

Safe SEAS Clean SEAS

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Stu talks to his crew about safety



Safe crews fish more

A new safety awareness campaign features Stu and his son 'Rus'.

Full story and photos on page **03**





SafeSEAS CleanSEAS

Keith Manch on
Wellington's waterfront.

Welcome to the latest edition of our flagship publication *Safe Seas Clean Seas*, along with *LOOKOUT!*, which highlights safety learnings from real incidents at sea and on our lakes and rivers.

To date around 6000 seafarers have signed up to ring-fence their legacy tickets since the option became available last September. We've been working hard to make contact with as many New Zealand seafarers as possible who may want to save their old domestic certificates.

Our digital advertising is the final phase of a year-long campaign which has helped spread the word to far flung places. We also thank all those in the sector who have passed on the news to staff and crewmates. There are now only a couple of weeks left to ring-fence – just let us know by September 1. Check out how to register by going to our website home page and clicking on "Save Your Seafarer Ticket".

Health and safety continues to be a hot topic as the relatively new Act beds in across the country. The responsibility for regulating health and safety on ships remains with Maritime NZ under the Health and Safety at Work Act 2015 (HSWA). Our maritime officers are talking with operators every day about what they need to consider, in addition to requirements in their Maritime Transport Operator Plan.

Together with the NZ Federation of Commercial Fishermen, we've launched the second phase of our HSWA awareness campaign – targeting small to medium size fishing operators. Using two cartoon characters, an experienced skipper Stu and his young son 'Rus', the campaign aims to normalise safety conversations among crew (page 3).

Safety for seafarers is also at the heart of a Pacific programme that Maritime NZ is developing with the Ministry of Foreign Affairs and Trade, and Pacific Island Governments and industry.

Public education and new search and rescue vessels are among initiatives to strengthen safety practices and local capability. You can read more about this and the recent Pacific Search and Rescue Conference in Auckland on pages 5 and 15.

Search and rescue at sea would not be possible without the services of our Marine Operations Centre, which is effectively the "111" for shipping and boaties within New Zealand's 30 million square kilometre SAR region (pages 7–8).

Meanwhile, the deaths of two international students on a South Island alpine lake (page 5, *LOOKOUT!*) brings into sharp focus the need to take two communication devices – a rescue beacon and cellphone in a waterproof bag – when out on the water ... otherwise you cannot raise the alarm if something goes wrong.

This summer we will once again be driving home the message that 'Nobody's Faster Than Disaster'. Both recreational boaties and commercial operators on small vessels should wear lifejackets and make sure they have two types of communication device on their person.

Investing in a personal locator beacon (PLB) or a VHF radio – such as a hand-held radio for power boat skippers and paddlers – may save lives.

Keith Manch
Director, Maritime NZ

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NewZealandGovernment

Launch of **fishing safety campaign**

Safe crews fish more

Westport fisherman Stu and his son Russell are the 'faces' of a new safety campaign reminding the operators and crews of small to medium size commercial fishing vessels to fish safely.

The awareness campaign, launched recently by Maritime NZ and the NZ Federation of Commercial Fishermen, features Stu passing on tales from his 'school of hard knocks'.

"Using two cartoon characters – an experienced skipper and his young son – the campaign aims to normalise safety conversations among crews," says Sharyn Forsyth, the General Manager of Maritime Standards for Maritime NZ.

"The statistics show that one in four fishing crew is injured every year – so we need to keep getting the safety message out there to help prevent injuries and loss of life. We also want to remind commercial fishers that safety has an economic benefit: 'SAFE CREWS FISH MORE'."

Over the next year there will be a series of conversations between Stu and 'Rus' addressing fatigue, machine

guarding, winching, safety on deck, manual handling, and intoxication. Facebook, email, postcards and print advertising are being used to target seafarers and the operators of fishing vessels under 24 metres, with the 'stories' also loaded regularly on the Maritime NZ website.

Sharyn says the campaign builds on past work to raise awareness about the need for safety, both before and since the introduction last year of the Health and Safety at Work Act 2015.

"We work closely with the sector and it was a natural collaboration to launch 'SAFE CREWS FISH MORE' at the federation's annual conference."

The President of the New Zealand Federation of Commercial Fishermen, Doug Saunders-Loder, says safety at sea is a core responsibility of the federation, which continues to work with Maritime NZ and others to ensure vigilance prevails.

"Our industry has been proven to be high-risk in the safety space, and we need to work on it together – that's the big companies, our hundreds of owner-operators, Maritime NZ and crews too. We all have a responsibility to help each other."

Too tired to fish #1

JANGLE JIM ALWAYS MADE SURE THAT HIS CREW GOT SLEEP, BUT NO NOT HIM. AFTER ONE REALLY ROUGH TRIP, JANGLE SENT THE CREW TO GET SOME SLEEP AND KEPT WATCH.

BUT HE HAD AN AUTO PILOT, RIGHT?

THEY'RE NOT ALWAYS RELIABLE IN FLOOD TIDES. NEITHER ARE TIRED SKIPPERS. BUT ROCKS ARE. AND SO WAS THE AWFUL JANGLE SOUND WHEN HE SMASHED INTO THEM. THEY COULDN'T FISH FOR WEEKS.

SAFETY = **MOSS** + HSWA

For tips on safe fishing go to www.maritimenz.govt.nz/fatigue

Safe crews fish more

Nā te rere moana Aotearoa
MARITIME
NEW ZEALAND



Flooded fish hold may have caused sinking

A trawler of the same design as the **Jubilee**.

