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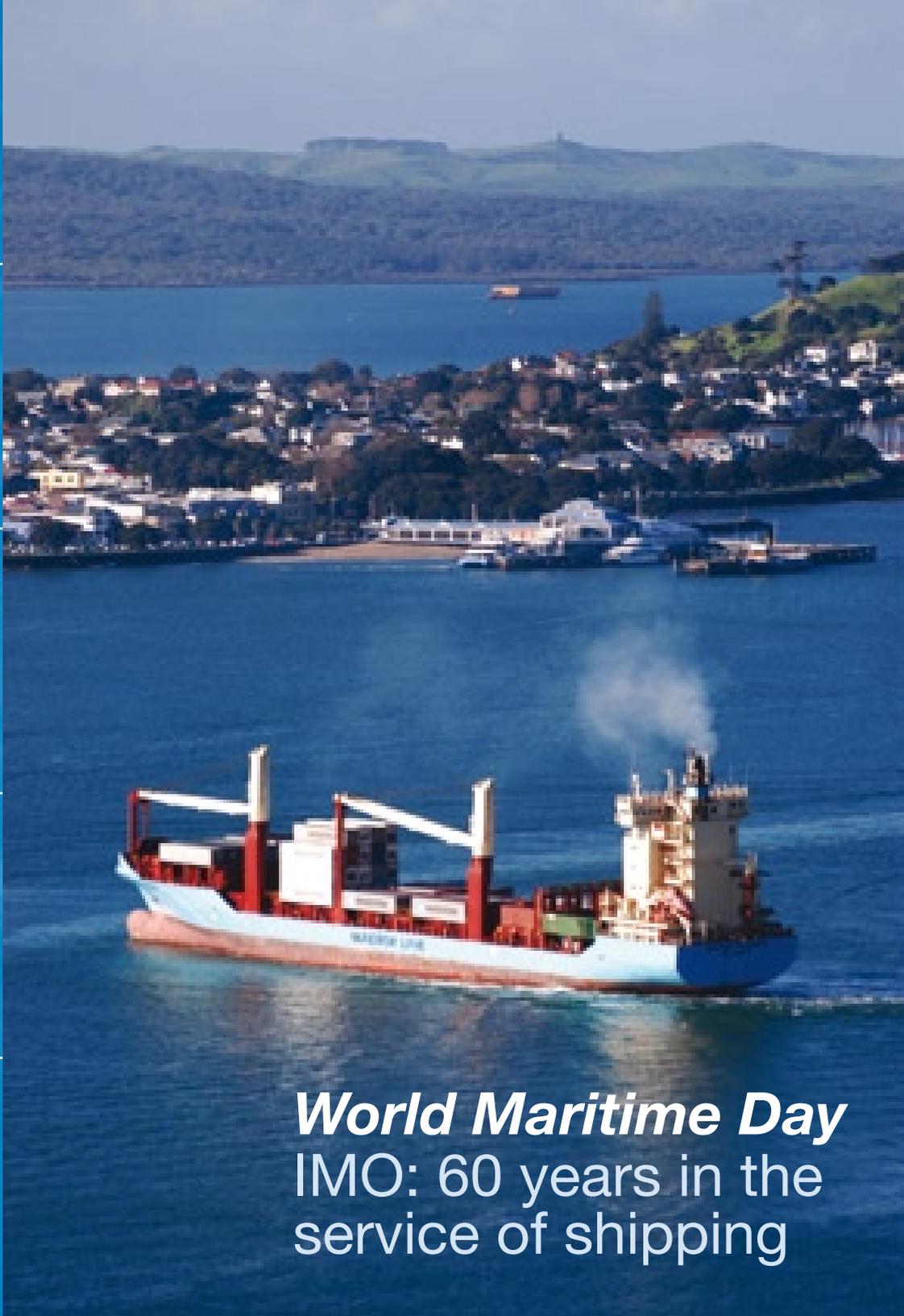
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**World Maritime Day**  
IMO: 60 years in the  
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# SAFE SEAS CLEAN SEAS

Inside this issue we celebrate 60 years in the service of shipping – the theme of this year's World Maritime Day, which will be celebrated by Maritime New Zealand (MNZ) and other organisations around the globe later this month.

