

SafeSEAS CleanSEAS

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Duncan Garner gets 'rescued' – Safer Boating Week

Full story and photos on **pages 03 – 05** ▶

**SafeSEAS
CleanSEAS**
COMBINED ISSUE
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SafeSEAS CleanSEAS

Keith Manch on
Wellington's waterfront.

Welcome to the final edition of Safe Seas Clean Seas and *LOOKOUT!* for 2015.

I'd like to thank our Safer Boating Forum partners and the media for making the second annual Safer Boating Week in October a resounding success.

The mixture of fun and serious events attracted nationwide attention, spreading those all-important safety messages before the Labour Weekend start to the recreational boating season – like 'Prep, Check, Know' ... Prep your boat, check your gear, know the rules.

Duncan Garner from TV3's Story got first-hand experience, 'falling overboard' in the middle of Auckland harbour, to show viewers the cold, hard reality when an emergency happens at sea. He quickly realised the need to wear a lifejacket and take two forms of communication when boating. You can see how he fared on page 5.

Every year the Rescue Coordination Centre of New Zealand responds to around 950 serious incidents, saving many lives; including that of Dunedin solo-tramper Warwick Ross, who shares his story on page 12.

Warwick alerted RCCNZ to his plight by setting off his personal locator beacon. The task of RCCNZ in responding to distress beacons, and sending rescuers to the correct location, is about to be made easier and more precise with the new search and rescue satellite receiving system being constructed in Western Australia and New Zealand, between Taupo and Rotorua. This new generation of medium Earth orbit search and rescue (MEOSAR) satellites will initially triple the number of satellites orbiting – with even more to come – ensuring several will be in view at all times from anywhere in the world. The existing 54,000 registered beacons in New Zealand will not be affected by the changeover. Read more about this project on pages 8–9.

This year the theme for September's World Maritime Day was NZ Careers at Sea. Maritime NZ joined forces with Careers NZ, industry members, training providers, and college careers advisers, to promote training, and encourage young people to consider a career in the maritime sector. Again I would like to thank all those who took part in the campaign – including the many mariners and people working in land-based roles who posted images of their life at work on our photowall: #NZcareersatsea.

In this *LOOKOUT!* we have detailed accounts of a bulk carrier grounding, and the stability problems of a fishing trawler and its massive catch that resulted in loss of life. In *LOOKOUT!* we aim to share lessons learnt – they are real stories about commercial and recreational accidents and hazards, from around our shores and seas.

It is to safeguard the welfare of crew on Foreign Chartered Vessels that the New Zealand Government now requires the 19 FCVs operating in our EEZ to reflag by May next year. This will bring them under New Zealand's high standards of safety and workplace conditions. A Memorandum of Cooperation with Japan (page 6) signals real progress in making this happen, with the first of five Japanese vessels recently reflagged.

The 2015 year has been a productive one for Maritime NZ, with the bedding in of the Maritime Operator Safety System (MOSS) for commercial operators, and considerable work underway on the new Seafarers Certification (SeaCert) system for mariners. I urge operators and seafarers to regularly check our website for updates on each of these; and wish you all a safe holiday season on and off the water.

Keith Manch

Director of Maritime New Zealand

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MARITIME NEW ZEALAND
LEVEL 11, 1 GREY STREET
PO BOX 25620, WELLINGTON 6146
NEW ZEALAND

TELEPHONE +64 4 473 0111
FACSIMILE +64 4 494 1263
MARITIMENZ.GOV.T.NZ

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

New Zealand Government



Safer Boating Week attracts national attention

Maritime leaders jumped off Wellington's wharf, Duncan Garner was rescued by helicopter from Auckland harbour, and boaties gave 10,000 new waterproof cellphone bags a test run – all part of Safer Boating Week, 16–23 October.

Safer Boating Forum members banded together to push recreational boating safety messages out through social media and via a range of fun and dramatic events that attracted wide-spread coverage on television, radio and in newspapers.

TV3 Story anchor Duncan Garner gamely 'fell overboard' from a Police inflatable in Auckland harbour, and told viewers it was a scary experience to feel the current quickly separating him from the vessel.

"Imagine having no lifejacket and no ability to call for help, in cold water ... you'd be toast," he said, after being winched aboard the Inflite Rescue Helicopter.