A flooded fish hold, which may have been caused by a hose left running overnight, is the possible cause of the sinking of fishing vessel, **Jubilee**, with the loss of three crew members off Banks Peninsula, a Transport Accident Investigation Commission (TAIC) report says.

TAIC finds that the lack of a bilge high-level alarm for the fish hold was a missing check in the system, which likely contributed to the sinking of the 16 metre, steel hull vessel in October, 2015. Similarly, there was no indicator in the wheelhouse to show that the bilge pump was operating – which also would have helped alert crew about what was happening.

Maritime NZ has issued a safety bulletin to ships' surveyors, vessel owners, classification societies, and ship yards, advising them to install safety mechanisms to alert crews of rising water levels in compartments. The fish hold was the only compartment on the **Jubilee** large enough, on its own, to cause the vessel to sink when flooded.

Maritime NZ is also working with surveyors and designers of fishing vessels to ensure crew have effective means of escape from all parts of a vessel. Another safety issue identified in the TAIC report was that there were too few options for escape from the wheelhouse of the **Jubilee** in the event of capsizing or sinking.

The only direct exit from the wheelhouse of the 10-year-old vessel was aft through the sliding door on to the main deck. The report says that because the vessel likely sunk by the

stern the option of escape onto the roof of the shelter deck would not have been possible.

The **Jubilee** appeared to have been drifting with at least two crew members resting after 12.30am, until around the time the skipper made an emergency call at 4.20am. When other vessels arrived at the mayday position at dawn they found only a life raft that had self-deployed and an oil slick. The bodies of all three men were subsequently found trapped inside the wheelhouse by divers, with the sliding door on to the main deck shut.

The report says that since the accident the owner has made changes to the sister ships of the **Jubilee** including:

- Installing glass-breaking hammers in the wheelhouse.
- Providing an alternative escape route by fitting an access hatch in the shelter deck window screen.
- Fitting an indicator in the wheelhouse to show if the fish hatch is not closed.
- Fitting bilge alarms in the fish hold along with lights and buzzers on deck for the bilge alarms.

TAIC says key lessons include that good watchkeeping involves not only looking after the safe navigation of the vessel, but being "vigilant" to any factors that affect the state of trim and stability.

To read the full report go to the TAIC website: www.taic.org.nz

Maritime NZ has filed charges in the District Court, under the Maritime Transport Act and Health and Safety in Employment Act, against three related companies involved with the ownership and operation of the **Jubilee**.



The Pacific Maritime Safety Programme

New SAR vessels and public education

Search and Rescue response vessels for Niue and Tokelau are part of a second phase of the Pacific Maritime Safety Programme, along with equipment such as rescue beacons and training for local fishers.

Maritime NZ is working with the Ministry of Foreign Affairs and Trade, and Pacific Island Governments and industry, to extend the NZ Aid programme to other nations.

Initiatives already delivered in the South Pacific since 2011 include:

- a response boat and VHF transmitter network for Kiribati, and a maritime safety community education programme to villages
- technical and legislative support to the Government of Tonga, and hydrographic risk assessment of charting areas
- navigation aids, pilot training, and nautical charting in the Cook Islands
- a technical analyst embedded in the maritime administration of Tuvalu, updating legislation and preparing for the separation of the operations and regulation of Government ships.

Project manager Arthur Jobard, who has been seconded to the programme from Maritime NZ with safety adviser David Billington, says education and training will again be a strong focus for the \$8 million Phase 2 programme – to be rolled out over the next three years in Tuvalu, Niue and Tokelau.

“The programme aims to provide the necessary equipment to help save lives, but also train locals in how to use devices such as rescue beacons and VHF hand-held radio.

“We want commercial and recreational fishers to understand why it’s important to think about safety and take water-proof communications, as well as wear or carry enough life jackets for all the crew.

“We’re planning to run public education programmes through the churches and schools, and provide technical expertise to help Governments develop better legislation, regulation, and formal seafarer training.

“We want to help these nations build sustainable maritime systems where all levels of government and response services link together; fishing boats and communities are better equipped; and countries can work in collaboration across the south west Pacific.”

Arthur says at present the reality is many local fishers head out into the vast Pacific Ocean with little safety equipment such as lifejackets, no extra fuel or back-up outboard motor, and often without any communication devices to call for help if they have engine trouble or other problems.

It is not until crews are overdue that the alarm is raised by family members, via local Police, to the Rescue Coordination Centre of New Zealand. A New Zealand Airforce P-3 Orion may be requested to fly to the general vicinity and do an aerial search, without even a beacon signal to help locate the missing party.

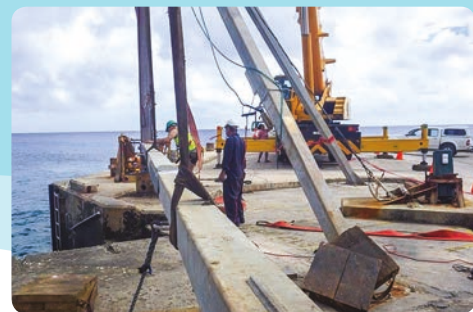
Arthur says the new SAR response boats are part of the range of initiatives planned to help build local capability and improve safety practices.

An 8.5 metre steel-hulled SAR vessel is being constructed by New Zealand company ICON Custom Boats NZ, and is due to undergo sea trials in September 2017 for shipping to Niue in October this year. Refurbishment work has also been carried out to a dockside derrick at Sir Robert’s Wharf in Niue to enable the 3.5 tonne SAR vessel to be launched – as well as provide a safer means of getting local fishing boats and yachts in and out of the water.

