

The provisions for certificates of insurance for New Zealand ships are changing, with amendments planned to the Maritime Transport Act 1994 (MTA) and Part 102 of the marine protection rules.

Currently, all ships over 400 gross tonnes (GT) entering or leaving a New Zealand port or New Zealand's exclusive economic zone have to be insured against liability for oil spill damage (with different requirements for tankers and non-tankers) and hold a domestic certificate of insurance issued by the Director of MNZ. However, countries that are signatories to the International Convention on Civil Liability for Bunker Oil Pollution Damage 2001 (Bunker Convention) require visiting ships of more than 1000GT to hold an international Bunker Convention certificate.

The international requirement for New Zealand ships visiting countries where the Bunker Convention is in force have not previously been covered by their domestic New Zealand certificate, and New Zealand has been unable to accept bunker certificates from foreign ships.

New Zealand is now a party to the Bunker Convention. Under the impending changes, New Zealand-registered foreign-going ships will be able to be issued with a bunker certificate in New Zealand that is accepted in other countries. The bunker certificates of foreign ships travelling to New Zealand will be recognised here.

New Zealand domestic law will allow for the issue of bunker certificates after amendments to the MTA and Marine Protection Rule Part 102 come into force on 1 October 2014.

Ships over 1000GT will be required to have a bunker certificate. The Director will issue these in the form required by the Bunker Convention and they will be recognised by other countries. Ships of 400–1000GT will not need a bunker certificate and will continue to be issued with a domestic certificate of insurance.

MNZ returns to New Plymouth

For the first time in five years, MNZ has a permanent presence in New Plymouth. The new office was officially opened on 1 August, with Michael Vredenburg appointed as a full-time maritime officer.



Maritime Officer Michael Vredenburg. Photo: Fairfax NZ

Opening the office, MNZ Director Keith Manch said the move reflected the significant role of the port and region in New Zealand's maritime sector. The previous office closed

in July 2009, following the retirement of the sole staff member.

"Port Taranaki is at the centre of New Zealand's offshore petroleum industry and is also a key import and export port," he said.

"MNZ's vision is for a safe, secure and clean maritime environment and it makes good sense to have a permanent maritime officer based in New Plymouth to help deliver on that vision in this area."

While based at Port Taranaki, new Maritime Officer Michael Vredenburg's focus will be the wider Taranaki region, ranging north up to Mokau and as far south as Whanganui, for both commercial and recreational water users.

Born in California and raised in Texas, Michael is a former US Marine and US Navy special warfare boat operator, has worked in the offshore oil industry in the Gulf of Mexico, and has experience as a commercial diver and ship's engineer. Most recently he was flag state inspector and port state control officer for the Marshall Islands.

Boat ramp safety on show

The 2014 boat ramp survey has an updated snapshot of safety practices at boat ramps around New Zealand. The results help to build a picture of how these practices are changing over time.

The annual survey is coordinated by MNZ and carried out in January and February by MNZ's safe boating advisors and maritime officers, New Zealand Search and Rescue, and regional council personnel. Surveyors engage with boaties at boat ramps or at sea and observe their boating practices.

This year, boat ramps from all 16 regional council areas were included in the survey, with a small number of the surveys carried out on the water.

MNZ Manager Education and Communications Pania Shingleton says, "Results from the survey allow us to get a good sense of what people are actually doing on their boats, rather than what they think they do or say they do.

"We are then able to target education and resources where they are most needed."

Overview of results from the 2014 survey:

- 2,077 vessels were surveyed in 2014 (down from 3,380 in 2013)
- 74% of vessels had all of the people on board wearing a lifejacket, compared with 66% of people in 2013
- a further 4% of vessels had some of the people on board wearing a lifejacket, compared with 1% of vessels in 2013
- 96% of vessels carried enough lifejackets or PFDs for all on board, compared with 99% in 2013 and 2012
- 68% of vessels carried a VHF radio (67% in 2013)
- 19% of vessels carried a distress beacon (12% in 2013)
- 90% of vessels carried a cellphone (89% in 2013), and 59% of those vessels had the cellphone sealed inside a plastic bag (53% in 2013)
- 53% of vessels carried flares (55% in 2013)
- 93% of vessel skippers checked the weather before setting out (92% in 2013).

