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SAFE SEAS CLEAN SEAS

As we approach the end of the year, it's a good time to reflect on some of our achievements over the 12 months and look ahead to some of the significant projects planned for 2008.

A highlight of the past year has been the formal approval of safety management systems developed in Taranaki, Gisborne and Waikato (see page 5). The development of these systems under the Port and Harbour Marine Safety Code is a tribute to the hard work of the various port companies, regional and district councils and Maritime New Zealand (MNZ) staff involved. I look forward to seeing more ports and councils developing their own systems over the coming year.

Another exciting development has been the establishment of an excellent exchange programme involving staff from our Marine Pollution Response Service and East Asia Response Limited, who are part of a worldwide network of marine oil spill responders (see page 8).

As this issue of *Safe Seas Clean Seas* went to print, New Zealand was about to present its bid to the International Maritime Organization (IMO) to become a member of its Council. If successful, this will give New Zealand a stronger voice on the IMO, particularly on issues affecting the Pacific region.

Looking ahead to 2008, a key priority is continuing to improve the structure and delivery of the Safe Ship Management system. Other priorities include a review of seafarer licensing and qualifications and providing input to the Ministry of Transport's Coastal Shipping Strategy.

And finally, as many of us look forward to relaxing during the holidays, the number of recreational boating accidents and incidents investigated by MNZ involving alcohol and sometimes drugs, is a reminder that these don't always mix with water.

If you're planning to head out, check the weather first, do wear your lifejacket and as MNZ's latest safety campaign advises (see cover story), be sure to carry at least two forms of reliable communication, so that if you do get into trouble, you can contact rescuers!

On behalf of everyone here at MNZ, I wish everyone a safe, happy and relaxing holiday season.

Catherine Taylor
Director of Maritime
New Zealand



SAFETY

CAMPAIGN LAUNCH

Stay on Top

The importance of communication is the focus of a new advertising campaign launched by Maritime New Zealand (MNZ) in the wake of a number of preventable deaths caused by boaties failing to carry reliable communications equipment.

"Stay on top with communications equipment" is the theme of the campaign, which began in October to coincide with the traditional start of the summer boating season. It stars Navy-trained diver Rob Hewitt, who survived a remarkable 4 days and 3 nights alone and adrift at sea in February 2006, after a routine diving trip off Wellington's west coast went wrong.

The brother of former All Black Norm Hewitt, Rob said his ordeal at sea and his experience in the Navy had reinforced the importance of the power of communication.

"I'm pleased to promote the Maritime New Zealand campaign, which is all about making sure you carry the right communications gear with you on the water. It's also about thinking ahead and asking yourself if you find yourself in a situation like me, 'how can I contact my rescuers so they can come and find me?'" Rob said.

"Of course the simplest form of communication is first talking to someone and saying 'look, this is where I'm going and this is what I'm doing' – but it's also taking the proper precautions and making sure you take the right communications equipment with you when you go out."

The new advertisements feature both English and te reo Māori versions, and follow the successful "Stay on Top with a lifejacket" and "Stay on Top with the weather" commercials, the former featuring well known ex-All Black Colin Meads.

A Colmar Brunton evaluation of the commercials, which have screened for the last 4 years, showed both had had a positive impact on boatie behaviour. Over 80% of respondents recalled the advertising, saying it had reinforced or changed their behaviour towards wearing lifejackets and checking the marine forecast before going out.

MNZ Manager of Recreational Boating, Jim Lott, said the focus of the new advertising campaign was particularly relevant, as failure to carry reliable communications equipment was the second highest cause of boating fatalities in New Zealand, behind not wearing a lifejacket.

"The overall thrust of the campaign is simple – if you can't contact anyone, then no-one can rescue you if you get into trouble.



with communications

“Our research shows that around 56% of boating fatalities over the last 7 years could have been prevented had the victims carried at least one reliable form of communication, such as a waterproof VHF radio or an EPIRB – an emergency position indicating radio beacon,” Jim said.

“Sadly, several of those who died were carrying cellphones and were within reception range, but couldn’t call anyone because their phone wasn’t protected by a waterproof bag, so it was completely unusable.

