

SafeSEAS CleanSEAS

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Complete our survey
and **be in to win** an
inflatable lifejacket.
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Improving maritime safety in the Pacific

Full story and photos on **page 03** ▶





SafeSEAS CleanSEAS

Keith Manch on
Wellington's waterfront.

Welcome to the latest edition of *Safe Seas Clean Seas* and *LOOKOUT!*

In this issue, we'd like you to have your say – in particular, to let us know how you prefer to receive safety stories and Maritime NZ news. Please take a few minutes to complete our survey to help us make sure we're giving you information in the most timely and convenient way.

We'd like to say thank you to all those who got on board with ring-fencing last year – by the end of our 12-month awareness campaign, we managed to save over 10,000 seafarer 'tickets'. If you're one of the more than 7,200 seafarers who chose to save their legacy seafarer certificates, remember that you have two years to get your medical certificate if you want to continue working at sea (page 9).

On a similar note, in March this year New Zealand was among the first 21 nations to adopt the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F). This is great news for seafarers who are working overseas now or are planning to in the future (page 10).

Meanwhile, we've just started rolling out the next phase of our work to support the Health and Safety Act 2015 (HSWA) – an online education campaign focusing on the widespread problem of fatigue. As well as revealing the results of our recent research into fatigue, the campaign includes industry insights and practical tips to help skippers, operators and crews keep on top of the problem (page 8).

"One big team working collaboratively is better than lots of small, individual teams" is the philosophy behind our Common Compliance programme which sees our maritime officers working closely with councils and harbourmasters. On pages 12–13 you'll see an example of how successful this approach has been to date.

Lifting equipment onboard ships is another focus for our compliance team, after identifying it as a serious safety risk. Page 14 outlines the steps we're taking to address our concerns.

We're also continuing our work with the Ministry of Foreign Affairs on the New Zealand Aid-funded Pacific Maritime Safety Programme which seeks to save more lives in the Pacific. On pages 3–4 you'll find a colourful overview of one of the latest exciting initiatives.

Back on New Zealand waters, and in response to the multiple lives that have been lost unnecessarily, float-free distress beacons will be compulsory for medium-sized domestic fishing vessels from next January. We explain why the new Maritime Rule will help save lives, and introduce our soon-to-be-launched website for registering beacons, on page 7.

In *LOOKOUT!* we read about how a floodlight that was unintentionally left on resulted in a fire in the hold of a container ship on pages 3–5. Fortunately, the damage was minimal and no-one was injured, but the incident serves as a reminder about the responsibility of all parties involved in ship operations to work together to reduce health and safety risks.

We're also reminded of the dangers of crossing a river bar, especially for small paddle craft (*LOOKOUT!* page 8). The tragic result of this accident stresses the importance of always wearing a lifejacket that is suitable for the activity and has a crotch strap, and carrying two waterproof ways to call for help.

I wish you all a healthy and safe winter – both on and off the water.

Keith Manch
Director, Maritime NZ

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NewZealandGovernment



The *Ai Talai* (donated to Fiji through NZ Aid) in action during the emergency response to Cyclone Keni in Fiji in April.



Children from Fiji's Kadavu island welcome one of the Sealegs vessels deployed during the emergency response to Cyclone Keni.



Fisheries officers demonstrate righting a capsized canoe during a workshop.



Pacific Maritime Safety Programme Manager David Billington (left) shows a Niue fisher how to wear an inflatable lifejacket.

Improving maritime safety in the Pacific

The Pacific Maritime Safety Programme is continuing to deliver exciting initiatives in the Pacific, including safety workshops for Niuean canoe fishermen.

The New Zealand Aid-funded programme is administered by the Ministry of Foreign Affairs and Trade, and developed and delivered by Maritime NZ. It supports maritime safety initiatives in Kiribati, Niue, Tuvalu, Tokelau, Cook Islands, Samoa and Tonga.

The Pacific Maritime Safety Programme

The long-term goal of the programme is to ensure that *Pacific maritime transport is safe, environmentally-friendly and meets international requirements*. It works across five broad areas of maritime safety:

- 1. Regulatory capacity –** supporting the seven Pacific nations developing or updating their maritime legislation.
- 2. Search and rescue and oil pollution response –** ensuring plans are in place and providing access to equipment and training.
- 3. Operator, navigational and vessel safety improvements –** supporting the development of infrastructure required to maintain maritime safety, for example VHF networks.
- 4. Community education –** supporting the provision of maritime safety education and awareness to communities.
- 5. Maritime training schools –** supporting maritime training institutions to ensure they meet international training standards.

The seven Pacific nations involved work with the Ministry of Foreign Affairs and Trade to identify the areas they want programme support for.



Niue's new search and rescue vessel, donated through the Pacific Maritime Safety Programme, sits just off the coast during a safety workshop.