The theme, set by the International Maritime Organization (IMO) is a fitting one, given our proud maritime history and the huge impact that sea-going transport has had on the development of our nation. The movement of people and cargo by sea is every bit as important today as it was when the first Pacific explorers set out to cross the ocean and discovered Aotearoa.

Today, the New Zealand maritime industry employs some 10,000 people, and generates hundreds of millions of dollars for the economy. With sea freight accounting for 99.5% of our exports and 99.4% of imports, we remain totally dependant on quality, timely, safe and cost effective international shipping services.

The future of coastal shipping is also undergoing a transformation, with the release of the Government's *Sea Change* strategy. The strategy is designed to revitalise coastal shipping services, as the amount of freight that must be moved around New Zealand is expected to double in the next 10 years, putting pressure on the existing transportation system.

The objective of the *Sea Change* strategy is to promote a level playing field for coastal shipping in competing with other transport modes, while reducing the transport system's heavy dependence on fossil fuels and reducing greenhouse gas emissions.

Through MNZ, New Zealand also continues to play its part on the international maritime stage – both as a member of the IMO and as a newly-elected representative on the IMO council. The position on the council provides New Zealand and other Pacific nations with a strong voice on global maritime issues, as part of the council's role of ensuring the IMO's strategic goals are met.

Membership of the IMO links New Zealand to a framework of internationally accepted standards which regulates the industry worldwide. The IMO's vision for "safe, secure and efficient shipping on clean oceans" reflects MNZ's own mandate of ensuring that New Zealand's maritime sector is safe, secure and sustainable into the future.

**Catherine Taylor**  
Director of Maritime  
New Zealand



RCCNZ

## RCCNZ celeb

Ten crewmen from the stricken French catamaran **Groupama III** are among the more than 450 people who today owe their lives to the Rescue Coordination Centre New Zealand (RCCNZ), which celebrates its fourth anniversary this year.

The centre was set up in 2004, in response to reviews of an accident involving the vessel **Time Out**. Authorities recognised that there was a need for a full-time, professional, dedicated search and rescue (SAR) co-ordination service, and RCCNZ was born.

"RCCNZ today is responsible for co-ordinating all Category II air, land and sea search and rescue operations within New Zealand's SAR region, an area which stretches from about 480 km south of the equator to the South Pole, from about halfway between New Zealand to Australia, and about halfway between New Zealand and South America," says RCCNZ Group Manager, Nigel Clifford.

"Since 2004, RCCNZ has co-ordinated almost 4,000 SAR operations throughout New Zealand's SAR region, which includes the successful rescue of more than 450 people, with a further 2,500 receiving assistance."

RCCNZ also has responsibility for responding to emergency distress beacon signals from aircraft, vessels and individuals, while the New Zealand Police are responsible for co-ordinating all Category I searches, which typically involve smaller scale, localised incidents on land or close-to-shore.

"As part of its role, RCCNZ works very closely with the police and other agencies, and has provided assistance in more than 900 Category I incidents over the last 4 years," Nigel says. RCCNZ also works with the Airways Corporation New Zealand, which provides air traffic services; and with the Maritime Operations Centre, which monitors all marine radio traffic.

Among some of the more recent high profile Category II operations RCCNZ has been involved in was the successful recovery of the 10-man crew of the French racing catamaran **Groupama III**, which flipped in rough seas off the Otago Coast in January this year.

Thanks to the preparedness of the crew and the assistance of French rescue authorities, RCCNZ was able to co-ordinate the safe rescue of the crew within 4 hours.

While the **Groupama III** incident was an excellent example of a "textbook" rescue, Nigel says many of those who get into difficulty are not as well prepared.