As part of the wider public education programme a team will tour with the new boat to coastal villages around Niue. Next year a 12–14 metre vessel for inter-atoll transport, also capable of SAR operations, is to be delivered to Tokelau.

Niue has around 60 small boats, of less than five metres, used for fishing by the population of around 1500 on one main island, while Tokelau has around 1300 residents over many island atolls.

Wider support and training provided by Maritime NZ across the Pacific region includes oil spill response simulations undertaken by MPRS (Maritime Pollution Response Service), and search and rescue (SAR) workshops run by RCCNZ. New Zealand also hosts Pacific nationals in local courses, such as piloting and SAR officer training.



Wharf derrick refurbishment in Niue.



Discussing port and harbour safety in Wellington recently were Grant Nalder, Wellington Regional Harbourmaster; Belinda Vernon, Maritime NZ Authority Deputy Chair; Keith Manch, the Director of Maritime NZ; Annabel Young, Executive Director of the Shipping Federation; Dave Duncan, Port of Nelson Marine Operations Manager and Regional Harbourmaster; and Jim Dilley, Regional Harbourmaster for Environment Canterbury.

First forum for new Code

Risk assessment best practice – for the safe navigation of large vessels – was a key subject discussed at the first national forum of the refreshed Port and Harbour Marine Safety Code recently.

The theme was “Continuous Improvement in Safety Management”, with the 50 or so attendees including representatives of ports and harbour authorities, Maritime NZ and other stakeholders such as the Port Chief Executives Group, NZ Pilots Association, the NZ Shipping Federation, LINZ and the NZ Institute of Surveyors.

Opening speaker Belinda Vernon, the Deputy Chair of Maritime NZ, says a robust marine safety code provides confidence in the safe operations of our ports and harbours.

“Weather events, larger vessels, more cruise ships, changing technology, and conflicts between commercial and recreational use, all contribute to our changing marine operating environment – creating challenges and opportunities. Managing the risks involved with these is paramount.”

Belinda says “it’s important to recognise how far we have come since the early 2000s when groundings such as the **Jody F Millennium** and **Tai Ping** prompted the introduction of the forerunner to the current version of the Code”.

Huge swells caused the log ship **Jody F Millennium** to break free from her moorings in Gisborne in 2002 with 25 tonnes of fuel oil spilt onto beaches when she ran aground, while the bulk carrier **Tai Ping** was successfully refloated later that year without any oil spilled after running aground at Tiwai Point near the entrance to Bluff Harbour.

“The updated 2016 Code has resulted in a national voluntary standard which has buy-in and commitment from all ports and councils across New Zealand. That is powerful,” says Belinda.

A total of 16 regional councils, 14 port companies and Maritime NZ are party to the Code, which has a new governance and management structure involving representatives from all three parties. The Code covers

all activity associated with the movement of vessels entering, leaving and navigating within ports and harbours. It promotes a systems approach to safety management, based on risk assessment and on-going monitoring of safety performance.

Port Nelson Marine Operations Manager and Harbourmaster Dave Duncan, Environment Canterbury Harbourmaster Jim Dilley, and Ports of Auckland Senior Pilot John Barker, discussed safety management case studies at the forum in Wellington last month. These outlined the risk assessment processes followed in their ports for visits by larger ships – such as the many months of planning needed for the maintenance visit to Nelson of the 252 metre oil production and platform ship **Raroa** in 2013, and visits to Auckland over last summer of one of the largest cruise ships in the world, the 348 metre **Ovation of the Seas**.

A panel debate discussed the issue “How big is too big”, in light of the world-wide trend for larger ship builds. It was suggested that in the future small ports may become feeder ports for larger ones.

The operation of the Code involves a steering group, working group, a secretariat, and peer review process. An annual programme of reviews of the Safety Management Systems (SMS) of ports and harbours has been established, with review panels drawn from a general pool of experienced harbourmasters, marine managers and pilots – nominated by council and port chief executives and supported by a Maritime NZ representative.

The safety management systems of Tauranga and Gisborne ports and harbours, together with Fiordland cruise ship operations, are among the reviews completed in the last year. All parties to the Code have also undertaken and submitted their annual SMS self-assessments.

The steering group looks for evidence of national consistency, implementation of good practices, and effective stakeholder engagement, along with support for areas with lagging performance.

Secretariat Demetra Kennedy told the forum that all parties have a role to grow and develop the Code: “How far, how fast and how effective is up to you”.



Maritime Operations Centre Manager Brendon Comerford – the centre is the ‘111’ service for commercial shipping and recreational boats.

Calling ‘Taupo Maritime Radio’

“Taupo Maritime Radio” is the catch-cry of many mariners if they get into difficulty on the seas in New Zealand’s vast Search and Rescue (SAR) region.

But rather than a quaint radio hut on the shores of Lake Taupo, the callers are actually making contact with the sophisticated Maritime Operations Centre (MOC) at Avalon, Lower Hutt.

A team of dedicated operators, working in shifts around the clock, receive distress and urgency calls from an area covering between the South Pole to almost the Equator and from half way to Australia to half way to South America. Calls can be received on a range of maritime communications networks and platforms, such as Inmarsat-C (International Maritime Satellite), HF DSC (High Frequency Digital Selective Calling) HF Voice and Channel 16 VHF around the New Zealand coast.