Developing a strong maritime safety culture in Niue

"These workshops are about change," Niue Chief of Police Tony Edwards told attendees at a two-day safety workshop for canoe fishermen held in May.

"I always like to believe that Niue, being one of the smallest countries in the world, can be a good example to other Pacific countries and we can make change."

The first change the Chief of Police, and other advocates for maritime safety in Niue, want to see is for all fishermen on the tiny Pacific island to wear lifejackets.

The Department of Agriculture, Forestry and Fisheries (DAFF) Director Poi Okesene said it was the first time traditional vaka (*canoe*) fishers had been the focus of safety workshops and emphasised the importance of wearing lifejackets.

Niue has a low fatality rate for fishermen but any fatalities have a huge impact on the small population – there are around 80 active vaka fishers and a slightly smaller number that go out in boats.

Around 60 fishers, aged between 16 and 75, attended the workshops. They were each given safety equipment including a lifejacket and flares, with information on how to use and look after them. A small number was also provided with personal locator beacons (PLBs), as part of a trial of the lifesaving devices on the island.

Many told tales of near misses they had experienced.

Desmond Hipa survived a five-hour ordeal in the water after his boat capsized in January 2015, taking his EPIRB and cellphone with it. He held up the lifejacket he credits with saving his life.

After his boat sank, realising he could not swim to safety, Mr Hipa allowed the current to take him, and held on to the hope he would eventually be brought back to shore. He was pulled seven or eight miles out to sea before slowly being brought back towards the reef.

"The moral of the story is that the lifejacket saves your life. It happened so fast – I had no time to get my things. Don't store it, wear it."

DAFF officials also demonstrated how best to right a canoe after capsize.

Pacific Maritime Safety Programme Manager David Billington says he was delighted with the turnout and engagement of the attendees.

"We're so pleased to see how keen they are to learn and improve their practices. The aim of the programme is to encourage the development of a strong maritime safety culture which is already happening in Niue."

David says Niue's search and rescue capacity had vastly improved since the programme provided a \$367,000 search and rescue vessel last year – and Coastguard NZ delivered training to Niue search and rescue boat operators.

"Any fishers who get into trouble now know that assistance is nearby – the key is ensuring they have the means of calling for help."

Other recent Pacific Maritime Safety Programme activity:

- Delivering search and rescue training workshops and advice – recent workshops have taken place in Vava'u, Tonga in May and Tarawa, Kiribati in June.
- Providing training and support to Fiji in the use of five emergency response vessels donated by New Zealand Aid – these played a crucial role after Fiji was hit by two damaging tropical cyclones in April.
- A recent visit to Kiribati to plan delivery of the programme over the next three years.
- Technical advice provided to Tokelau on managing its government vessels.
- Commissioning a search and rescue boat and boat shed for Tokelau.
- Navigation aids, pilot training, and nautical charting in the Cook Islands.
- Visits to Cook Islands, Tuvalu and Samoa planned for the next few months.

Important safety message about kapok lifejackets

Maritime NZ has issued a safety bulletin to warn the maritime sector that lifejackets with kapok-filling or cotton straps could fail when used. These lifejackets are unsafe and should be replaced with new lifejackets as soon as possible. Old unsafe lifejackets should be destroyed so that they cannot be re-used or on-sold.

This safety bulletin is for

- New Zealand ship owners, masters and crew
- Maritime NZ recognised surveyors
- Maritime NZ maritime officers, investigators and technical advisors

Safety risk

In the past, lifejackets made with kapok filling and/or cotton straps were widely used in New Zealand and many are still being used today.

These lifejackets may have complied with the Standard when they were made. However, lifejackets made with these materials are known to deteriorate over time, even if they are unused and look new. These lifejackets are now too old, may not keep people afloat in an emergency and should be replaced as soon as possible.

Kapok filling

The kapok filling in old lifejackets is contained within a plastic liner. Over time the plastic liner deteriorates and cracks, allowing the kapok to absorb water. Wet kapok is no longer buoyant. In an emergency an old kapok-filled lifejacket may not keep people afloat.

Cotton straps

Cotton straps rot over time, even if a lifejacket is not used. In an emergency these cotton straps can tear or break off. When this happens the lifejacket will not stay attached to the person wearing it, and will no longer help to keep them afloat in the water.

How to identify a lifejacket with kapok filling or cotton straps

Kapok is cotton-like fluff from the kapok tree. In the past it was often used to fill cushions and pillows.

A lifejacket with kapok filling will feel a bit like a cushion when it is squeezed. It will feel soft and spongy. It will feel different to a foam-filled lifejacket, which will feel more firm and solid when squeezed.



A lifejacket with kapok filling and cotton straps will look like this.