"While RCCNZ always strives for a safe and successful rescue, unfortunately, many people still go out unprepared or without thinking first about the risks, which can make our job extremely difficult. There have been a number of incidents which probably could have been avoided or



# rates 4-year anniversary



The crew of the stricken French trimaran the *Groupama III* are among the more than 450 people successfully rescued by RCCNZ since its establishment in 2004. Photo: courtesy of Lion Foundation Rescue.

which could have had a different outcome had those involved been better prepared or not put themselves at extreme risk.”

RCCNZ is staffed by a team of trained search and rescue officers (SAROs), who come from a range of backgrounds, including the New Zealand Police, New Zealand Defence Force, Coastguard and the aviation sector.

Before a search can be launched, SAROs must determine the area to be searched, then plan the search strategy in consultation with specialist marine, aviation, police, defence forces and land SAR advisers. RCCNZ also works closely with its counterparts in other parts of the world, particularly those in Australia and the Pacific Islands.

“A vital element in all SAR operations is obtaining as much relevant information as possible, so that a decision can be made promptly on the best search methods to employ and what resources are required,” Nigel says.

**“One of the biggest hurdles ... is a lack of up-to-date or complete information about those needing help”**

“The quality of the information that we are able to gather in the early stages of an incident has a big impact on our ability to search effectively and, potentially, on the ultimate success of that search. One of the biggest hurdles we often face is a lack of up-to-date or complete information about those needing help, including what their intentions may be, or what (if any) emergency equipment they may be carrying,” he says.

“People can assist us greatly by telling someone else where they are going and what their plans are, as well as carrying the appropriate safety equipment – particularly reliable communications, such as a registered 406 MHz emergency beacon, VHF radio, flares, satellite phone or some other means of contact. Essentially, if you can’t contact anyone, then we won’t know you are in trouble and we can’t rescue you.”

Nigel says RCCNZ’s involvement in a search only ends when the missing craft, crew and passengers are located, rescued and returned to a place of safety and all the rescue participants are back at their bases or a search is suspended. After a major incident, there will be a review process involving all the parties involved in the rescue.

“Over the last 4 years, RCCNZ has gone from strength to strength and is now well established as a 24/7 search and rescue co-ordination and management service,” Nigel says.

“With the recent announcement of additional Government funding for search and rescue, we are well placed for the future. We will be looking to expand our team to ensure the continued provision of professional 24/7 rescue co-ordination services, while at the same time giving us an improved ability to work with all the other SAR sector providers on key issues such as co-ordination, training and liaison.

“The last 4 years have been exciting, challenging and rewarding. Much has been achieved but there is still a lot to do. We celebrate the last 4 years and are looking forward to the future.”



Changes to the way search and rescue operations are classified will simplify things for rescue agencies and help improve the co-ordination and management of incidents.

# New search and rescue classifications

All New Zealand search and rescue (SAR) classifications have recently been revised in an effort to streamline the co-ordination and management of rescue responses, says the Rescue Coordination Centre New Zealand (RCCNZ).

The revised SAR categories, which took effect from 1 July 2008, have been agreed by the Search and Rescue Council, which is made up of representatives from Police, Maritime New Zealand, the Civil Aviation Authority, the New Zealand Defence Force and the Ministry of Transport.

RCCNZ Group Manager Nigel Clifford says the new Category I and II classifications replace the previous Class II and Class III descriptions which had evolved over many years and were in need of updating.

“As far as the general public are concerned, the changes won’t impact upon the highly professional service that RCCNZ and other SAR agencies currently provide. But the revised definitions will allow the police and RCCNZ to work more closely together and strengthen their SAR response services in future,” says Nigel.

SAR operations co-ordinated at a local level, including land, subterranean, river, lake, and close-to-shore marine operations are now known as Category I operations, and are the responsibility of the New Zealand Police. SAR operations co-ordinated at the national level, including operations associated with missing aircraft or aircraft in distress, and off-shore marine operations, are now known as Category II operations, and are the responsibility of RCCNZ.

RCCNZ also manages the satellite distress beacon system for New Zealand and is responsible for the initial response to alerts from emergency beacons, which are treated as Category II incidents unless handed over to the police.