These calls and alerts are usually responded to within 10 seconds, with the first Mayday relay or Urgency relay transmitted out within a minute of receiving the initial call, says Manager Brendon Comerford. Such efficient response times are partly because the MOC uses pre-approved SAR messages in their broadcasts which help prevent triage delays.

Brendan says while the centre is called a host of names, internationally it’s generally known as Taupo Maritime Radio

– for the city that is closest to New Zealand’s main HF transmitter (Taupo); or ZLM for the New Zealand call-sign.

Brendan describes the centre as effectively the “111” service for shipping and boats within New Zealand’s 30 million square kilometre SAR region – which covers around 12.5 percent of the world’s ocean.

Often vessels communicating with the MOC are unaware that New Zealand’s Maritime Radio Stations are all one and the same, Brendan says.

“It can be amusing. For example, a vessel closing a transit report in Akaroa Harbour may call Akaroa Maritime Radio and request that Wellington Maritime Radio know of their safe arrival. Quite often they are talking to the same radio operator.”

The control room of the MOC has four operator work stations, each with its own bank of electronic equipment to interface with remote radios, monitor the networks and provide computerised filters, such as voice modulation recognition. The latter automatically cuts out ancillary HF noise – and modulates the often high-pitched tone of stressed callers.

When dealing with a Distress or Urgency call, Brendan says operators need to be able to clearly confirm the vessel’s identify, location, nature of difficulty and the number of people on board, in order to correctly relay the call and alert rescue services.



A maritime radio operator monitors a wide range of channels at the MOC, next door to the Rescue Coordination Centre of New Zealand.

Emergency alerts are immediately passed to either the Rescue Coordination Centre of New Zealand (RCCNZ), based next door at the Avalon television studios, or Police. RCCNZ coordinates around 800 Search and Rescue incidents a year – on the sea, in the air, and on land.

RCCNZ is part of Maritime NZ, while the MOC is managed by Kordia on contract to Maritime NZ. Kordia also manages Australia's equivalent maritime radio service.

Operators at the New Zealand MOC range from one veteran who was on duty when the **Wahine** interislander ferry foundered in Wellington harbour back in 1968, through to a new recruit who admitted to his colleagues to not being alive when Kordia took over the contract in 1993.

The staff of 17 includes former military personnel, radio operators from the coastal network, mariners, and former Police 111 dispatch staff.

In addition to monitoring the international maritime mobile and safety frequencies for distress calls, the centre also sends out thousands of maritime safety information broadcasts each year – from weather reports and coastal navigational warnings, to tsunami warnings.

The team also provides on-the-spot medical advice, and occasionally has to answer a distress call from another nation's SAR region – several on HF radio have been as far away as the Somali Coast in Africa, the South Atlantic, and even Europe.

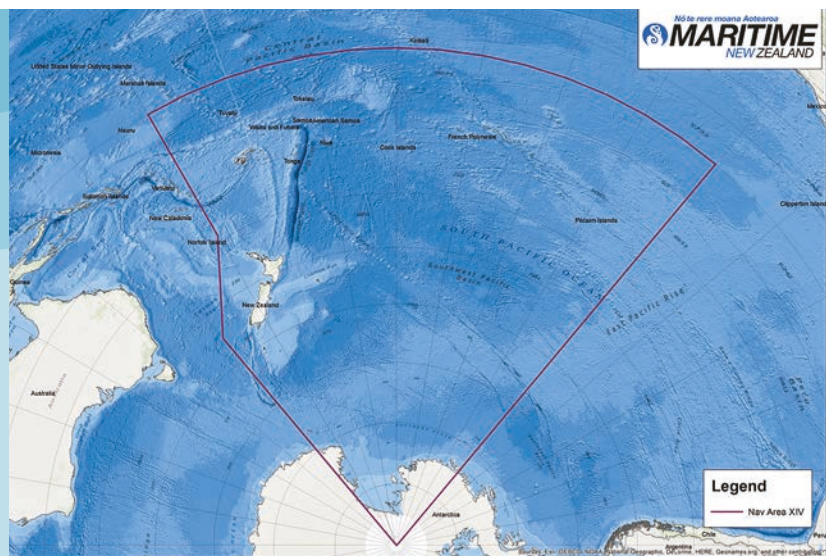
Maritime navigational warnings

Maritime NZ takes over coordination

Maritime NZ has taken over responsibility for issuing maritime navigational warnings to countries and vessels in the wider south west Pacific.

All warnings will continue to be broadcast by the Maritime Operations Centre (co-located with the RCCNZ) via the Inmarsat SafetyNET satellite system and maritime radio, and now posted at www.maritimenz.govt.nz/navarea.

The change simply streamlines the navigation warning system in the south west Pacific by making one organisation, Maritime NZ, responsible for 'NAVAREA XIV' – an area of 50 million square kilometres. Previously, Land



Information New Zealand (LINZ) and Maritime NZ both had roles in issuing warnings, with LINZ being the NAVAREA coordinator and Maritime NZ being the national coordinator responsible for New Zealand coastal warnings.

Warnings alert mariners about hazards such as dangerous wrecks, large unwieldy tows in congested waters, newly discovered rocks and reefs, changes or damage to lights and beacons, and weather conditions.

Maritime NZ Director Keith Manch says "we will be continuing our strong partnership with LINZ, who will carry on doing the vital work of hydrography and updating charts".



Maritime NZ chairperson Blair O'Keeffe: "There is no responsibility more serious, or more important, than the safety and well-being of people".