Rescue Coordination Centre of New Zealand manager Mike Hill agreed boaties need to prepare before heading out: "Our construction workers wear pink 'high-vis' vests on site, but we struggle to get men to wear their lifejackets out on the water". More than 90 percent of people who die while recreational boating are men aged between 30 and 60.

Maritime NZ director Keith Manch led wharf jumpers from a wide-range of organisations – including Water Safety NZ, regional councils, NZSAR, Ambulance and Police – in launching the week with a resounding splash. The 27 jumpers represented the number of lives lost in recreational boating accidents last year – two-thirds of whom would likely have been saved if they had been wearing a lifejacket.

"Bag Your Cell" was a further key message of this year's campaign, with Maritime NZ distributing 10,000 Safer Boating branded cellphone bags through events and new skipper courses. The aim is to remind boaties to take two forms of waterproof communications when they go out on the water.

Around the regions, Forum members dressed iconic statues in lifejackets; joined forces for boat ramp checks; and encouraged people to wear lifejackets to work – as a visual reminder of the need to Prep, Check, Know for the Labour Weekend start to the recreational boating season.



Maritime NZ Director Keith Manch, in the foreground, and Education and Communications Manager Pania Shingleton, middle, take the plunge with other water safety leaders in a wharf jump to mark the start of Safer Boating Week October 16–23.



Waikato Regional Council harbourmaster Richard Barnett promotes the use of lifejackets and waterproof cellphone bags, with the help of Hamilton's iconic Riff Raff – a character from the Rocky Horror Picture Show movie, whose creator Richard O'Brien lived in Hamilton and starred in the butler role.

Journalist and presenter Duncan Garner, from TV3's Story, gets some home truths about boaties needing to wear their lifejackets from Rescue Coordination Centre of New Zealand manager Mike Hill.

SaferTM Boating

- **Prep your boat** – get your boat serviced, replace fuel, check batteries, give your boat a really good once-over.
- **Check your gear** – make sure life jackets are in good working order and fit well, check gas cannisters on inflatable lifejackets and expiry dates on distress beacons and flares, check batteries, and make sure you have two reliable ways to call for help that are waterproof.
- **Know the rules** – as well as knowing the rules of the road on water, check the bylaws for the region you are in – on regional council websites or via the MarineMate app.

Safer Boating Week launches the annual summer recreational boating campaign which runs through until the end of February.

* Facebook “**Safer Boating NZ**”

* Website: **www.saferboating.org.nz**



Duncan Garner goes overboard



TV3 presenter Duncan Garner takes a dive in Auckland's harbour, and waits anxiously for the Inflite Rescue Helicopter crew to pick him up.





The Director-General of Japan's Maritime Bureau, Hiroaki Sakashita (seated), with members of the Japanese delegation that developed the Memorandum of Cooperation, from left: Kazuyoshi Uemura (Special Assistant to the Director Seafarer License and Education Division), Captain Hisashi Uyama (Deputy Director Seafarers License and Education Division); and delegation leader Tomoyasu Izaki, Director for International Affairs, Seafarers Policy Division.

First Japanese FCV reflagged

A Memorandum of Cooperation with Japan's Maritime Bureau has paved the way for the first reflagging of a Japanese foreign chartered fishing vessel (FCV).

The 68 metre trawler ***Tomi Maru no 87*** is the fourth vessel to be reflagged, of the 19 FCVs operating off the coast of New Zealand, and the first of five Japanese vessels.

FCVs have operated in the New Zealand's Exclusive Economic Zone since the 1980s. Government legislation now requires FCVs be reflagged by 1 May, 2016 – to bring them under the same high New Zealand standards of safety, workplace conditions and fisheries legislation that other New Zealand fishing vessels are subject to.

Maritime NZ General Manager Maritime Standards, Sharyn Forsyth, says "the development of the Memorandum, and reflagging of the first Japanese vessel, are significant achievements – and show the strong commitment by both nations to meeting the New Zealand standards".

It is hoped similar agreements can be developed with Korea and the Ukraine – countries which each have FCVs operating permanently in New Zealand waters. To date one vessel each, flagged to Japan, the Ukraine, the Dominican Republic, and St Vincent and the Grenadines, have reflagged to New Zealand.