“For all SAR operations, a single co-ordinating authority is responsible for the overall conduct of the operation, which includes leading and managing the response and co-ordinating the activities of all the parties contributing to the rescue effort,” Nigel says.

“This helps ensure that search efforts are not duplicated needlessly and the right resources are allocated and used as effectively as possible.

“However, any SAR operation may be handed from one co-ordinating authority to the other if it is judged that the situation requires it. The aim is always to ensure the best and most appropriate response is provided to the individual situation. RCCNZ and the Police will continue to work very closely together with the aim of sharing expertise, skills and knowledge and ensuring rapid and efficient responses to all SAR incidents.”

Also effective from 1 July were new emergency beacon requirements for commercial fishing vessels within the Safe Ship Management (SSM) system that operate beyond the range of VHF radio. While it was already mandatory for these vessels to carry an Emergency Position Indicating Radio Beacon (or EPIRB), the new requirements mean that these vessels should have now replaced their old 121.5 or 243 Megahertz (MHz) EPIRB with the newer and more accurate 406 MHz variety.

All 406 MHz EPIRBs fitted to commercial fishing vessels within the SSM system must also be registered with RCCNZ, and this service is free of charge. Nigel says ownership details must also be kept up to date, so that if something does go wrong, rescuers have the correct contact information on which to base a search.

RCCNZ responds to about 1,000 Category II incidents each year, some of which involve comprehensive and lengthy responses, while many others take less than one hour to conclude. In the last year, 96 people were rescued during responses to 48 Category II incidents.



RCCNZ Group Manager  
Nigel Clifford



# Changes to maritime fees and charges approved

The fees paid by commercial vessel operators for essential safety services and registration and licensing are set to change shortly, following recent approval from the Government, says Maritime New Zealand (MNZ).

MNZ began a review of its Marine Safety Charge (MSC) and registration and licensing fees in December 2007, which involved development of a discussion document, consultation with key stakeholders and public meetings with representatives from the maritime industry.

MNZ Corporate Services General Manager Trevor Coad says the MSC for domestic vessels has remained unchanged for almost 20 years, and does not reflect the actual cost of providing services to the maritime sector.

"The fees collected through the MSC are responsible for funding essential maritime safety services such as the maritime distress and radio network, navigational safety aids such as lighthouses and beacons, monitoring and compliance activities and investigation of accidents. This means we need to ensure that key funding for these important services remains current.

"After taking into consideration the submissions and other feedback received in response to the 2007 discussion document on maritime fees and charges, MNZ, through the Ministry of Transport, recommended that the MSC levy, ship registration and licensing fee rates be updated."

Trevor says that while the final implementation date for the new charges is still to be confirmed, current indications are that it is likely to be 1 October 2008.

"MNZ acknowledges that while the changes will result in increased costs for most operators, the reality is that the current charges have remained unchanged for many years. MNZ has some key priorities such as the review of licensing and qualifications and unless there is an increase in the MSC levy, reviews such as this will not be able to proceed."

Trevor says the recommendation to update MNZ's charges was considered and approved by Cabinet in May 2008, but



**"The MSC for domestic vessels has remained unchanged for almost 20 years, and does not reflect the actual cost of providing services," says MNZ Corporate Services General Manager Trevor Coad.**

as indicated in its discussion document, this would be phased in over a 2-year period.

Because the changes will not take effect from 1 July as originally intended, Trevor says the 2008/09 invoice will require two calculations for those operators that pay in advance.

"This means that from 1 July 2008, up to when the regulation comes into effect (potentially 1 October), charges will be based on the current old rates and methods of calculation and the remainder of the financial year will be calculated using the new rates and calculation formula.

"Operators in this situation will be advised how the respective calculations have been completed on receipt of their invoice," Trevor says.

"For all other operators, the old rates and formula for calculating the appropriate charges will apply until such time as the new rates come into force."

## Statement of Intent now available

Maritime New Zealand's (MNZ) strategic direction for the next 3 years is now outlined in its *Statement of Intent 2008-2011*.