New chairperson for Maritime NZ

The new chairperson of the Maritime NZ Authority, Blair O'Keeffe, says the regulation and response agency plays a critical role in safeguarding New Zealand's seas and waterways.

A member of the Authority and Deputy Chair for a year before taking over as Chair last October, Blair says he is impressed with the commitment of staff in delivering on Maritime NZ's outcomes to achieve safe, secure and clean seas and waterways.

"I take my hat off to the passion and dedication of our team – for their commitment to saving lives. That's certainly why I am here."

With seven years as the CEO of Wellington's CentrePort until 2015, Blair brings a good understanding of safety management in a maritime setting to his new position. He also has broad management and operations experience after 17 years around the globe with BP.

"BP is a company that works in high hazard environments across many different divisions and countries, with customers covering the full spectrum of industry – much like the maritime sector," he says.

Blair says the maritime sector is a vibrant and challenging one – with those challenges including the hazardous environments that seafarers work in.

"There is no responsibility more serious, or more important, than the safety and well-being of people.

"At Maritime NZ we regulate and audit operators, and certify seafarers, to help protect employees and passengers from these potential hazards – like deep sea trawling, using machinery at sea, or passenger vessels operating in rough conditions.

"Key to our success is how to engage with an extremely diverse range of operators.

"Our function is also to educate and advise recreational boaties about what they need to do to stay safe. Virtual Coastwatch is a great example of using technology to find a way to reach a diverse and dispersed group involved in a wide range of activities out on the water."

The geo-fence for this digital advertising initiative will operate again this summer – with boaties sent a reminder to wear their lifejacket if they have any one of 25 Apps open on their mobile devices when they leave shore.

Blair says another key area of responsibility for Maritime NZ is its rescue and response services – the Rescue Coordination Centre of New Zealand (RCCNZ), and the Maritime Pollution Response Service (MPRS).

"We have a world-class rescue coordination service, based in Avalon, which covers a large part of the globe in a very professional manner."

Maritime NZ's persistence and hard work in engaging with industry – over issues such as ring-fencing older and legacy tickets for seafarers, so they do not have to transition them to SeaCert – is something Blair is keen to see continue.

"We need to keep working hard to make sure we are closely engaged with industry and seafarers to help meet the outcomes set out in our Statement of Performance Expectations. We have finite resources, and we can't do this alone," he says.

"Together with industry, if we are successful, more people make it home safely. That's something worth working for."

Blair took over the helm of the Maritime NZ Authority from David Ledson, who served more than seven years as Chairman following a long career with the Royal New Zealand Navy.

Health and safety patrol visits mussel barges

Maritime NZ teamed with the Maritime Police to conduct health and safety inspections of the high-risk mussel barge sector in the Coromandel and Firth of Thames earlier this year.

The patrol boarded 15 of the 18 mussel barges that operate in the area over three days, as crews were at work – many of them conducting mussel seeding or harvesting activities. Eight vessels were issued with Improvement Notices under the Health and Safety at Work Act 2015 (HSWA), for issues such as inadequate machine guarding and lack of facilities for crew.

Four vessels also had Conditions imposed under the Maritime Transport Act 1994 for issues such as uncertified deck cranes and hydraulic oil leaks from deck machinery.

Maritime NZ Central Regional Compliance Manager, Pelin Davison, says being able to inspect these vessels while

at sea enabled Maritime Officers to check actual working conditions for crews.

“We were also able to remind skippers and crews about what is expected under HSWA – including the tougher penalties, and new health and safety responsibilities for workers, as well as officers and PCBUs (Persons Conducting a Business or Undertaking).

“Education is a large part of the work we do – along with compliance action where needed. Crews seemed happy to have the opportunity to discuss working conditions and how they can be improved.”

The patrol was conducted with the assistance of the New Zealand Police Maritime Unit from Auckland, on-board the Deodar III, with local harbourmasters also taking part.

Recreational boaties were also spoken to – with checks done for the number of lifejackets on board, along with communication devices such as VHF radio, flares, rescue beacons and cellphones in waterproof bags.





Waikato Regional Harbourmaster Richard Barnett patrols Lake Karapiro last summer. Waikato Regional Council surveyed more than 300 recreational boating skippers, and found that 93 percent were carrying enough lifejackets for everyone on board, and 82 percent were carrying at least one form of 'waterproof communication' to call for assistance if need be. A lower number – 76 percent – ensured lifejackets were worn when required by law.

Safer Boating grants total \$493,000

As part of this year's Safer Boating Week (October 13–20), Maritime NZ has announced \$493,000 dollars in grants to improve safe boating behaviour for the 1.4 million Kiwis who get out on the water each year.

This compares to \$470,000 last year, \$124,000 in 2015 and \$77,000 in 2014 for recreational boating programmes throughout New Zealand.

The Government provides the funding for safer boating grants from the Fuel Excise Duty on petrol. A proportion of this duty is paid by recreational boaties fueling their boats.

Thousands more boaties will now be reached through face-to-face training courses, school programmes, smartphone Apps, train the trainer courses for Pacific people, and

subsidies for the Coastguard's popular "Old 4 New" lifejacket upgrades. More boaties could also face fines in a "No Excuses" on the water compliance programme.

"Our aim is to support programmes that interact directly with boaties to promote safety and save lives," says Keith Manch, the Director of Maritime NZ.

"No Excuses will see 10 councils get out on the water to check if boaties are actually wearing their lifejackets, not speeding and are obeying maritime bylaws. If they're not they could be fined up to \$300."