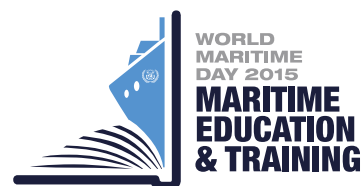
Mrs Forsyth says a delegation from the Maritime Bureau, of Japan's Ministry of Land Infrastructure, Transport and Tourism, worked closely with Maritime NZ to develop a structure for Japanese crew to have their qualifications recognised under the New Zealand seafarer certification framework, SeaCert.

To monitor compliance with New Zealand laws, Maritime Officers will inspect all FCVs after they have reflagged to New Zealand. Maritime NZ will also collect and analyse information gathered by fisheries observers, from the Ministry of Primary Industries, about working and living conditions when the vessels are operating at sea.



World Maritime Day

Promoting careers at sea



Worldwide shortages of more than 42,500 officers, expected by 2019, have prompted New Zealand's maritime industry and Maritime NZ to join up for the first time to encourage young people to train for careers at sea.

World Maritime Day in September was marked by a #NZCareersatsea campaign, including a photowall showcasing the wide variety of roles at sea and on-shore. College careers advisers were invited on ships' visits, and heard from Transport Minister Simon Bridges and speakers from the country's maritime schools – at a function attended by around 100 people from the maritime and education sectors.

Maritime NZ's Director, Keith Manch, says it is a good time to start a maritime career, with the large shortfall in ship officers, competitive salaries, and more than 90 percent of the world's goods being transported by sea.

"Our #NZcareersatsea promotion aims at mobilising mariners to show off their work and environment – and encourage young people to see that maritime careers are exciting and well paid," Mr Manch says.

"Our country's training is internationally recognised and well-regarded by employers all over the world. It gives young men and women great opportunities for local, national and international careers."



Guest speakers Paul Harper, the Executive Dean of the NZ Maritime School, (part of the Manukau Institute of Technology), and Captain Katherine Walker, the Manager of the International Maritime Institute of New Zealand (part of the Nelson Marlborough Institute of Technology), with Transport Minister Simon Bridges, at the function for World Maritime Day.

SeaCert[™] Transition Project

Seafarer Certification

Seafarers transitioning into SeaCert over the next few months are urged to regularly check the Maritime NZ website – and to register their details if they hold older and legacy certificates.

Maritime NZ will provide updates as it looks at ways to ease the transition process and remove unnecessary costs for seafarers, with the introduction of the new Seafarer

Certification (SeaCert) system. To check how you are affected go to **www.maritimenz.govt.nz/legacy**

Otherwise, you can register with Maritime NZ in the following ways:

- e-mail: **legacy@maritimenz.govt.nz**
- phone: call Julieann on **(04) 494 1559** or
- **Visit your local Maritime NZ office and talk to a Maritime Officer.**

New satellite station boosts search and rescue capability

Construction has been completed on a new search and rescue satellite receiving station between Taupo and Rotorua – built as part of a joint project by Maritime NZ and the Australian Maritime Safety Authority (AMSA).

The site, together with a similar receiving station in Western Australia, has been constructed ahead of the introduction of a new generation of medium-Earth orbit search and rescue (MEOSAR) satellites.

MEOSAR satellites (orbiting at around 20,000 km above the Earth) are replacing the current low-Earth orbit (LEOSAR) satellites (orbiting at between 800–1000 km), which are being phased out over the next four years.

The MEOSAR system will begin operation in 2017, and will significantly boost search and rescue (SAR) capability in the NZ and Australian SAR regions, which together stretch north to the Equator and south to the South Pole, east to half way across the Pacific, and west half way across the Indian Ocean.

US company McMurdo is carrying out the work in New Zealand and Australia. The New Zealand contract, managed by Maritime NZ, is made up of \$7.2m for construction of the receiving station and \$5.5m in operating costs over the next 11 years.

The two sites will undergo rigorous testing before the MEOSAR system is officially brought online in late 2017 by COSPAS SARSAT, the international coordinating body for global search and rescue.

An aerial view of the completed receiving station, near Reporoa, between Taupo and Rotorua.





Rescue Coordination Centre of New Zealand manager Mike Hill and Maritime NZ director Keith Manch showcase emergency distress beacons, or locator beacons – the new MEOSAR system will more than treble the number of satellites receiving signals from beacons.

The six satellite dishes at the new site are covered by domes to protect them from the elements and are designed to be as visually unobtrusive as possible. The receiving station is expected to be officially commissioned in mid-2016.