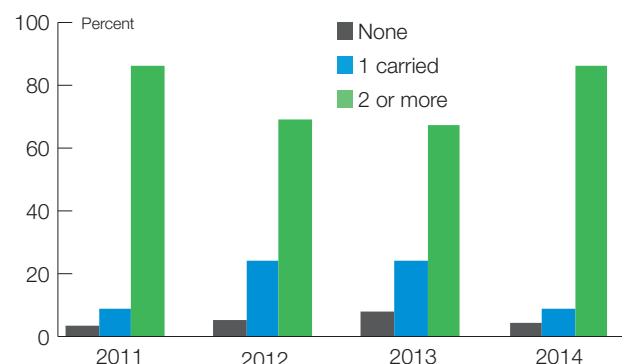
Help – can you call for it?

In 2014, more people were carrying two or more ways to call for help (86% of those surveyed, compared with 68% in 2013), with 9% of people carrying just one means of communicating distress. Only 5% of those surveyed were carrying no way to call for help (8% in 2013).

"It's great to see that people are getting on board with communication," says Pania. "We know that most people carry a cellphone, so we're asking all of those on board to

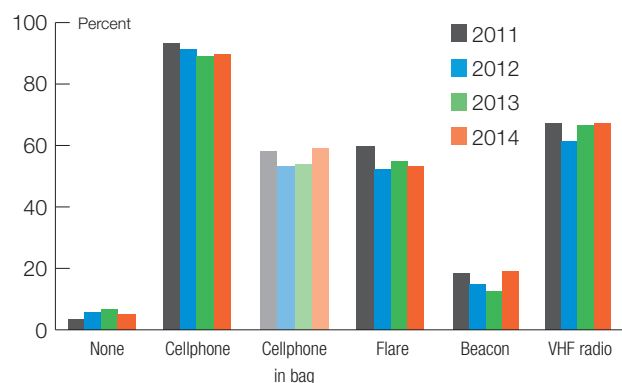
put their phone in a sealed plastic bag and carry it on them. Trouble at sea happens very quickly and there's usually not enough time to put on a lifejacket or retrieve a cellphone," she says.

Number of communication types carried



While the numbers of boaties carrying cellphones have been similar over the past few years, more people are sealing their cellphones inside a plastic bag (59% in 2014, compared with 54% in 2013) and more people are carrying distress beacons (19% in 2014, compared with 12% in 2013).

Communication types carried



MNZ encourages boaties to carry at least two waterproof ways to call for help. Boaties on powerboats were the most likely (92%) to do this, followed by people on jetskis (82%), yachts (76%), kayaks (70%) and inflatables (56%).

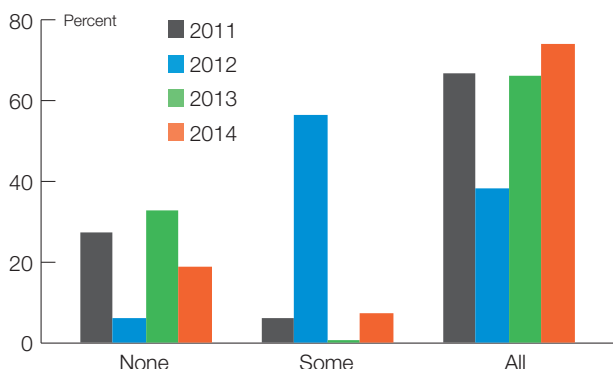
People on kayaks were least likely (26%) to carry a way to call for help, followed by those on yachts (22%), inflatables (17%) and jetskis (7%). "People on powerboats seem to be leading the pack when it comes to emergency communications, with most of them having two or more ways to call for help," says Pania.

Get on board with lifejackets

Lifejacket carriage on vessels remains high, with only a small percentage (4%) not having enough for all those on board.

Almost three-quarters (74%) of all vessels surveyed had all of the people on board wearing a lifejacket, compared with 66% of people in 2013 and 38% of people in 2012. In 2014, 79% of vessels had all children (those aged under 15 years) on board wearing a lifejacket.