If you are not sure if the straps on a lifejacket are cotton, one way to check is the burn test. Dry cotton strap will burn to a fine ash and smell a bit like burning paper. Synthetic strap will shrink back and harden when exposed to flame, and smell like burning plastic when it burns.

It's not possible to judge a lifejacket by how it looks. An old lifejacket might be well stored and look in perfect condition. But if it has kapok filling or cotton straps it must be discarded. If you are not sure about whether the filling is kapok or the straps are cotton, you should discard the life jacket.

What you should do

Operators, masters and crew should:

- immediately check all lifejackets on their vessel(s)
- as soon as possible replace any lifejackets that have kapok filling or cotton straps with new lifejackets
- make sure that lifejackets comply with Maritime Rules Part 42A. In most cases this means they must meet the current New Zealand Standard NZS 5823: 2005
- if old lifejackets are replaced with second-hand lifejackets, make sure that they are within the age period recommended by the manufacturer
- remove lifejackets with kapok filling or cotton straps from the vessel and destroy them so that they cannot be re-used or on-sold
- check the condition of all lifejackets for cuts, fraying or damage, even if you believe they are not kapok-filled or don't have cotton straps.

Contact us for more help

If you have any questions about this safety update, please contact our Wellington office.

Phone:

New Zealand (toll free):

0508 225 522

Calling from outside New Zealand:

+64 4 473 0111

Email:

enquiries@maritimenz.govt.nz

Tell us what you need help with and remember to include your contact details (email address and phone numbers).



If you can't
Contact us...

we can't
Rescue you

Float-free beacons compulsory from next January
Don't forget to register your new beacon – it's free: www.beacons.org.nz

Safe crews fish more

For more info go to
maritimenz.govt.nz/float-free

Nō te rere moana Aotearoa
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Mandatory float-free EPIRBs for fishing vessels will save lives

Multiple lives lost at sea are the reason float-free distress beacons will be compulsory for domestic fishing vessels 7.5–24 metres in length, from January 2019.

President of Federation of Commercial Fishermen, Doug Saunders-Loder, supports the move. “This is a practical change that will make commercial fishing safer and help save lives – which is part of our core business, and a high priority for our organisation,” he says.

New Zealand has had an array of medium size, in-shore fishing vessels that have sunk in the past decade or so – resulting in the deaths of 24 seafarers and passengers. Two vessels went down in the Foveaux Strait – **Kotuku** on its way back from mutton-birding in 2006, and the over-loaded **Easy Rider** in 2012. Eight of the nine people on board the **Easy Rider** did not survive, while six out of nine aboard **Kotuku** also lost their lives when the vessel unexpectedly capsized.

Authorities, including Coroners and the Transport Accident Investigation Commission, have repeatedly called for float-free emergency locator or distress beacons (EPIRBs) to be made compulsory. EPIRBs automatically deploy and activate when submerged in water – alerting the RCCNZ to the location of the emergency.

Maritime NZ General Manager Maritime Standards, Sharyn Forsyth, says often fishermen can be working alone or in pairs and are unlikely to have time to set off a fixed-position EPIRB if the vessel gets into difficulty. Factors such as a sudden deterioration in weather and overloading, or other stability issues, can mean a vessel capsizes or sinks suddenly.

“Lifejackets are also a major factor in increasing the likelihood of crew and passengers surviving in the water. A float-free EPIRB will raise the alarm, but survivors need to be able to stay afloat until help arrives. Lifejackets also help save lives. It’s important to check lifejackets regularly and ensure any lifejacket over 10 years old floats and meets New Zealand standards.”

Sharyn says Maritime NZ wants to give fishing operators plenty of warning of the new requirement in the lead up to float-free EPIRBs becoming compulsory on January 19.

“We hope this notice period will assist operators who are replacing their old EPIRBs over the coming months.”

The new Maritime Rule was introduced following consultation and applies to fishing vessels between 7.5 metres and 24 metres operating outside enclosed waters, such as harbours, estuaries and other inland or sheltered waters.

Once the Rule is implemented, ship surveyors will check vessels have a float-free EPIRB on board at the time of survey and maritime officers will monitor compliance as part of MOSS (Maritime Operator Safety System) audits.

Coming soon – an easier way to register your EPIRB

Distress beacon users will soon be able to register and update their details online at www.beacons.org.nz.

Registration is a legal requirement and makes search and rescue more efficient. Previously, beacon details had to be updated manually via email, over the phone or using paper forms. “We ask people to register their beacon because it helps our team find them faster,” says Rescue Coordination Centre NZ Manager Mike Hill.



Maritime NZ General Manager Maritime Standards Sharyn Forsyth with a float-free EPIRB, similar to those required by 1 January 2019.



New fishing safety campaign focuses on fatigue

A new 'fatigue' online education campaign that builds on Maritime NZ's 'safe crews fish more' message has just been launched.