There are currently 18 MEOSAR satellites operating, compared with five LEOSAR satellites. This means beacon signals will be received more quickly and beacon locations identified with greater accuracy. This will further improve over the next five years as the number of MEOSAR satellites is expected to increase to more than 50, ensuring several satellites will be in view at all times from anywhere on Earth.

Once operational, signals received by the new site will be sent to a new mission control centre in Canberra, which will pass them to the appropriate rescue coordination centre. If a beacon is activated in the NZ SAR region, these alerts will go to the RCCNZ in Avalon, in the Hutt Valley, Wellington.

The coverage from the sites in New Zealand and Australia will provide overlapping coverage of both search and rescue regions.

“This is a truly a joint system for New Zealand and Australia – and a key part of the global COSPAS SARSAT system,” Maritime NZ Director Keith Manch says.

“Our two countries are responsible for a huge section of the earth when it comes to search and rescue, and without our joint contribution there would be a significant gap in the network. Beacons can take the ‘search’ out of search and rescue, and the MEOSAR system will dramatically increase the global SAR capability.

“Emergency distress beacons are key equipment for anyone operating at sea, on land and in the air – whether commercially or recreationally – but they can’t operate without sites like this.”

Existing beacons, of which there are 54,000 registered in New Zealand, will not be affected by the change in satellites.

The RCCNZ, part of Maritime NZ, responds to around 550 beacon alerts each year.

Milestone in drive for ship-

New Zealand is celebrating a significant victory at the International Maritime Organization in London.

After more than eight years' work, member states have agreed there is a need for an amendment to the Safety of Life at Sea (SOLAS) Convention covering onboard lifting appliances – cranes, loose gear and winches.

A recent meeting of the Maritime Safety Committee saw a majority of member states in favour of amending the SOLAS convention to include requirements for lifting equipment, a proposal led by Maritime New Zealand delegates.

A SOLAS regulation will be developed around the design, construction and installation of onboard lifting appliances. In addition, this type of equipment will be maintained in accordance with guidelines that will also be developed to cover design, fabrication and construction;

onboard procedures for routine inspection, maintenance and operation of lifting appliances and winches; and familiarisation of ship's crew and shore-based personnel.

While New Zealand law currently addresses standards for lifting gear and enables action when a problem occurs in relation to foreign ships operating in New Zealand ports, the changes to SOLAS will lift standards internationally. This will work to prevent vessels arriving at New Zealand ports with inadequate lifting equipment, and strengthen Maritime NZ's ability to deal with problems through Port State control mechanisms.

Maritime NZ staff have been striving since 2007 to get this work started after recording 334 incidents at New Zealand ports on foreign-flagged vessels between 2000 and 2007, of which 64 involved ships' lifting appliances. Eighteen of these incidents involved serious injury.

CASE STUDY

Near miss from falling crane

The dislodging of the primary drive gear is considered to have been the cause of this deck crane collapsing on to an Australian wharf about a decade ago, crushing a stores truck and causing minor head injuries and bruising to the nearby driver. The hook block narrowly missed the Chief Officer and two crew, who were organising loads from the wharf.

Accidents such as this one are the reason New Zealand co-sponsored a proposal to add a work programme item to the International Maritime Organization agenda to develop requirements for construction and installation of onboard lifting appliances. A Safety of Life at Sea (SOLAS) Convention regulation is to be developed around the design, construction and installation of onboard lifting appliances.

This 25-tonne capacity crane on a foreign-flagged ship was standing free, waiting while the pallet sling, with a two-tonne load, was being prepared to be attached to the crane hook.

When the crane's luffing drum electric motor was removed in Dubai a couple of months earlier, to replace burnt-out motor windings, it is possible the drive shaft was knocked or pushed inwards while the repaired motor was being put back into place.

The Australian Maritime Safety Authority said the force may have been sufficient to dislocate the retaining arrangement on the drive shaft – probably some form of locking ring – which eventually resulted in the lateral movement of the drive shaft, and the collapse of the main structure, the jib.

The crane itself was barely damaged in the accident, but further use was prohibited until all of the components of the gear box had been thoroughly examined and the crane had been load tested as required. The jib was later restored on the ship deck with the help of a mobile crane.



-based crane safety

Concerns about lifting gear on foreign-flagged vessels prompted a focused inspection campaign and the results were presented in 2007 to the IMO's Maritime Safety Committee which instructed New Zealand to submit a request for a new work programme item.