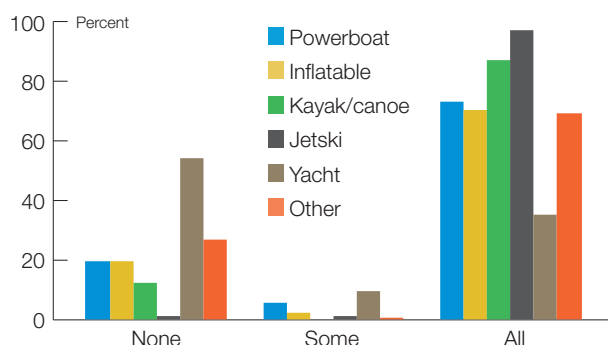
Lifejacket wearing



Pania notes that when lifejackets are being worn, it's generally all on board who are wearing them, not just some. "Skippers who role-model and promote lifejacket wearing should be congratulated," she says. "Ultimately it's skippers who are responsible for the safety of everyone on board and it's great to see them stepping up."

It is a legal requirement to carry enough lifejackets of the right size and type for all on board, and it's the skipper's 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. MNZ recommends that lifejackets are worn at all times on smaller vessels.

Adult lifejacket wearing by vessel type, 2014



Jetskis were most likely (97%) to have all adults on board wearing a lifejacket, followed by those on kayaks (87%), powerboats (73%) and inflatables (71%). Yachts were least likely (36%) to have all adults on board wearing a lifejacket.

Powerboats were most likely (91%) to have all children on board wearing a lifejacket, followed by jetskis (88%) and kayaks/canoes (75%). Children on board yachts were the least likely (64%) to be wearing a lifejacket.

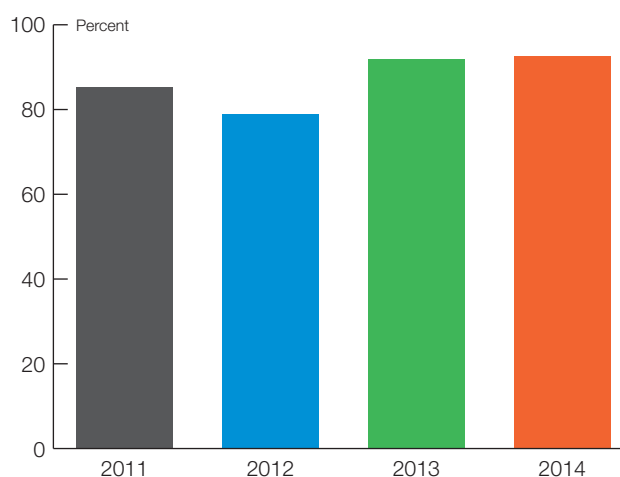
Check the marine weather – if in doubt, don't go out

The number of skippers checking the weather before departure increased slightly in 2014, up from 92% to 93% (79% in 2012).

Pania says there's no longer any excuse for not checking the weather before setting out. "It's easier than ever to check the local marine weather using MetService's Marine app, which provides marine weather for your region directly to your smartphone," she says.


You can also use VHF radio channels and local and national radio to check the marine weather.

Weather checked before departure




More information about lifejackets, communications and weather is available on the MNZ website: maritimenz.govt.nz


BOAT SAFETY




Wear your lifejacket



Take two forms of waterproof communication equipment



Check the marine weather forecast



Avoid alcohol

MNZ teams up

MNZ is leading the development of a New Zealand recreational boating strategy that may prompt changes across boating safety and lifejacket policy, education, compliance and regulation.

Education and Communications manager Pania Shingleton says the strategy will be developed in collaboration with the sector to ensure that boaties are safer on the water.

By working with the National Pleasure Boat Safety Forum, MNZ aims to reduce the number of recreational boating injuries and fatalities, and also to promote safer boating behaviours. The Forum represents a cross-section of local government, harbourmasters, water safety and boating organisations and the maritime industry.

The strategy development is just one of the recommendations of an independent review of the 2007 Boating Safety Strategy that MNZ and the Forum are progressing.

"We will also be taking a fresh look at how to make the communications we produce more effective," says Pania. "This includes our joint safety messages, websites and publications such as *Safe Boating: An Essential Guide*".

MNZ is also aiming to deliver safety messages to more boaties by contributing to Waikato Regional Council's MarineMate mobile app – which at last count had

17,000 downloads – and a new MetService Marine weather app that has had 32,000 downloads.

MarineMate is a multi-agency development with funding from MNZ, Water Safety NZ, Land Information NZ, ACC and 17 regional councils. It offers tide timetables, navigational safety updates and maritime bylaws for each region.

The range and variety of information means boaties can be confident they are accessing accurate information for their area – "so they can make the right choices on the water, no matter where they are," says Pania.

"The future lies in using new technology smarter so we can reach our audience wherever they are, rather than them having to read a pamphlet," she says.