Exploring everything from the early warning signs of fatigue to writing and implementing a fatigue management plan, the new safety campaign is designed to help operators, skippers and crews of small to medium-sized vessels to keep on top of fatigue.

Just as with the 'safe crews fish more' campaign, the fatigue education campaign was announced at the Federation of Commercial Fishermen's annual conference in May.

"Fatigue is a proven issue within the fishing industry. While steps have been taken to improve our position, it's clear that more needs to be done," President of the Federation of Commercial Fishermen, Doug Saunders-Loder says.

"Continued education, understanding and an attitude change have to be the ultimate outcome and the only way this can happen is if we all band together. Fishermen are happy to engage on the matter and this education campaign is definitely a welcome step in the right direction."

As well as insight into the dangers of fatigue, the campaign provides advice on how to reduce the risk of having a fatigue-related accident, and incorporates tips from skippers. It also includes a quiz to test readers' 'fatigue expertise' and a self-assessment questionnaire to give operators an idea of how their operation would perform in an audit.

"Fatigue is one of the biggest factors in causing injuries on fishing vessels," says Sharyn Forsyth, Maritime NZ's General Manager Maritime Standards. "This campaign goes beyond raising awareness. It helps skippers and operators to develop a proper understanding of fatigue – and gives them real solutions to help them manage it."

The campaign runs over three months, starting with the results of a fatigue survey that showed many fishermen don't have a clear understanding of fatigue.

Sharyn says this campaign is the next phase in our on-going work to support the Health and Safety at Work Act 2015. "We're planning to run a series of online safety campaigns to help reduce the injuries and fatalities onboard fishing vessels. Fatigue is just the beginning."

For a preview visit:

www.maritimenz.govt.nz/fatigue.asp

Ring-fenced seafarers require medical certificates

Maritime NZ is reminding seafarers who opted to save their legacy seafarer certificates, and want to keep working at sea, to get a certificate of medical fitness.

A medical certificate is required two years after a Verification of Status card is issued, which means some seafarers will need to see their GP before 27 October 2018.

A medical certificate can be from any GP and has to be renewed every two years.

More than 7,200 seafarers opted to save their legacy seafarer certificates, registering by the 1 September 2017 deadline for ring-fencing so they could keep working.

"We saved over 10,000 seafarer 'tickets'," says Maritime NZ Personnel Certification Manager Lou Christensen. "We thank all those seafarers for getting on board with ring-fencing. It was a massive effort, but we're pleased to have registered so many people."

While some seafarers decided not to ring-fence as they were retiring or had left the industry, others registered their tickets to keep their options open or for sentimental reasons.

"We know that people's tickets are important to them and that's why ring-fencing has been a priority for us," Lou says.

Maritime NZ ran an extensive year-long awareness campaign to make sure as many seafarers as possible would know how to register their tickets. "Thank you to anyone who let a mate know about ring-fencing. You did them – and us – a favour."

Late applications for ring-fencing with valid reasons for missing last year's deadline will be accepted up until 31 December 2019.

For more information call +64 4 494 1559 or email ringfence@maritimenz.govt.nz.



One of the advertising banners featured in the extensive ring-fencing campaign.



Leading the way for seafarers

New Zealand is helping local seafarers with fishing qualifications to have their training recognised when working overseas, by being an early adopter of an International Maritime Organization convention.

The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F), took effect for New Zealand in March this year.

This country was among the first 21 nations to adopt the convention, which came into force globally in 2012 – although New Zealand's Maritime Rules were already largely consistent with its requirements.

"The main benefit is for our seafarers to have their training readily recognised by other maritime authorities when working overseas," says Sharyn Forsyth, Maritime NZ's General Manager Maritime Standards.

"Our Maritime Rules relating to seafarer certificates for use on fishing vessels were largely aligned with STCW-F in 2014."

The Convention aims to promote safety of life and property at sea, and protection of the marine environment, by establishing international standards of certification for seafarers on fishing vessels.

It applies to seafarers working on NZ-flagged fishing vessels of 24 metres or more, or with engines of 750kW or more, operating outside the 12-mile inshore fishing limit.

The Convention enables recognition of STCW-F certificates between party states. Seafarer certificates from non-party states are not eligible for recognition. Any foreign-flagged fishing vessels calling in to NZ ports need to demonstrate that their crew meets an equivalent standard.

Sharyn says existing Certificates of Recognition issued by Maritime NZ, and STCW-F aligned national certificates, will remain valid until expiry. Any new certificates will be issued under STCW-F.

Holders of New Zealand STCW-F aligned national certificates working overseas, or planning to do so in the future, can apply for a replacement certificate that is Convention-compliant.

Seafarers who hold one or more of the following certificates and wish to continue to use it must transition by 31 March 2019: Mate of Deep Sea Fishing Vessel, Master of a Deep Sea Fishing Vessel, Marine Engineer Class 6 (MEC 6), Marine Engineer Class 5 (MEC 5), Marine Engineer Class 4 (MEC 4). They will be issued with an STCW-F certificate.