“The reality is that you don’t have to spend a lot of money to enhance your own safety. A waterproof hand held VHF radio is one of the most reliable forms of communication around. For only about \$200, it’s pretty cheap life insurance. Failing that, even the simple act of popping your cellphone into a resealable plastic bag and tucking it into your pocket before you go out on the water could save your life.”

Jim said the positive change was also reflected in boating fatality statistics, with the seven deaths recorded in the recreational sector for 2006 by Maritime New Zealand the lowest on record – compared with a high of 25 recorded in 2000.

“It is extremely satisfying to see such a significant reduction in the toll, and it is a credit to all the effort that MNZ and the many other organisations who are working hard to promote safety in the maritime community.

“Obviously we are very happy to see any decrease in the number of fatalities we deal with, but any death is one too many and we’ll continue our work to push the totals even lower.”

Jim said MNZ had put a lot of emphasis on educating and informing the recreational and commercial boating sectors through its involvement in the National Pleasure Boat Safety Strategy.

“The three main pushes of the Strategy have been around wearing lifejackets, checking the weather and carrying proper communications gear. I think people have heard these messages and realise that by taking some fairly simple actions they can help save their own lives as well as those of their family and friends.

“For example in 2000, prior to the Stay on Top campaign being launched, closer examination of the recreational boating sector fatality figures revealed that about 75% of the deaths could have been avoided had the victims been wearing lifejackets. And while there are still too many preventable deaths caused by failure to wear a lifejacket, what’s encouraging to see is that that figure has now reduced to about 55%, which shows that the Stay on Top messages are getting through.”



Safety Tips

- **DO** carry *at least two reliable* forms of communication with you which will work even when wet, such as a handheld waterproof VHF radio, flares, emergency position indicating radio beacon (EPIRB), or cellphone in a sealed plastic bag.
- **DO** tell someone where you are going, what you are doing and what time you are expected to return.
- **DON'T** put yourself at risk by failing to carry the right communications gear. Around 56% of boating fatalities over the last 7 years could have been prevented had the victims carried some form of reliable communication.
- **REMEMBER** that if you can’t contact us, we can’t save you.

AND DON'T FORGET TO WEAR YOUR LIFEJACKET!



“56% of boating fatalities over the last 7 years could have been prevented had the victims carried at least one reliable form of communication.”



Cranes and communications on the radar

Crane safety is under the spotlight by Maritime New Zealand (MNZ), following a recent accident involving a signalman.

The man was hurt after lifting gear was accidentally lowered onto him by the crane operator, resulting in back injuries. The accident has prompted MNZ to issue a safety bulletin focusing on the importance of following crane safety procedures, safeguarding communications during loading and discharging, and the reporting of crane defects.

The bulletin is relevant to shipping companies, harbourmasters, and port and stevedoring companies, and highlights the following key issues:



Crane safety and communications are the focus of MNZ's latest safety bulletin, following an accident involving a signalman.

- all crane defects must be reported and communicated to those whose safety may be affected
- appropriate follow-up action must be taken by the person who notes the defect(s)
- the functionality of crane control safety features must be clearly understood by all involved in crane operations
- procedures relating to crane safety features should be followed during operations and detailed in the training of crane operators and signalmen
- as part of the training provided to those involved in crane operations, clear guidance around the interaction between the individual roles and responsibilities must be provided and clearly understood
- visual communications between crane operators and signalmen are essential to safety, and should be highlighted in training material.

More information

Issue 14 of the safety bulletin on "Crane controls & communications" can be downloaded from the website: www.maritimenz.govt.nz

Go to [News & Publications](#) and then [Accident Reports & Publications](#) and then [Safety Bulletins](#).

SSM development key focus for 2008

Making improvements to the structure and delivery of the Safe Ship Management (SSM) system is a number one priority for Maritime New Zealand (MNZ) as it moves forward into the new year.

MNZ Director Catherine Taylor says in order to ensure a strong focus on SSM, MNZ has decided to establish a separate project team to pull all development work in this area together.

The project will look at SSM across a range of areas including:

- the legislative framework (rules) under which SSM operates

- the service delivered by MNZ and SSM companies and surveyors
- examining further training and education to better assist owners and skippers to understand and meet their obligations in as efficient and effective way as possible
- ongoing professional development for surveyors and maritime safety inspectors.