MNZ has also increased its presence on YouTube by providing support (alongside ACC and Coastguard) for the production of five new crossing-the-bar clips developed by Waikato and Bay of Plenty regional councils. As well as a general bar crossing clip, others highlight the dangers of crossing the bar at Raglan, Tairua, Bowentown and Kaituna (Maketu). They can be viewed on YouTube at **boatsafetyinnz** or **CommercialVesselsnz**.

Smartphone apps for safer boating

Heading out on the water? Use these free smartphone apps to get the latest weather and boating information.

The **MarineMate** mobile app has local boating bylaws and information for most New Zealand regions, and features:

- boat ramp locations
- tide information
- local area notices
- regional bylaws about lifejacket wearing and communications
- boating safety information
- speed limits
- towing access lanes
- mooring zones
- New Zealand fishing rules.

Tap in your location, and the app will identify nearby areas of interest.

The MetService Marine and MarineMate apps are available free from Google play and App Store. Both apps feature MNZ's "Lifejackets for Life" advertising.



Check marine forecasts from your phone with the **MetService Marine** app, featuring:

- forecasts for all New Zealand coastal and recreational marine areas
- severe weather information
- local tide information plus sunrise and sunset times
- boating safety information
- live regional rain radar and three-day rain forecasts
- Tasman Sea-New Zealand area surface pressure charts.

You can set a default location to access the information most relevant to you, as well as setting favourites for your most-used forecast and tide locations and uploading your own boating photos for each location.





RCCNZ marks 10-year anniversary – a decade of saving lives

It's an anniversary that deserves to be celebrated by at least 20,000 people – all those on the receiving end of efforts by the Rescue Coordination Centre New Zealand (RCCNZ) during its 10 years of operation.

RCCNZ has dealt with 10,000 incidents over the past decade, and Operations Manager John Seward says the safety of more than 20,000 people involved with those incidents was at risk. About 3,500 people are estimated to have been plucked from life-or-death situations.*

The centre was established as part of MNZ in 2004. Ten of the original 14 staff are still with the now 22-strong team.

* This covers people whose lives were saved, rescued or assisted.

"That is a remarkably stable workforce," says John, "and it reflects the passion and commitment of those doing the job."

RCCNZ operates around the clock, with search and rescue officers (SAROs) currently managing up to 800 incidents and coordinating 300 air, land and sea operations each year.

New Zealand's search and rescue (SAR) region extends 30 million square kilometres, from about 500km south of



Search and rescue officers coordinating an operation at the RCCNZ headquarters in Lower Hutt.



When the Talley's fishing vessel **Amaltal Columbia** reported a fire on board, RCCNZ directed the fishing vessel **Ivan Golubets** to the stricken vessel off the Canterbury coast. An RNZAF P3 Orion, which was already in the area, took up a position above the **Amaltal Columbia** shortly after the mayday call, and a helicopter from Christchurch was tasked to assist with any urgent evacuations. Lifeboats were used to transfer 39 of the 43 crew to the **Ivan Golubets** (at top), with the affected hold sealed to starve the fire of oxygen. The **Amaltal Columbia** continued steaming and reached safety at Lyttelton.

the equator down to the South Pole, and from halfway between New Zealand and Australia to about halfway between New Zealand and South America. Operations can range from searches for Kiribati fishermen to responses to beacon alerts in Antarctica to provision of medical services and medical evacuations.

There are big success stories as well as, inevitably, equally high-profile tragedies and some frustrations.

Within one week in July, RCCNZ made headlines coordinating a rescue of three people from their sinking yacht **Django** north of North Cape – picked up by the Royal New Zealand Navy patrol vessel HMNZS **Otago** – and the rescue of solo trans-Tasman kayaker Scott Donaldson, who was winched to safety 83km off the Taranaki coast.

Those rescues were all over in a matter of hours, but RCCNZ operations are not always so straightforward. In 2012, a couple aboard the yacht **Windigo** spent a fearful night after their vessel rolled in battering seas between New Zealand and Tonga. RCCNZ arranged for an RNZAF P3 Orion to fly to the scene, 1,260km north-east of New Zealand.

The Orion located the vessel at about 1am and was able to establish radio contact, but a rescue was still hours away. RCCNZ then directed the container ship **Chengtu**, en route to Los Angeles, to the yacht. It arrived in daylight after a voyage of 15 hours and, thanks to some superb seamanship, was able to pick up the couple from their disabled yacht.