For more information, please contact seafarers@maritimenz.govt.nz or go to maritimenz.govt.nz/commercial/certification/replacement-certificates.asp



Surveyors from around New Zealand and Australia at the recent seminar hosted by Maritime NZ.

Working towards consistency in surveying

Maritime surveyors from around New Zealand and Australia attended a two-day workshop facilitated by Maritime NZ in Wellington this May.

The more than 55 attendees included Maritime NZ staff, New Zealand-recognised surveyors, surveyors from Australia recognised under the Trans-Tasman Mutual Recognition Arrangement and colleagues from the Australian Maritime Safety Authority (AMSA).

Annual surveyors seminars provide an opportunity for the regulatory survey industry to come together to discuss current and future issues and changes, including advances in surveying technology. This year's theme was achieving consistency in surveying across New Zealand.

"The workshop aimed to help develop further consistency and provided surveyors with an opportunity to get together and be 'on the same page'," says Maritime NZ Principal Technical Advisor, Clayton Dias. "It was also a chance to hear about 3D scanning and other exciting developments that can help the industry move forward."

AMSA's Head of Technical for the Vessel Safety Unit, Bob Maher, and Principal Naval Architect, Steve McCoombe, gave overviews of the Grandfather clause and changes to the National Standard of Commercial Vessels.

Maritime NZ General Manager Maritime Standards, Sharyn Forsyth, outlined the review of the "40 series"

Maritime Rules Maritime NZ is currently working on with the Ministry of Transport.

Clayton says Maritime NZ is continuing to work closely with and support New Zealand Recognised Marine Surveyors (an organisation recently set up by surveyors), and that the relationship is "instrumental in helping us in our mission to achieve safe, secure and clean outcomes".

Maritime NZ Maritime Officer Sean Patterson presents at the seminar.





Maritime NZ Maritime Officer, Andy Cox, and Compliance Business Operational Planner, Hannah Martis, delivering “No Excuses” with the Greater Wellington Regional Council on the Kapiti Coast.



“No Excuses” in Tasman with (left to right) Maritime NZ Maritime Officer, Matt Wood, Tasman District Council employee, Phoebe Venz, Maritime NZ Maritime Officer, Shuang Hu, and Tasman Harbourmaster, Dan Cairney.

“Team Maritime” – Maritime NZ, councils and harbourmasters working together

One big team working collaboratively is better than lots of small, individual teams. This is the philosophy that underpins the Common Compliance programme, bringing together Maritime NZ, councils and harbourmasters.

Maritime NZ General Manager Maritime Compliance, Kenny Crawford, says Maritime NZ and harbourmasters generally have the same objectives: safety of vessels and the people on them, and clean seas around New Zealand.

“Planning, training and working together is the best way to achieve those common aims,” Kenny says.

Maritime NZ is responsible for enforcement of maritime law and the Maritime Rules. Harbourmasters work for councils and enforce maritime law and Rules within their areas, and also apply their councils’ navigation safety bylaws.

Common Compliance began with recreational boating, with harbourmasters becoming key regional partners in the national Safer Boating campaign last summer.

Kenny says an example might be a Canterbury boatie hearing on the news and online national messages about wearing lifejackets and having waterproof communications. The Canterbury harbourmaster gives the same messages, tailored for local boaties. When the same boatie is on holiday in the Queenstown Lakes District, the harbourmaster there is promoting “Wear your lifejacket” and “If you can’t call for help, we can’t rescue you”.

“The same message heard many times, coming from different people strongly reinforces what we are saying.

“It also gives us much better bang for our buck – we can share resources and plan to support each other.”

Over summer, 10 councils worked with Maritime NZ on a “No Excuses” enforcement campaign for recreational boaties not carrying or wearing lifejackets and those who speed on the water.

Maritime NZ funded the councils to provide additional staff, time and resources to the campaign, on top of the Safer Boating work councils already do. During the campaign, harbourmasters and Maritime NZ’s maritime officers were on the water working together.



Marlborough Harbourmaster, Luke Grogan (left), and Maritime NZ Maritime Officer, Matt Wood, testing speed guns.

Maritime NZ also funded Marlborough Harbourmaster, Luke Grogan, to carry out a trial of speed guns on the water to show how they could be used by other councils.

“The speed guns proved to be a good additional tool. They gave solid evidence of a boat’s speed and save a lot of desk work,” Kenny says.

Procedures for issuing infringement notices are being coordinated and streamlined, so they are consistent.