In 2011, New Zealand successfully co-sponsored a proposal to add a work programme item to the IMO agenda to develop requirements for construction and installation of onboard lifting appliances.

Successful lobbying of members states on the issue by Maritime NZ resulted in the recent outcome.

"This is a tribute to the commitment of Maritime NZ staff who identified a significant safety issue that required attention and persevered until it was agreed that SOLAS should be amended," Maritime NZ Director Keith Manch said.

"The work will not be complete until an amendment to the SOLAS convention that covers lifting equipment is adopted, but this is a significant milestone. I am confident this work will make the industry safer at ports all over the world.

"Failure of ship cargo handling appliances puts stevedores at risk, as well as the crew of foreign ships handling cargoes in NZ ports. New Zealand imports and exports are also at significant risk of damage due to lifting appliance failure, and this work will help reduce that risk.

"It is likely to take several years to finalise the changes to SOLAS, but we have made a significant step in the right direction."

Since January 2013, seven incidents involving lifting equipment have occurred in New Zealand ports, with one resulting in a significant injury to a ship's crew member.



The driver of this goods delivery truck was fortunate to escape with only minor head injuries when the jib of this ship-based crane collapsed.

Photos: Courtesy of the Australian Maritime Safety Authority.



John Lambeth of Southern Lakes Helicopters assists Warwick across Paulin Creek.
Photos: Courtesy of Southern Lakes Helicopters.



PLB ‘so small but so important’

A long-term plan to tramp the Pyke River Track in Southland turned into a sodden and dangerous journey for a Dunedin man, picked up by Southern Lakes Helicopters in mid-August in a rescue organised by Maritime NZ’s Rescue Coordination Centre New Zealand.

An experienced solo trumper, Warwick Ross is replacing his tent and plans to take a survival blanket with him next time to help reduce heat loss. But one item he was very thankful to have strapped to his belt was a personal locator beacon – which he describes as “so small but so important”.

Winter on the west of the South Island’s main divide is often the driest time of year, so Warwick planned his low altitude walk for when the days were beginning to lengthen, but before the spring thaw swelled rivers and creeks.

Preparation is key, he says, but sometimes conditions don’t work out as planned.

In the first two days’ trek to Olivine Hut, Warwick waded in waist-deep water around the edge of Lake Alabaster, crossed creeks higher than expected, and fell backwards into the Black Swamp. His pack was heavier than he was used to, with a tent and 12 days’ provisions, as he planned to carry on to Hollyford Track. Warwick was muddy, cold and fatigued by the time he reached the hut – where dry wood and a fire helped improve his prospects for the next day.

However, after using the cableway over the Olivine River, he had to cross several more rivers and navigate around Lake Wilmot. Flooding had washed away part of the route which made progress difficult.

After crossing the Pyke River, Warwick found a sign pointing to Big Bay, three hours’ walk away. Anticipating an easy leg

in the morning, he prepared to make camp for the night. But it had started raining, and Warwick did not realise the plastic bag his tent was in, strapped to the outside of his pack, was ripped and the tent soggy. The wind blew onto the end of the tent once pitched, pushing rain between the inner tent and the fly.

After a wet night, Warwick packed up in the rain, but soon realised, after crossing another swollen stream, that he was suffering from hypothermia. Warwick had ended up in a spot where he felt he could not go back or forward due to rising water. After some consideration, he pulled the PLB off his belt and pressed the button.

Warwick says: “I felt a little better, having done something positive to deal with my situation. It was also a bit anti-climactic.” Once he was safely in the helicopter, Warwick contemplated the small yellow beacon that may have saved his life.

Apart from changes of equipment, Warwick says he would not plan much differently another time. He accepts that if he had been tramping with others there may have been more dry gear between the group, and crossing the rivers may have been easier. However, Warwick says he hikes alone so he can go at his own pace and not be concerned about holding up others, or pushing the pace too much for slower trampers.

“Knowing I am alone tends to sharpen my focus and lift all my skills into play. I do not think there is a problem with hiking solo, as long as appropriate preparations are made, and alternative plans are considered as part of that.”

He reminds other hikers that ensuring that you carry a properly registered and serviced PLB, close to your person, is essential to that safe preparation.

Warwick thanks the RCCNZ and Southern Lakes Helicopters for coming to his aid.