Not all searches end well. An intensive three-week search last year for the American classic yacht **Nina**, which vanished after departing New Zealand for Australia, failed to find any trace of the vessel or its seven crew members.

"It is always enormously disappointing and sad when we are unable to successfully conclude a search with a rescue," John says. "That is something all staff feel deeply."

Some other SAR operations have had unexpected outcomes. In 2010, South African man Paul van Rensburg was reported overdue while sailing between Tauranga and Gisborne on his 11m yacht **Tafadzwa** with his dog, Juanita. Intensive searching continued for a number of days, without success. Ten days after the search was suspended, an RNZAF P3 Orion sighted the yacht about 60 nautical miles (110km) west of the Chatham Islands. RCCNZ diverted the nearest fishing vessel to the yacht, but only the dog was found on board, still alive.



The yacht **Tafadzwa**, sails shredded, was spotted near the Chatham Islands after going missing on a voyage between Tauranga and Gisborne. An intensive search of 328,000 square kilometres failed to locate the vessel, but it was spotted hundreds of kilometres away several weeks after the search was suspended. There was no sign of skipper Paul van Rensburg, but his dog Juanita was found alive in the yacht's cockpit.

Occasionally there is a miracle. One of these was the rescue in 2010 of three Tokelauan boys, who were presumed drowned after going missing from Atafu Atoll. An extensive aerial and on-water search, assisted by RCCNZ, had been called off when, out of the blue, a Sanford fishing vessel found them alive 700 nautical miles from home, 50 days after setting out in a small runabout.

There are also many rewarding experiences, such as a visit to RCCNZ by Auckland skipper Dr Charles Bradfield, who wanted to show his gratitude to the team who coordinated the rescue of his family, including six children, after their yacht lost its mast in a storm north of North Cape in 2009.

RCCNZ also responds to many beacon alerts on land each year. Tracking down an activated beacon's location may be only the first step in a rescue that then involves helicopter crews finding people who are almost invisible in mountainous or bushy terrain.

One of the most extensive air searches over land was for the helicopter ZKHTF, carrying multi-millionaire businessman Michael Erceg, which went missing on a flight from Auckland to Queenstown in 2005. About 20 helicopters were involved at the height of the five-and-a-half-day search, which covered about 20,000 kilometres before being suspended. The wreckage was found two weeks later when a helicopter pilot followed up a hunch, with the help of RCCNZ, and carried out a further search.

Also land-based but a long way from home was the search for a Canadian aircraft after a beacon alert in Antarctica last year. Bad weather and local conditions made for a challenging operation, which attracted considerable international attention. Sadly, four days after the plane went missing, its wreckage was found with no survivors.

All up, about 6,000 of the incidents handled by RCCNZ have involved responding to beacon alerts. John says changes in technology and practices over the past 10 years have led to a big decline in the number of false alerts.

"Another major improvement has been a huge increase in the number of 406MHz distress beacons registered with RCCNZ – 46,000 today, compared with just 2,000 a decade ago," John says.

"The 406MHz frequency has less interference, and the latest beacon models transmit location information more accurately, which means earlier and better situational awareness and vastly increases the chances of a successful rescue."

RCCNZ works closely with the other national coordinating authority, the New Zealand Police, as well as with defence forces, aviation, marine and land search and rescue services (such as rescue helicopter teams and mountaineering volunteers). It also works with the Airways Corporation

New Zealand, which provides air traffic services, and the Maritime Operations Centre, which monitors marine radio traffic.

While modern beacons and distress calls via Marine Radio help to pinpoint the location of those needing help, RCCNZ says people still need to make sure information is available to help SAROs plan a successful rescue strategy.

"Carrying safety equipment such as a registered beacon, VHF radio, flares and a satellite phone is vitally important," says John. "But yachties, trampers and others planning trips can also greatly assist us by telling their registered 'contact' person, family members or flatmates where they are going, what their plans are and how many are in their party."



Setting off a beacon is only the start of a successful rescue operation. Searchers still have to spot the person in distress – and in New Zealand terrain that is not always easy. This trumper (in the crevice in the centre of this shot) was two days into a seven-day tramp on the Dusky Track in the South Island when he strayed off main track and became bluffed – although uninjured, he was unable to move up or down. It took some skilful spotting by the rescue helicopter crew to locate him.