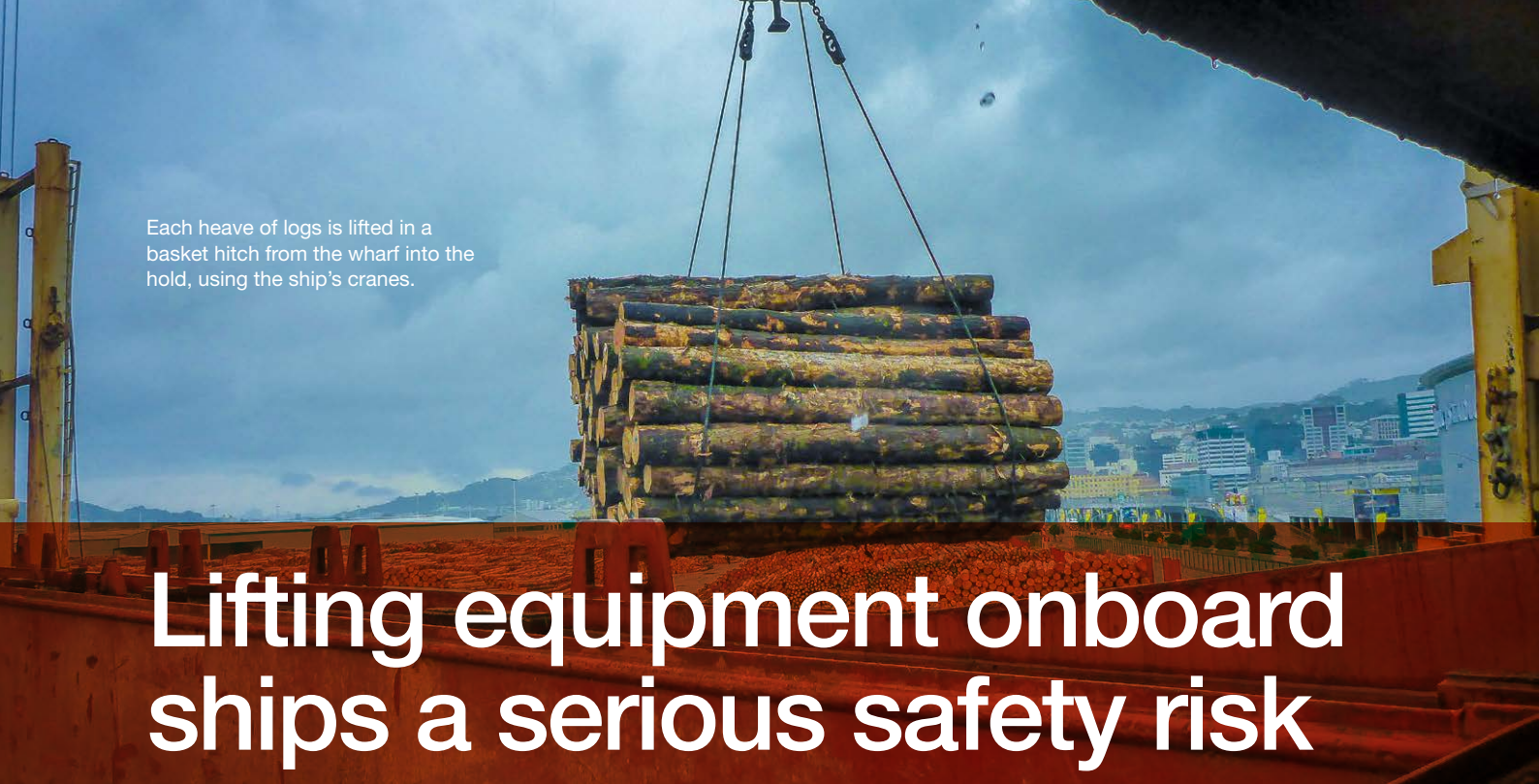
In addition to working together on the Safer Boating campaign, harbourmasters and Maritime NZ staff are doing the same training about government regulation – the “G-Reg” course which provides credits towards additional formal qualifications.

“We are now regularly bringing harbourmasters together in the North and South Islands and nationally to raise issues with Maritime NZ and each other, and to work through them,” Kenny says.

Latest publications – out now

For Maritime NZ’s latest Statement of Intent (2018–2022) and Statement of Performance Expectations (2018–19), go to: www.maritime.govt.nz/about





Each heave of logs is lifted in a basket hitch from the wharf into the hold, using the ship's cranes.

Lifting equipment onboard ships a serious safety risk

Maritime NZ has identified cranes and other lifting equipment onboard ships as a serious safety risk.

Acting General Manager Maritime Compliance, Kenny Crawford, said in the last year, Maritime NZ has received on average two notifications a month of failures, incidents or near misses involving lifting equipment onboard ships visiting New Zealand. It is also aware that not all cases have been reported.

Kenny has written to organisations working with ships in New Zealand ports advising them of their legal responsibilities and clarifying Maritime NZ's position in the event of a lifting equipment failure.