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Mike Slater
DOC Deputy Director-General
of Operations

Maritime NZ General Manager of
Maritime Standards, Sharyn Forsyth,
with Department of Conservation Kapiti-
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For MOSS guidance and info, go to
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“MOSS is well needed” – Encounter Kaikoura

The Maritime Operator Safety System (MOSS) is “well needed” for the commercial maritime industry, says Encounter Kaikoura co-owner Ian Bradshaw.

Ian and his partners in the ‘swim with the dolphins’ business have recently made the full transition from the former Safe Ship Management system into MOSS.

His experience is that MOSS is a more thorough system, which he says was definitely needed when introduced last year – to help ensure an improvement in safety practices across the commercial maritime sector.

“MOSS really makes you think about all aspects of your safety system; and implementing it.”

The purpose of MOSS is for operators to plan and implement rigorous safety systems themselves – understanding the process every step of the way and ensuring it is put into practice.

Encounter Kaikoura employs 55 staff and has three vessels – a 13.5 metre catamaran and two Stabicraft at 13.5 and 11 metres – which each do three trips a day. In peak season it is a seven-day-a-week enterprise, catering for around 160 visitors daily.

Ian and his partners are local-born operators, who take pride in offering a rounded eco-tourism experience to their patrons. The dolphin swim tours impart an awareness and appreciation of the dusky dolphin, its characteristics and behavioural patterns; along with providing an understanding of the unique undersea features that are pivotal to the existence of prolific marine life off the Kaikoura Coast.

Ian says the nature of their business, in catering for large numbers of clients, means that he and his Encounter Kaikoura team were already very safety focused – with detailed systems in place that were regularly tested.

“There was nothing new in MOSS that we were not already doing. All our processes were already tailored to fit into MOSS – which no doubt aided the smooth transition.”

One part of the MOSS process was particularly helpful in finalising Encounter Kaikoura’s Maritime Transport Operator Plan (MTO) and applying for their MTOC (certificate). Ian received a comprehensive email following a desk-top assessment by a non-local maritime officer, and found that “extremely useful” in making the final enhancements to their safety plan.

This was followed by a site visit, with the local maritime officer interviewing all the partners to check their understanding of the safety system.

It’s important to remember, says Ian, that “maritime officers want to know that operators understand their own systems, and are implementing them”.

He advises operators to be wary of using consultants to re-work existing material for their MOSS application, but then not actually understanding themselves what their safety system is supposed to encompass. They are likely to be found out during the site visit stage, and “put through the ringer”.

While the new system is a worthy change, Ian says MOSS does not present any great surprises: “Initially it might all be a bit intimidating, but once you make a start there are no real major changes other than it is more thorough and a bit more formalised.”

MOSS adds up for Legacy Fishing

Starting early and putting in the time paid off for Picton couple Nadine and Graham Taylor of Legacy Fishing Ltd, now proud owners of a MOSS Maritime Transport Operator Certificate (MTOC).

Operations Manager Nadine started the application six months before the company was due to enter MOSS and estimates that in total over that period she spent around 80 hours on the process.

Total costs were in the order of \$3000. This was made up of the \$540 application fee and less than \$2000 for the desktop review and site visit. Additionally there was a surveyor fee covering approval of the 10-year survey plan for Legacy's single vessel, the 12m **Fugitive**. This plan closely reflected the past survey plan, Nadine says.

Because the **Fugitive** had a current survey certificate, there was no requirement to re-survey the vessel before entering MOSS, but Nadine does not expect any significant changes to survey costs in future as a result of MOSS, beyond the usual cost of living increases.

The Taylors have been in the crayfish business since 1994, operating the **Fugitive** out of Port Underwood with a fulltime crewman, fishing out into Cook Strait.

Nadine, who put the couple's MTOC together, admits they were "weren't thrilled" when MOSS was introduced.

"We felt SSM was working for us, but yes, it was a more passive system. When MOSS came along we knew we had to get it done, wanted to find out how to get it done, and wanted to do it ourselves," she says.

She spoke to the only Picton operator in MOSS at the time to get an idea of what was required, and then downloaded the template off the Maritime NZ website, though she says: "I really found that to be just a set of headings".

"Then I went to our SSM manual and compared it to the headings to identify gaps in the manual – of which there were a lot."



Nadine worked steadily through adding or expanding procedures for such diverse subjects as trip reporting, transportation of cargo and deploying the emergency tiller.