Those with questions relating to SSM and the project can contact SSM Development Manager Sharyn Forsyth by:

email: sharyn.forsyth@maritimenz.govt.nz

phone: **MNZ freephone 0508 22 55 22.**

Gisborne and Waikato win recognition for harbour safety systems

Following approval for the country's first harbour Safety Management System (SMS) at Port Taranaki in July (see September issue of *Safe Seas Clean Seas*) two more systems have now been approved by Maritime New Zealand (MNZ).

Gisborne and Waikato are the second and third regions respectively to gain approval for their SMSs under the New Zealand Port and Harbour Marine Safety Code, which MNZ Maritime Risk Analyst Victor Lenting said was a significant achievement for both.

Victor said the need for the code had arisen out of concerns following the groundings of the **Jody F Millennium** at Gisborne and the **Tai Ping** at Bluff in 2002. The code, developed by MNZ in consultation with regional councils, port companies and other stakeholders, promotes good safety practice and provides a national standard against which performance can be measured.

Gisborne's port (pictured) and Waikato harbour are the latest to attain MNZ approval for their harbour safety management systems.

For Gisborne in particular, Victor said the grounding of the **Jody F Millennium** and the lessons learnt from it had been a major catalyst for the development of the code and the port's own SMS.

"This approval therefore is a significant achievement for the Gisborne District Council and Eastland Port Limited, and is a credit to the hard work and commitment of all those involved."

In November, MNZ also approved the SMS for the harbours and inland waters of the Waikato Region, a system developed by Environment Waikato Regional Council.

Victor said while the priority areas for developing the systems throughout the country had been pilotage waters and commercial ports, the Waikato SMS approval was significant because it was the first for a harbour with a predominantly recreational use and no compulsory pilotage.

The Waikato SMS covers a number of harbours and inland waterways in the region spread over a wide area, including the Coromandel peninsula, harbours on the Waikato west coast and also Lake Karapiro.

Pilotage Rule Part 90 update

Maritime New Zealand (MNZ) is now considering comments from stakeholders on its review of interim Maritime Rule Part 90. The rule, which came into force in 2003, brought licensing for harbour pilots and exempt masters under the Maritime Transport Act, to apply a consistent standard nationwide.

The need for a more substantive review of the pilotage rule follows the development and implementation of the New Zealand Port and Harbour Marine Safety Code, which requires that provision of pilotage services and management of exemptions be based on safety considerations identified through formal risk assessments.

With the majority of New Zealand ports and harbours completing risk assessments in line with the code, the extent of compulsory pilotage areas, exercise-of-privilege conditions, tonnage and length limits and other issues can now be better determined. MNZ is therefore seeking feedback from harbour pilots, exempt masters, harbourmasters, port operators and other interested parties on these issues.

The amended rule also introduces a requirement for revalidation of pilots' licences and masters' exemptions every 5 years, in line with international practice. This also meets the broader aims of the code ensuring ongoing training and competence is maintained within the marine services sector.

More information

- Go to the website: www.maritimenz.govt.nz
- Contact Victor Lenting on email: victor.lenting@maritimenz.govt.nz or on freephone 0508 22 55 22.





The historic lighthouse, pictured here with a revitalised exterior, will now also be restored inside.



Looking for “lighthouse family”

Wanted: willing and able enthusiasts to become the “lighthouse family” of Cape Brett.

The Eastern Bay of Islands coastal landmark is now the focus of a significant Department of Conservation (DOC) restoration project and Bay of Islands area office archaeologist Andrew Blanshard says community involvement is a priority.

“We know there are many people around the country who have associations with the site, who may have lived there as lighthouse children, or visited in various capacities, and we want to hear from all of them,” says Andrew.

Ownership of the historic lighthouse was passed over to DOC by Maritime New Zealand (MNZ) 2 years ago, although a more modern and smaller automated lighthouse maintained by MNZ has been operating at the site since the late 1970s.

The isolated site is now popular mainly with trampers who stay in the Cape Brett Hut (the second of three keepers’ houses built in 1909). From “lights on” in 1910 to automation in 1976, it has been a busy community for the keepers and their families who kept the light blazing.

The restoration project will include upgrading the inside of the old lighthouse, which was repainted earlier this year, and

uncovering the tramway which runs 350 very steep metres from the landing up the hill to the lighthouse. Also to be uncovered is the site of the buildings that housed members of the Royal New Zealand Navy during World War II.