Maritime NZ has also committed to three years of funding for some programmes to encourage behaviour change.

"This approach will hopefully lead to fewer boaties dying in preventable accidents as programmes can be improved, be designed to meet local boaties' needs, and we are more likely to see safer behaviour developing over time."

Summary of the programmes funded for 2017/18:

Organisation	Programme	Funding
Northland Regional Council	Promotional safety campaign “Be a safe boatie mate” centred on new bylaws. Includes videos, radio advertising, employing a safety ambassador, and purchase of collateral.	\$20,000
Waikato Regional Council	Update the successful Marine Mate smartphone app, social media videos, radio advertising, and produce fishing rulers to help compliance with Ministry for Primary Industries’ rules, and waterproof cellphone bags.	\$23,000
Bay of Plenty Regional Council	Safety compliance programme – boat ramp workshops, roadshow presentations (clubs, groups, boat shows), college visits, lifejacket advice and training for retailers.	\$50,000
Hawke’s Bay Regional Council	Safer boating education for more than 2,000 primary and intermediate school children.	\$11,000
Greater Wellington Regional Council	Safety education programme comprising advertising, boat safety information evenings, and summer patrols (on-water and at boat ramps/beaches) to hand out safety information.	\$25,000
Tasman District Council and Nelson City Council	Safety programme that includes “fuel voucher for safety” scheme, and on-water and boat ramp activities.	\$25,000
Tasman District Council	On the water safer boating patrols – extension of current programme.	\$15,000
Marlborough District Council	Tailored safety training courses for 200 local boaties and support material.	\$20,000
Environment Canterbury	Programme including boat ramp and on-water safety promotions.	\$50,000
Queenstown Lakes District Council	Safety gear checks.	\$8,000
Environment Southland	On-water and boat ramp checks and education targeting skippers’ safety knowledge, communications, lifejacket wear, and marine forecasts.	\$4,000 (plus \$21,000 carried over from last year)
Waikato Regional Council, Bay of Plenty Regional Council, Hawkes Bay Regional Council, Greater Wellington Regional Council, Tasman District Council, Nelson City Council, Marlborough District Council, Environment Canterbury, Queenstown Lakes District Council	“No Excuses” on the water compliance checks; focussing on unsafe speed by recreational and small commercial boats and testing new equipment to monitor boat speed.	\$60,000
Coastguard Boating Education	<i>Folau Malu Journey Safely</i> – Day skipper training for 96 ‘community champions’ (Pasifika Boating Education Programme) and Boatmaster training for six.	\$50,000
Coastguard Boating Education	Supporting annual trainers’ conference.	\$5,000
Coastguard New Zealand	Extension of ‘Old 4 New’ lifejacket upgrade campaign to 44 locations around the country, aiming to exchange 5,000 old lifejackets for new.	\$70,000
NZ Sport Fishing Council Inc.	‘ <i>Hiwi the Kiwi</i> ’ – reach 5000 Pacific island and Maori students in low decile schools in Counties Manukau with lifejacket and boat safety programme.	\$10,000
NZ Underwater Association	‘Diver Down’ awareness campaign aimed at driving routine and consistent use of dive flags.	\$15,000
Waka Ama NZ	Safety training for around 200 paddlers at 25 workshops – in partnership with Coastguard Boating Education.	\$12,000
Yachting NZ	A hands-on sailing programme for 3,500 8 to 12-year-old children in the ‘Volvo Sailing – Have a Go!’ training programme (including boating safety).	\$20,000
Total		\$493,000

* The Safer Boating Forum was established in 2000 to coordinate and implement recreational boating safety initiatives. It is made up of government agencies and local government, water safety and recreational boating organisations, and the marine industry. The Forum’s work is aimed at reducing boating injuries and fatalities and improving boat safety behaviour. Maritime NZ chairs the Forum and members include Coastguard, Jet Boating NZ, Kiwi Association of Sea Kayakers, local and central government, NZ Jet Sports Boating Association, NZ Marine Industry Association, NZ Underwater Association, Surf Lifesaving NZ, Waka Ama NZ, Water Safety NZ, WaterSafe Auckland, White Water NZ, and Yachting NZ.



Fullers pays \$130,000 after wharf collision

Auckland ferry company, Fullers Group, was fined \$40,000 and ordered to pay reparations of \$90,000, after passengers were injured when the Auckland ferry **Kea** collided with Victoria Wharf at Devonport on 17 February, 2015.

The company pleaded guilty to a charge laid by Maritime NZ, under the Health and Safety in Employment Act, that it failed to take all practical steps to ensure no action or inaction by an employee harmed any other person. Sentencing took place in Auckland District Court in May.

Maritime NZ Regional Compliance Manager, Northern, Neil Rowarth says while the company had identified problems with the vessel's digital control system, it had failed to adequately manage the risk to ensure the safety of passengers and crew.

A new system installed on the **Kea** in October 2014 was designed to allow the master to control the vessel from four separate stations on the bridge. Faults were identified with the system when transferring control between stations in the system's automatic mode of operation.

To address the risks, Fullers implemented procedures which included switching off the control system's automatic mode and operating it manually.

However, this was inadequate to mitigate risks to passengers and crew, as Masters had previously

experienced situations when control did not transfer properly between stations when the vessel was operating in manual mode.

On the day of the incident, the Master lost control of one of the vessel's thrusters and it hit the wharf at a speed of approximately 13 km/h (7 knots).