"The Statement of Intent details how MNZ will continue to work with its industry partners and government agencies to contribute towards achieving the objectives of the New Zealand Transport Strategy, in the areas of economic development, environmental sustainability, and a safe and secure maritime transport system," says MNZ Chairman Susie Staley.

"Building on the gains which have been made in terms of safety, environmental protection and security, MNZ will continue to perform at a high level in the 3 years ahead, while embracing

the challenges facing the maritime transport sector, particularly in the areas of the shortage of skilled seafarers, secure supply chains, and climate change."

You can request a copy of the *Statement of Intent* by emailing your details to: [publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz) or download from the publications section of the MNZ website: [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)



# Care urged over “can-do” attitude

Maritime New Zealand’s (MNZ) Safety Audit Team says recent anecdotal evidence suggests the “can-do” attitude is not all it’s cracked up to be, with overconfidence a potential factor in accidents.

“People are often praised for showing outstanding ingenuity in times of crisis,” says MNZ Manager of Safety Audit Kenny Crawford. “While ingenuity is something that will often get you out of trouble – in the pressure to get the job done, people sometimes forget that it is safe practices that will stop you getting into trouble in the first place.

“Much of New Zealand culture is based on good old Kiwi ingenuity and a can-do attitude, with countless stories of success being achieved from adverse situations, which we should rightly be proud of,” says Kenny.

“But the flipside of this is that the can-do attitude can, at times, lead to overconfidence and the potential for unsafe practices and operations to creep in. For example, during a recent investigation into the crash of an (Australian) Black Hawk helicopter, the report cited a “can-do culture” in the pilot’s squadron as one of the contributing factors in the crash.

“Closer to home, there have also been examples of where the can-do attitude has got people into trouble and demonstrated a disregard towards personal safety,” Kenny says.

“A common example of this is working at heights, where the attitude of ‘just getting on with it and getting the job done’ has caused a number of incidents and injuries.

“While the MNZ publication *Code of Safe Working Practices for Merchant Seafarers* outlines the proper procedures which should be adopted for personnel working aloft, sometimes the can-do attitude has gotten in the way of this.

“This is because it can sometimes seem more time-consuming and frustrating to fill in the paperwork and get the safety harness out, than just getting up the ladder and getting the job done. Complacency can also creep in when you’ve done the job 100 times before and not had an incident, so you don’t fully appreciate the potential risks.

“Unfortunately, incidents don’t really respect statistics, and the consequence of one fall far outweighs the number of successful times a task has been completed. Spending a few extra minutes to check safety procedures or put on the correct protective gear is better than spending time in hospital or off work because you have injured yourself,” Kenny says.

“While we can be proud of the can-do attitude and culture developed over the years, we should not let that supersede common sense.”



## Latest rule updates

The following maritime rules have been signed by the Minister of Transport and come into force on 4 September 2008:

- Maritime (Portable Fire Extinguisher) Amendment Rules 2008 (Parts 40C and 42B)
- Maritime (Various Amendments) Rules (Parts 20-91).

The Maritime (Portable Fire Extinguisher) Amendment Rules 2008 are to:

- assist the industry in carrying the correct size and rating of portable fire extinguishers

- ensure consistency in the maritime rules regarding the requirements for spare charges for portable fire extinguishers
- remove the reference to New Zealand Standard 4503:1993 Hand Operated Fire-Fighting Equipment.

The Maritime (Various Amendments) Rules are largely administrative, but include changes to lifesaving appliance requirements and amendments to stability requirements.

Copies are on the website:

[www.maritimenz.govt.nz/rules/maritime\\_rules](http://www.maritimenz.govt.nz/rules/maritime_rules)



# World Maritime Day 2008: 60 years in the service of shipping

World Maritime Day is an annual event created by the International Maritime Organization (IMO). It's an opportunity to draw attention to maritime issues such as safety and security and, this year, to celebrate 60 years in the service of shipping.

The theme for 2008 is "IMO: 60 years in the service of shipping" to celebrate the 60th anniversary of the adoption of the IMO Convention (1948) and the 50th anniversary of its entry into force (1958).