“We envisage having a couple of work days each year where volunteers can help with the upgrade of the site. We would also have a couple of open days so that those who may not be able to assist with physical work, but who are still enthusiastic about the place can come on out and have a look,” says Andrew.

A lighthouse family website is another option. Andrew is keen to see the linking of the wider lighthouse family and to stimulate ongoing interest in and development of the site.

“There are some wonderful stories to be told and we are doing a lot of research into the site’s history”, he says. “We have recently employed a research assistant, Christen McAlpine to explore files at National Archives and the Alexander Turnbull Library and she is assembling a huge amount of terrific information.”

Anyone interested in contributing to the future of the historic Cape Brett site can contact Andrew or Christen at DOC on (09) 407 0300.

SAFETY

Accident highlights safe winch operation

A recent accident in which a deckhand lost his leg below the knee highlights the dangers of unsafe winch operation, says Maritime New Zealand (MNZ).

The deckhand was standing on a metal bar in front of the winch when he lost his footing, trapping his foot in the trawl winch. He sustained severe injuries to his lower leg, which later had to be amputated.

The accident follows a number of serious injuries involving winches on fishing vessels in recent years. Between 1995 and 2006, there have been 20 serious injuries involving winches reported to MNZ, with 34% of these resulting in amputation and 44% involving damage to fingers.

Among the causes of the injuries was improper use of equipment, failure to ensure proper guards were fitted, defective equipment and safety procedures not being followed.

A guidance notice has been issued to all fishing vessel owners and operators, skippers and crew outlining the dangers of winches. Practical winch safety involves skippers and vessel owners:

- examining winches to identify any hazards associated with their operation
- discussing any hazards with the crew and working out how it is to be operated safely
- writing a procedure to operate the winch safely
- ensuring that no one stands in the way while a winch is operating.

Further information

The Marine Guidance Notice, Issue 4 on “Safe Winch Operation” is available from the website:

www.maritimenz.govt.nz

Observers – MNZ and MFish reach understanding

Fishing vessel operators approached by Ministry of Fisheries (MFish) wanting to put observers on their vessels, can contact Maritime New Zealand (MNZ) if they believe the extra person(s) on board will put them in breach of their Safe Ship Management Certificate.

MNZ General Manager Maritime Operations, John Mansell, said an understanding had been reached with MFish whereby MNZ could be contacted to offer an independent safety opinion to either the operators and/or MFish before any observers accompanied vessels on fishing voyages.

“Safety is obviously MNZ’s number one priority, and if owners/operators believe having an observer on board would disrupt their operations and/or breach safety requirements, then MNZ can step in to liaise between the two parties as to what issues need to be addressed in advance of an MFish observer stepping aboard,” he said.

John said operators were given advance notice from MFish about its intentions to place an observer on their vessel. In some cases, he said operators were facing taking crew members off their vessels in order to put MFish people on.

“If operators have any concerns, then please contact MNZ as we’re only too willing to assist.”

MFish observers accompany vessels on fishing voyages to collect reliable catch effort data, biological information on the marine environment, and other information relevant to the operation of New Zealand’s fisheries.

Observers are not enforcement officers and don’t have powers under the Fisheries Act. The information they collect goes to various parts of MFish for analysis and follow up.

The programme aims to deliver 7,500 sea coverage days for the 2007/08 fishing year.

Observers are placed on all manner of commercial fishing vessels, from under 10 m long day vessels to over 100 m. They work on vessels fishing all over New Zealand’s Exclusive Economic Zone and sometimes on New Zealand vessels fishing as far away as Antarctic waters.

They work in a range of fisheries, including set-net, long-line, trawl and purse-seine.

Operators can contact [Maritime New Zealand](#) on its freephone number: **0508 22 55 22**.



MNZ General Manager Maritime Operations, Dr John Mansell.

Alcohol, drugs and water don’t mix

As thousands of kiwis work and play on the water over the summer, recent safety warnings from the United Kingdom (UK) are a timely reminder that alcohol, drugs and the water can be a dangerous mix.

A marine guidance notice issued by the UK-based Maritime and Coastguard Agency warns that consumption of alcohol and drugs can seriously affect survival at sea.