To follow up, Maritime NZ held an industry-wide workshop in June to address these serious concerns. Agents, charterers including large import and export companies, port companies, stevedores, unions, harbourmasters, marine operations managers and classification societies, all have a part to play.

In addition, Maritime NZ is working through the International Maritime Organization to change international safety rules about lifting equipment onboard ships.

Kenny's letter says the first step in improving lifting equipment safety is for crew, stevedores or others involved in lifting operations onboard ships to stop work when lifting equipment is found to be unserviceable, unfit, suspect or damaged.

The Maritime Transport Act and the Health and Safety at Work Act 2015 put legal requirements on ships' masters, and others involved in working with a ship, to make timely notification and preserve the scene of an incident.

The easiest way to report is to complete an online accident or incident report, which can be accessed via www.maritimenz.govt.nz/report-online. You can also report by phone or face-to-face.

Where an accident, incident or notifiable event involving lifting equipment occurs, Maritime NZ expects all work involving lifting equipment on board that ship to stop to allow Maritime NZ to respond, ensure the scene is preserved and enable an assessment to be made of the hazards with on-going operations.

In the interests of safety, where the cause of a failure is unknown, or may be present in other lifting equipment, Maritime NZ will impose conditions that no lifting equipment on that ship is to be used until all equipment has been inspected, where necessary repaired, and confirmed as safe to use. This is to ensure that the remaining equipment is fit for purpose and that its use will not endanger anyone.

Inspection and approval of onboard lifting equipment must be to the satisfaction of the ship's classification society.

In some cases it may be necessary to detain a ship for an investigation. Likewise, where there are clear grounds for a port state control inspection, Maritime NZ will prioritise such an inspection.

The sector's understanding that lifting operations will need to stop to prevent harm is much appreciated. Similarly, cooperation in the timely reporting of notifiable events and the preservation of the scene is greatly valued.

Statistics

From 28 May 2017 – 17 April 2018, Maritime NZ received 55 notifications regarding ship's lifting equipment or the handling of cargo onboard cargo ships in New Zealand. Of these, 39 were notifiable events. Of these notifiable events, 18 were failures of crane hoist/runner wires. There were no reported injuries.



Maritime NZ team members receive their latest certificates at the G-Reg graduation ceremony.

Taking regulatory compliance knowledge to the next level

Maritime NZ's team demonstrated its on-going commitment to the Government Regulatory Practice initiative (G-Reg), when a total of 65 staff graduated with a NZ Certificate in Regulatory Compliance (Core Knowledge) Level 3 in March this year.

Established in 2015, G-Reg aims to build a common regulatory language, as well as to improve leadership, and the culture and workforce capability in the regulatory sector.

"G-Reg is important in creating a sense of identity and being part of a community focussed on good regulatory practice," says Keith Manch, Maritime NZ's Director.

Around 1,900 staff across 43 Government departments and agencies – including the Ministry of Business, Innovation and Employment, which houses the secretariat for G-Reg – are currently working towards the qualifications.

Keith says G-Reg is a world-leading initiative for the regulatory sector – and Maritime NZ is the first public sector agency to commit to all staff completing the first of the five new regulatory practice qualifications within the New Zealand Qualifications Framework.

All current staff have either completed the qualification (164 to date), or are part way through, and G-Reg is now a component of the on-boarding programme for new staff.

A number of Maritime NZ staff also helped create content for the Level 3 qualification. The level 4 qualification of Operation Knowledge, in which Maritime NZ features as

one of the core case studies, has recently been released, and development is underway for the level 4 qualification of Operational Practice.



Keith Manch, Maritime NZ's Director speaks at the ceremony.



National Response Team members pause for a briefing at the Incident Control Centre.

Auckland exercise tests National Response Team

In April, 120 National Response Team members joined a Maritime NZ-led exercise on Auckland's Waitematā Harbour to test New Zealand's maritime accident preparedness.

Exercise Paihere – a scenario involving a collision between two ships – was designed to assess the National Response Team's capability, test the national oil spill plan, continue to enhance relationships and improve how responders work together.

"In a major maritime incident, Maritime NZ is the lead agency responsible for managing the overall response. We'd be drawing upon the skills and expertise of responders who are based around New Zealand," says Maritime NZ Manager Maritime Security and Incident Response, Renny Van der Velde.

"We train regularly to keep the team sharp and try new tools and ways of working," he says.

Activities during the exercise included on-water operations using recovery vessels and equipment, simulated 'oiled shoreline' clean-up, oiled wildlife recovery and stabilisation, as well as manned and unmanned aircraft deployment for reconnaissance and intelligence gathering. Salvage and investigation were also part of the exercise.

"We try to make it as close as possible to the real thing, although there's no oil to clean up," Van der Velde says.