## How will New Zealand be celebrating World Maritime Day?

World Maritime Day is usually celebrated during the last week in September, but the exact date is left to individual member states. Maritime New Zealand (MNZ) plans to mark the day in Wellington on 26 September.

Because IMO had its beginnings in the wake of the **Titanic** disaster, the day presents an excellent opportunity to inform the public about lessons learnt from the tragedy and the many safety advances made since then.

People can of course celebrate the day in their own way. Suggested activities include a visit to a local maritime museum, a harbour or ferry trip, or a historical walk around your town or city's waterfront.

## What is the IMO?

While the IMO was not officially established until the late 1940s, it had its earliest beginnings after the **Titanic** disaster of 1912, in which 1,503 people lost their lives.

The disaster prompted the world's maritime nations to gather in London in 1914 and adopt the International Convention for the Safety of Life at Sea (SOLAS). The Convention established the first set of international vessel requirements for lifesaving equipment and other important safety measures, and though it has been updated and amended many times, is still in force today.

The Convention establishing the IMO was adopted in Geneva in 1948 and IMO first met in 1959. IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping and its remit today includes safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping.

A specialised agency of the United Nations with 167 member states including New Zealand and three associate members, IMO is based in the United Kingdom with around 300 international staff.

IMO plays a key role in ensuring that lives at sea are not put at risk and that the marine environment is not polluted by shipping. This is summed up in IMO's mission statement: "safe, secure and efficient shipping on clean oceans" and echoes MNZ's own vision for a safe, secure and sustainable maritime environment.

## What is New Zealand's role on the IMO?

New Zealand has been an active and well-respected member of the IMO since 1960. New Zealand was elected to the

IMO Council at the 25th Regular Session of the IMO Assembly in London in November 2007, giving it the opportunity and honour to join with states sharing similar objectives of flag state responsibility.

New Zealand has considerable expertise to offer as a Council member, particularly in the area of coastal state responsibilities. New Zealand recently chaired the IMO Model Audit Scheme Working Group, hosting its own Audit in July 2007.

MNZ actively assists Pacific Island countries to implement key aspects of IMO conventions. New Zealand has fully implemented the International Ship and Security Code. In 2004, a US Coast Guard team reported that port and ship security in New Zealand met international requirements and that many security measures were world best practice.

## Factbox – did you know?

- The crew of the stricken ocean liner **Titanic** were never trained in loading or lowering the passenger lifeboats, and few knew which boat they were assigned to. Many of the lifeboats were not filled to capacity because senior officers did not know the boats had been tested and were strong enough. A number of lifeboat passengers still died of hypothermia because the boats were open and gave no protection against the cold.
- World War II arrived in New Zealand with a bang in June 1940, when the trans-Pacific liner **Niagara** was sunk by a German mine off the Northland coast. While all of the ship's crew survived, more worrying was the loss of its secret cargo of \$2.5m worth of gold ingots and half of New Zealand's stock of small arms ammunition. Almost all of the gold was later recovered.
- The first successful shipment of frozen meat by the vessel **Dunedin** to Britain in 1882 helped to lift New Zealand out of the economic depression of the 1880s. It also paved the way for the trade in frozen meat and dairy products, which was to become the cornerstone of New Zealand's economy.
- At two and three quarter rugby fields long, the 275 m bulk iron sand carrier **Taharoa Express** is the largest dry cargo vessel to operate within New Zealand waters. The vessel's cargo hold can carry 75,000 tonnes of cargo and weighs a whopping 143,000 tonnes – roughly equivalent to the combined weight of 950 blue whales, our largest mammal.

## Surviving disaster – lift-out-spread

Check out the following pages (reprinted with permission from the IMO) for an excellent summary of the lessons learnt from the **Titanic** disaster that have contributed to the safety of life at sea today. A maritime timeline follows on the next page.