"To be honest I didn't refer back to the SSM manual very often because we knew exactly what we did on the boat in terms of plans and procedures – most fishermen do – we just had to capture our actions on paper."

Starting early was key.

"We took the advice and started six months before we were due to come into MOSS," she said.

"The process involved sitting down and asking Graham to describe the actual steps he would take if this happened, or that happened. After a day's fishing or running a business and managing family life, the last thing you want to do is paperwork. Really you are trying to fit it in. Often you only get little periods when you can work on it."

But with everything that happens on the boat spelled out in the new plan, the site visit held no fears.

"The site visit for us was a good experience," Nadine says. "We were very confident that everything we had written in the plan reflected what we did on the boat and that we knew exactly what we would do in any situation."

Nadine says contacting a Maritime NZ maritime officer earlier for advice may have reduced the time taken to complete the process but she and Graham are pleased with the outcome.

"It's probably taken a total of around 80 hours of work from when I first sat down to read the Maritime NZ website but we're confident that we ended up with a comprehensive document that is exactly ours. We're very pleased that it's a 10-year document and we're satisfied that it was all done for a reasonable cost.

"We heard all sorts of costs being talked about but our costs reflected those forecast on the website – we've paid a lot more for other Government charges."

Nobody enjoys paying bills, but the Taylors are satisfied their efforts minimized MOSS-related charges.

"We put in the time and that kept the fees down."

Fishing sector takes Health

Maritime NZ is also serious about your health and safety. About 1/2 of you know the fishing sector is a risky sector, but “don’t think it will happen to me”.

To help make your workplace safer download our handy **Fact Sheet** and start talking about these results to your managers and workers. Or read the whole serious 200 page report.

Whether you’re a small tight crew, on a large vessel, or in a fish factory, there will be some surprises – but basically both employers and workers can do better.

The 2014 survey captures the health and safety attitudes and behaviours of 514 workers and 147 employers in the commercial fishing sector.

MARITIME NEW ZEALAND

KNOWLEDGE OF MARITIME NZ IS HIGH AMONGST THE COMMERCIAL FISHING SECTOR.

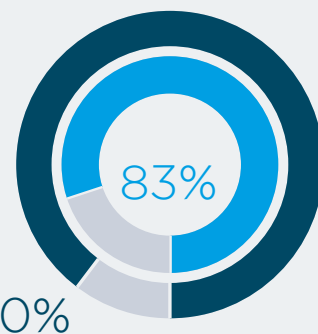


H & S IS A PRIORITY?



BUT THIS COULD TRANSLATE INTO SAFER BEHAVIOR.

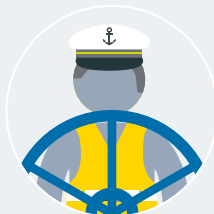
THE MAJORITY OF WORKERS AND EMPLOYERS ARE **SATISFIED** WITH THEIR INTERACTIONS WITH MARITIME OFFICERS.



83% OF WORKERS AND 90% OF EMPLOYERS WERE **SATISFIED** WITH THE EXPERIENCE WHEN THE MARITIME OFFICER LAST VISITED

LEADERSHIP

LEADERSHIP, SHARED **RESPONSIBILITY** AND A POSITIVE WORKPLACE **CULTURE** ARE IMPORTANT IN ENSURING HEALTHY AND SAFE WORKPLACES BUT COULD BE STRENGTHENED.



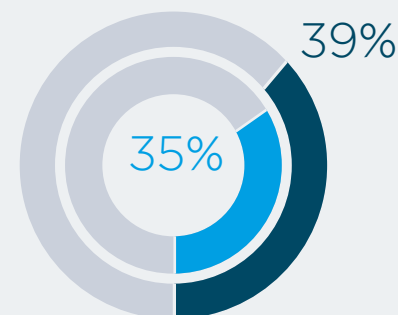
WHO IS RESPONSIBLE?



EMPLOYERS (85%) AND WORKERS (79%) FELT WORKERS HAD A **VERY BIG RESPONSIBILITY** AND THAT IMMEDIATE BOSSES – SKIPPER OR BOAT MASTERS – A **VERY BIG RESPONSIBILITY** FOR HEALTH AND SAFETY AT WORK.