Overall, the independent observers charged with reviewing proceedings were impressed with how the response was undertaken.

Van der Velde says every exercise turns up learnings and over 1,100 observations were gathered from participants, which will be fed back into improving how the team works together.



Oil skimming boats head out on Auckland Harbour.



A team from Auckland Council practises oil removal techniques at a shoreline clean up in Little Shoal Bay.



Members of Massey University's Wildbase wildlife team demonstrate how they would care for oiled birds.



Have your say and **be in to win an inflatable lifejacket**

We're reviewing the way we share our maritime safety stories and news from Maritime NZ – to make sure you receive the information you need in the most convenient way.

We'd really appreciate hearing your thoughts, so please fill out and return this survey before **Friday, 10 August 2018** – or complete it online at maritimenz.govt.nz/magazinesurvey. To thank you for your time, we'll enter you in the draw to win a lifejacket!

1. Tell us about you

a. I currently receive information from Maritime NZ via:

(tick all that apply)

- ☐ Safe Seas Clean Seas/ LOOKOUT!
- ☐ SeaChange e-newsletter
- ☐ Maritime NZ website
- ☐ Facebook (Maritime NZ)
- ☐ Facebook (Safer Boating)
- ☐ Twitter
- ☐ Face-to-face (e.g. with a maritime officer)

b. I am interested in news on:

(tick all that apply)

- ☐ Health and Safety at Work Act 2015 (HSWA)
- ☐ Recreational boating
- ☐ Outdoors and adventure
- ☐ Ports and harbours
- ☐ Marine environment
- ☐ Domestic fishing
- ☐ Foreign shipping
- ☐ Domestic passenger vessels
- ☐ Non-passenger vessels other than fishing

- ☐ Offshore exploration and production
- ☐ Search and rescue
- ☐ Maritime oil spill response
- ☐ Pacific Maritime Safety Programme
- ☐ Other

c. I have internet access:

- ☐ Yes
- ☐ No

2. Tell us about LOOKOUT!

LOOKOUT! is a biannual collection of stories about real incidents and accidents and how they could have been avoided. The stories cover both commercial and recreational sectors.

a. How do you read LOOKOUT!?

- ☐ Online
- ☐ In print
- ☐ I don't read LOOKOUT!

b. If LOOKOUT! wasn't available, how would you like to read maritime safety stories?

- ☐ Monthly via our SeaChange e-newsletter
- ☐ Individually, as they happen, via Facebook
- ☐ Individually, as they happen, via email
- ☐ On our website
- ☐ Other (please specify)

c. How do you find the stories in LOOKOUT!?

- ☐ Highly relevant
- ☐ Often relevant
- ☐ Occasionally relevant
- ☐ Not relevant
- ☐ No opinion

Comment:

3. Tell us about *Safe Seas Clean Seas*

Safe Seas Clean Seas is a biannual round-up of recreational, commercial and environmental maritime news and events.

a. How do you read *Safe Seas Clean Seas*?

- ☐ Online
- ☐ In print
- ☐ I don't read *Safe Seas Clean Seas*

b. If *Safe Seas Clean Seas* wasn't available, how would you like to read news from Maritime NZ?

- ☐ Monthly via *SeaChange* e-newsletter
- ☐ As it happens, via Facebook
- ☐ As it happens, via Twitter
- ☐ As articles on maritimenz.govt.nz
- ☐ In emails
- ☐ In a PDF downloadable from maritimenz.govt.nz
- ☐ Other (please specify)

c. How relevant do you find the articles in *Safe Seas Clean Seas*?

- ☐ Highly relevant
- ☐ Often relevant
- ☐ Occasionally relevant
- ☐ Not relevant
- ☐ No opinion

Comment:

Please enter your details below and return this before Friday, 10 August 2018 to go in the draw to win a Hutchwilco inflatable lifejacket.

Name:

Age:

- ☐ 16–19
- ☐ 20–29
- ☐ 30–39
- ☐ 40–49
- ☐ 50–59
- ☐ 60+

Organisation:

Job title:

Email address:

Phone number:

Lifejacket size:

I'd like to be added to Maritime NZ's mailing list for:

- ☐ LOOKOUT! stories
- ☐ Maritime NZ news

Thanks for taking the time to complete our survey – and good luck!

Post this to the address below or fill out the survey online at maritimenz.govt.nz/magazinesurvey

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Maritime NZ
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Entrants must be eligible to enter and complete and submit our readership survey (either online or via post) before Friday, 10 August 2018 to be entered into the draw.

Entrants can enter only once and only one winner will be drawn at random by Maritime NZ.

Information submitted and collected through the readership survey will be held and used in accordance with Maritime NZ's Privacy Policy (<https://maritimenz.govt.nz/privacy.asp>).

Entrants must also provide full contact details to enter the draw.

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