Bench seating on the main deck of the vessel was not properly secured, and the impact with the wharf caused the seating to topple forward, landing on some passengers.

At least 19 passengers were injured, ranging from cuts and bruises to a serious concussion.

"This sentence should send a strong message to industry that risks must be properly managed," Mr Rowarth says.

"The company advised Maritime NZ that a procedure was in place to manage issues with the control system but this procedure was not sufficient to properly manage the risk. When the collision occurred, unsecured seating exacerbated the harm to passengers.

"Paying passengers and crew working on board should feel safe in the knowledge that procedures are in place to manage risks and a vessel is in the right condition to operate safely. This was clearly not the case in this instance."

The **Kea** was initially detained by Maritime NZ after the incident, and returned to service in July 2015 after being inspected by a recognised surveyor.



Exchanging ballast water at sea

Operators of ships that undertake international voyages to or from New Zealand waters – and have systems installed for the carriage of non-permanent ballast water – will need to comply with new regulations to manage their ballast water from next month.

About 20 NZ-flagged commercial ships will be affected by the change in our maritime laws, along with a few New Zealand ocean-going yachts that may carry ballast. Examples of commercial vessels that may be affected include large fishing vessels operating in other countries and inter-island ferries travelling overseas to dry-dock for maintenance.

New Zealand acceded to the International Maritime Organisation's Ballast Water Management Convention last year, with its provisions coming into force from September 8.

International vessels travelling to this country, such as those carrying cargo and cruise passengers, are expected to already comply with the convention as required by overseas jurisdictions and existing Ministry of Primary Industries' regulations.

Maritime NZ Principal Technical Adviser Paul Vorwerk says that from next month New Zealand will require all vessels to manage their ballast water either through exchange of ballast 200 nautical miles out to sea – or through the use

of treatment equipment to clean ballast water, if discharging without exchange.

"There are various survey, certification and document requirements, but these vary depending on the size of the vessels concerned. For example, vessels of 400 gross tonnes or more will need to hold an International Ballast Water Management Certificate, while vessels less than 400 gross tonnes will be required to apply for a Ballast Water Management Approval from Maritime NZ."

Paul says the main purpose of the Convention is to manage and control the risk posed by biological materials going out from, and coming into, New Zealand waters. This is why the requirements relate to ships travelling internationally. Ballast water discharge typically contains a variety of biological materials, which often include non-native, nuisance, exotic species that can cause ecological and economic damage.

In the past ships on international voyages often took on-board ballast in the coastal waters of one country, after discharging wastewater or unloading cargo, and then discharged at the next port of call when loading more cargo.

While initially the requirements of the Convention are mostly managed by exchanging ballast water mid-ocean, the intention is that ship owners will eventually need to install ballast water treatment equipment. Such systems are now generally included in the design and construction of large new-builds.

For more information www.maritimenz.govt.nz/ballast



Pacific Search and Rescue conference organiser Kevin Banaghan, of the Rescue Coordination Centre of New Zealand (RCCNZ), with Solomon C Thompson – US Coast Guard; Rich Roberts – US Coast Guard; Brian Ruiterman – Royal New Zealand Airforce; Cameron Hitchings – Royal New Zealand Airforce; and Mike Hill – Manager of RCCNZ and Safety Services. The group were at Whenuapai Airport as part of a Pacific Search and Rescue Conference in Auckland recently.

Conference strengthens SAR in the Pacific

More than 100 Pacific search and rescue experts from 26 countries met in Auckland in May for the 7th Pacific Search and Rescue Conference (PACSAR), with the aim to strengthen SAR across the region.

A key reason for PACSAR is it provides SAR responders with face-to-face time, says Mike Hill, the manager of the Rescue Coordination Centre of New Zealand, which organised the conference as the current chair.

“In their day-to-day work teams are often separated by thousands of kilometres and usually deal with each other over the phone or radio. The conference allowed delegates to share the work they’re doing – their best ideas and in particular what’s working for SAR prevention.”

Delegates were given a rare opportunity to watch a search and rescue demonstration on Auckland harbour involving a US Coast Guard C-130 Hercules dropping a life raft to two ‘stricken boaties’ who had set off flares. The Auckland Rescue Helicopter then dropped a swimmer and winched the boaties to safety.

“Rescues often happen far out at sea,” Mike says.

“Delegates were excited to see how they are performed in more detail. Plus, it was the first time a US Coast Guard aircraft had visited New Zealand in over 20 years. The Hercules crew, on their way home to Honolulu, even helped with a real-life rescue of six Tongan fishermen.”

Mike says a major outcome from the conference is a plan to improve the collection of search and rescue data across the Pacific region, to be held in a central repository. The group is to also create an index of good SAR prevention practices that will be shared with PACSAR members.

Delegates returned home to promote the ‘Pacific Search and Rescue Strategic plan to 2021’ to their Governments, with the aim of full implementation by June 2018. Each nation is to also identify their additional SAR needs and feed that back to the PACSAR governing group.

Mike says RCCNZ’s other initiatives in the region include supporting capability development, with two Fijian Navy staff set to attend a 12-week RCCNZ search and rescue officer (SARO) training course this month in New Zealand.



The Westpac Rescue Helicopter winches a ‘boatie’ to safety.



Crew of the US Coast Guard C-130 Hercules prepare to drop the life raft to the stricken boaties.



Campaign discusses hazards of crossing bar

Bar crossings are hazardous for vessels and all those on board. One of the most dangerous in New Zealand is the expansive bar at the entrance to the country's largest enclosed harbour – Kaipara Harbour, north of Auckland.