JUST OVER HALF THOUGHT TOP MANAGEMENT HAVE A **VERY BIG RESPONSIBILITY** AND FEWER STILL THOUGHT GOVERNMENT, INDUSTRY BODIES OR UNIONS SHOULD PLAY A BIG ROLE.



OF THESE 35% OF WORKERS AND 39% OF EMPLOYERS FELT **VERY SATISFIED**

Download the Fact Sheet and read the fishing sector report at www.maritime.govt.nz/hse

WorkSafe surveyed New Zealand’s other high risk sectors – agriculture, forestry, construction and manufacturing. You can see all 5 reports here www.business.govt.nz/worksafe

and Safety seriously



Sure fishing's high risk – but I'm safe aren't I?

Commercial fishing sector practice is good but it could be better.

POTENTIAL FOR HARM

ABOUT 1/2 OF COMMERCIAL FISHING SECTOR WORKERS AND EMPLOYERS **KNOW THEIR INDUSTRY IS RISKIER** THAN OTHER INDUSTRIES BUT **DON'T ACKNOWLEDGE THE POTENTIAL** FOR HARM IN THEIR OWN WORKPLACES.

THERE IS A **MISMATCH** BETWEEN WORKERS' AND EMPLOYERS' PERCEPTIONS OF WHAT HAPPENS IN THE WORKPLACE AND REALITY, WITH EMPLOYERS MORE POSITIVE ABOUT HEALTH AND SAFETY THAN WORKERS.



19% OF WORKERS BUT ONLY 4% OF EMPLOYERS THINK THERE IS A **MODERATE CHANCE** OF A WORKER GETTING SERIOUSLY HURT IN THEIR OWN WORKPLACE IN THE NEXT 12 MONTHS.

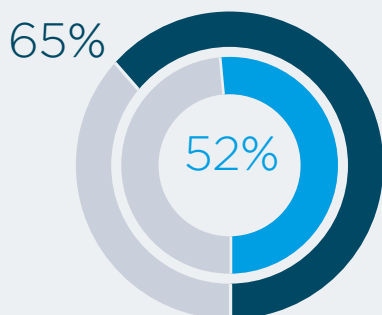
PERCEPTION OF RISK

THERE IS ALSO A **MISMATCH** BETWEEN WORKERS' VIEWS ABOUT HOW SAFE THEY ARE – AND THE EXTENT TO WHICH SERIOUS INJURIES AND NEAR MISSES OCCUR.

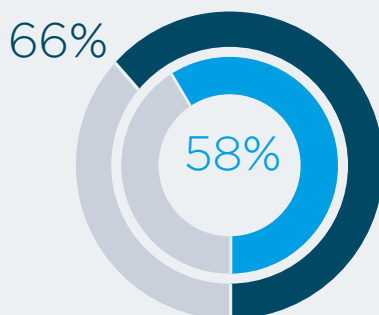


AWARENESS

THE COMMERCIAL FISHING SECTOR IS AWARE OF MARITIME NZ'S CAMPAIGNS AND HAS RESPONDED TO THE MESSAGES TO AN EXTENT.



OVER 52% OF WORKERS AND 65% OF EMPLOYERS **RECALLED GENERAL HEALTH AND SAFETY MESSAGES** WITHOUT PROMPTING.



66% OF EMPLOYERS AND 58% OF WORKERS SAID THEY HAD SEEN THE **FISHSAFE CAMPAIGN** AND MADE CHANGES TO SAFETY BEHAVIOURS.

PRACTICE

81%

OF EMPLOYERS SAID MACHINERY AND EQUIPMENT WAS **WELL MAINTAINED** ALL OF THE TIME, COMPARED TO 64%, ACROSS THE OTHER 4 HIGH-RISK SECTORS.

57%

OVER 1/2 (57%) OF WORKERS AND 51% OF EMPLOYERS SAID THAT **PERSONAL PROTECTIVE EQUIPMENT** WAS USED ALL THE TIME.

58%

OF WORKERS SAID **EQUIPMENT WAS ALWAYS CHECKED** BEFORE USE (COMPARED TO 35% ACROSS THE OTHER 4 HIGH-RISK SECTORS).

74%

OF WORKERS THOUGHT WORKERS **REPORTED HAZARDS**, ACCIDENTS AND NEAR MISSES TO BOSSES MOST OF THE TIME.

86%

OF EMPLOYERS ALSO THOUGHT THIS TO BE THE CASE.