The agency says recent incidents in the UK have highlighted the adverse effects of alcohol and drugs on survival, with scientific evidence showing that even moderate alcohol consumption leads to a reduction in blood sugar and more rapid loss of body temperature. This places anyone under the influence at greater risk of hypothermia.

Drugs also have a range of effects on the body. Certain drugs, such as morphine and morphine-related substances are well-known for increasing the risk of hypothermia, while other drugs, such as cannabis and ecstasy, impair mental sharpness which is critical to survival in the water. The consumption of drugs and/or alcohol has also been highlighted in a number of recreational boating accidents investigated by Maritime New Zealand.

Survivability rates also show that in water of around 15° centigrade (a typical average water temperature for

New Zealand in December) a person loses body heat rapidly and would lose about half their strength in less than an hour, with loss of consciousness potentially occurring inside 2 hours.

However, any heat loss is accelerated by the consumption of alcohol and/or drugs, and is also likely to result in impaired judgement which decreases survivability even further.

More information

See the Marine Notice on “[The Effects of Alcohol or Drugs on Survival at Sea](#)” in the Seafarer Health & Safety section of the website: www.mcga.gov.uk

A dangerous cocktail ...

- Even moderate alcohol consumption reduces blood sugar and speeds up heat loss, increasing the risk of hypothermia.
- Consumption of morphine-based drugs has also been shown to increase the risk of hypothermia.
- The higher the blood alcohol level, the greater the danger.
- Alcohol and drugs such as cannabis, ecstasy and others, impair judgement and mental sharpness which are essential to survival in the water.

Equipment technician Richard Anderson, on secondment to MPRS from the UK, pictured with local schoolchildren during a recent MPRS open day.

EARL relationship forged

A secondment opportunity between MNZ's Marine Pollution Response Service (MPRS) and East Asia Response Limited (EARL) has been incredibly worthwhile, say participants.

The innovative move, aimed at increasing the experience and knowledge-base of MPRS saw Planning and Training Manager Rob Service leave in March for Singapore, while EARL provided experienced equipment technician, Richard Anderson from Southampton, UK, to assist in the delivery of training in New Zealand.

EARL is a leading member of the Global Alliance, a worldwide network of marine oil spill responders who respond to oil spills and are involved with training and consultancy work.

After 6 months abroad, Rob and Richard have returned home from their respective secondments and have been replaced with two more staff members from each team – Sharon Burton has arrived from the UK to assist MPRS with its work until December, and Scott Read is currently in Hong Kong continuing Rob's work until Christmas.

Now back to normal duties at MPRS, Rob said his secondment to Hong Kong was incredibly worthwhile.

"The majority of training and exercise projects which I prepared and delivered were for specific clients," explained Rob.

"Clients varied considerably and covered a range of oil and gas operations including offshore exploration and production, refineries, terminals and shipping."

Rob said the size and scale of operations on one particular offshore oil field was impressive.

"The BP West Java field is located some 30 nautical miles north of Java in Indonesia and extends over an area more than 100 x 50 nautical miles. However, the most impressive aspect of that operation was the almost 200 platforms scattered over the area," he said.

"It seemed rather ironic that we were out in the BP West Java Field conducting an exercise in crystal clear waters but with air pollution from Jakarta over 30 miles away clearly evident."

Rob said his experience working for 6 months in a commercial operation in South East Asia provided him with a different perspective of the marine pollution response business, and a greater appreciation of the issues and problems that developing countries face.



MPRS Planning and Training Manager Rob Service (second from right) with members of the EARL team.

Feedback

Your feedback and ideas on *Safe Seas Clean Seas* are very welcome.

If you'd like a particular topic covered in our next edition, then please contact the publications team by email: publications@maritimenz.govt.nz or phone 0508 22 55 22.

From 1 January
to 31 October 2007

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MARITIME FATALITIES 2007

From 1 January to 31 August 2007, there were **thirteen** fatalities – **three** in the **commercial sector** and **ten** in the **recreational sector**.

 **MARITIME**
NEW ZEALAND

LEVEL 10, OPTIMATION HOUSE
1 GREY STREET, PO BOX 27006
WELLINGTON 6141, New Zealand

TELEPHONE +64-4-473 0111
FACSIMILE +64-4-494 1263
WWW.MARITIMENZ.GOV.TZ

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