Maritime NZ has recently completed a safety campaign with commercial operators that use Kaipara Harbour – following the capsizing of the charter vessel **Francie** last November, with the loss of eight lives.

Northern Regional Compliance Manager, Neil Rowarth, says the campaign involved identifying operators and vessels that regularly cross the bar, and discussing safety procedures suitable for that environment.

Kaipara Harbour is a large, enclosed harbour estuary on the west coast, north of Auckland. A team of Maritime Officers met with about a dozen operators of charter and fishing vessels, many of them based at Parakai at the southern end of the harbour.

Neil says the discussions showed operators are very aware of the changeable nature of the area and the need to closely monitor conditions and weather for safe crossing. The seabed constantly changes shape as sand is swept up the west coast and is buffeted by strong currents. This causes waves to break in unpredictable patterns – included steep swells and lots of breaking water.

Around six operators regularly cross the bar to fish commercially or take passengers out fishing in the Tasman Sea.

Neil describes Kaipara Harbour bar as the “biggest, nastiest and scariest” in the country.

“It’s the biggest bar in the country – stretching for about 10 kilometres along the coast and several kilometres out from shore. A lot of water goes in and out of that vast gap.

“It’s not just a couple of waves to get through and then you are clear. Because of the width of the bar, in some

conditions it could take slower vessels nearly an hour to travel from one side to the other,” he says.

The northern part of the harbour is administered by the Northland Regional Council and the southern part by the Auckland Council and Auckland Transport.

Neil says he is liaising with the harbourmasters of both authorities about issues concerning bar crossings.

“We will continue to work closely with the councils and operators involved; and urge all skippers – commercial and recreational – to take special care in this area.”

Crossing a bar – things to remember

To view YouTube clips on how to cross a bar safely go to: <http://www.maritimenz.govt.nz/commercial/safety/crossing-the-bar/>

- Never cross a bar at night or at low or ebb tide
- Check weather, tide and bar conditions
- If in doubt about the conditions do not cross
- Contact the harbourmaster or Coastguard. Get a final update on conditions and advise them of your crossing plan
- Batten down the hatches and check vessel stability (e.g. no loose bins)
- Make sure all on-board are awake and wearing a lifejacket
- Ensure lifesaving equipment and communication devices are easily accessible
- Post a lookout to monitor sea conditions astern (to the rear)
- Approach the bar at moderate speed – so you can increase or slacken speed to steer out of trouble
- Avoid ending up side-on to the swell, especially when the waves are breaking
- The skipper is always the person responsible for deciding whether it is safe to cross the bar.



Whakatane trampler John Sherriff on Cascade Saddle Route during another excursion, in the Southern Alps.



The Te Anau search and rescue helicopter was a welcome sight – flying in to Martins Bay, Fiordland.

Praise for ‘clockwork’ rescue

Whakatane trampler John Sherriff was just beginning his four-day tramp on the Hollyford Track, in Fiordland, when he slipped on a boulder and landed badly on his hip earlier this year.

As the pain and shock set in, John realised he would need to activate his previously unused PLB (Personal Locator Beacon) – that he had carried with him for eight years. He describes the subsequent rescue – coordinated by RCCNZ (the Rescue Coordination Centre of New Zealand) – as working like “clockwork”.

John, 73, was in a party of four that was planning to go on to the more challenging Gillespie Pass after finishing the Hollyford Track. They were exploring around Martins Bay hut on the first evening, on the lookout for the nearby seal colony and elusive Fiordland penguins. To speed up travel John started hopping from boulder to boulder.

“Suddenly it went very wrong. My foot slipped and I fell very heavily on my left hip, directly on the top of a round boulder.

The pain was terrible. In great shock I was helped to my feet and it was a major mission to shuffle on one good leg to the hut about 50 metres away.”

John decided not to alert search and rescue personnel at night, as the injury was not life threatening. Fortunately John had sent his FastFind beacon off for a battery change and testing within the previous two years – so he was confident it would work in the morning.

“My mate put the activated PLB out on the chopper pad in front of the hut with the short aerial sticking up. We assumed it was working as the strobe was flashing. We

anticipated it would take two hours for the chopper to arrive. When it hadn’t come after two hours he went out and checked the PLB – the strobe was still flashing strongly.”

In fact the Te Anau SAR helicopter had been diverted to another emergency call, needing the type of hoist it had on-board. A second helicopter and crew were dispatched to John’s location, and arrived outside the hut three hours after the beacon was activated.

“The SAR medic on board was wonderful in getting the full story and checking my state.”

Once in the air John was pleased to learn that the pilot had been under the helicopter to retrieve and deactivate the beacon, before take-off.

He says RCCNZ were in regular contact with his wife, Ngaire, the principal emergency contact listed on his beacon registration details. Initially she was able to confirm details about the number in the party and their route plan.

“So all-in-all it worked like clockwork. The PLB was deadly accurate and immediate, and the rescue services in Wellington and Te Anau did so well in keeping my wife informed,” says John, a former health and safety officer at a pulp and paper mill.

A doctor at Te Anau examined John and sent him to Invercargill Hospital for an X-ray. The top of the femur at the hip was fractured, but not right through, so fortunately John did not need to undergo surgery.

But the experience means he now urges everyone out in the bush to carry a PLB and make sure it is regularly checked, serviced and tested, and contact details updated.

Registering is free at: <http://www.beacons.org.nz>