# Surviving disaster – The Titanic and SOLAS

In 1914, two years after the Titanic disaster of 1912, in which 1,503 people lost their lives, maritime nations gathered in London adopted the International Convention for the Safety of Life at Sea (SOLAS Convention), taking into account lessons learned from the Titanic. The 1914 version was superseded by SOLAS 1929, SOLAS 1948, SOLAS 1960 (the first adopted under the auspices of the International Maritime Organization) and SOLAS 1974. SOLAS 1974 is still in force today, but it has been amended and updated many times. The regulations relating to life saving appliances and arrangements, contained in chapter III of SOLAS, a new version of which entered into force on 1 July 1998, are intended to ensure that in the event of a catastrophe at sea, passengers and crew have the greatest chances of survival. Improved design and equipment, better fire protection, satellite communications, rescue planes and helicopters and trained personnel also contribute to improved safety at sea.

## Ice patrol

In the first SOLAS 1914, after the Titanic disaster, ice patrols in the north Atlantic were set up and continue to be a SOLAS requirement.



## Speed of navigation around ice

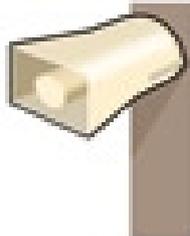
The Commission into the Titanic ruled the loss was due to collision with an iceberg brought about by excessive speed at which she was being navigated.

Under SOLAS, when ice is reported on or near his course the master of every ship at night is bound to proceed at a moderate speed or alter course.

## Public address system

There was no public address system on the Titanic and news filtered to the passengers slowly, adding to the disorder and confusion.

Under SOLAS, all passenger ships must be fitted with a public address system.



## Training of crew in lifeboat drill

The crew of the Titanic lacked training in loading and lowering the lifeboats and few knew which boat they were assigned to. Lifeboats were not filled to capacity because senior officers did not know the boats had been tested and were strong enough.

Under SOLAS, every crew member must participate in regular practise drills and have easy access to training manuals.

## Lifeboat design

Some people died from hypothermia in the Titanic lifeboats because they were open and gave no protection against the cold. Under SOLAS, lifeboats must be fully or partially enclosed. On passenger ships, partially enclosed lifeboats can be used as they are easier to get into, but they must have a collapsible roof to fold across.



### Distress alert

The Titanic used radio which had a limited range of 200 nautical miles. Ships can now communicate globally via satellites.



Inmarsat satellite

Marcconi radio wires

### Helicopters and rescue planes

Unavailable in 1912, helicopters and rescue planes are now used to locate, search for and rescue survivors.

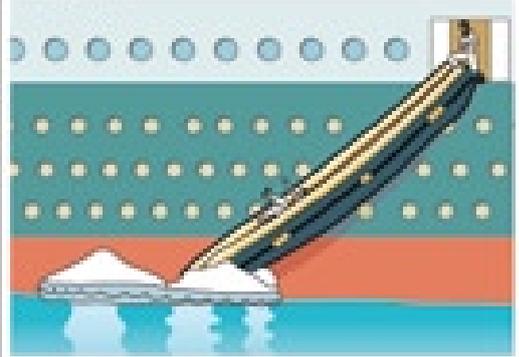


### Lifeboat drill

No lifeboat drill was held on the Titanic. Under SOLAS chapter III an "abandon ship" and fire drill must take place weekly on all passenger ships.

### Evacuation chutes

Passengers on the Titanic jumped from windows and doorways into the lifeboats as they were lowered, often injuring themselves or other passengers. New emergency evacuation chutes are both safer and quicker.



### Number of lifeboats

The Titanic did not have enough lifeboats for all passengers. Under SOLAS, passenger ships must carry enough lifeboats (some of which can be substituted by liferafts) for all passengers, plus liferafts for 25%.

### Immersion suits

The sea temperature when the Titanic sank was below freezing point and many people died in the water from hypothermia. Under SOLAS, a specific number of immersion suits must be carried on both passenger and cargo ships, mainly for the crews of rescue boats.



### Location

The land station at Cape Race, Newfoundland and ships other than the Carpathia and the Californian heard the Titanic distress call but the airmen were cracking and the Titanic's position was misinterpreted. With EPIRBs and global positioning systems, the position of a ship in distress can be automatically sent.



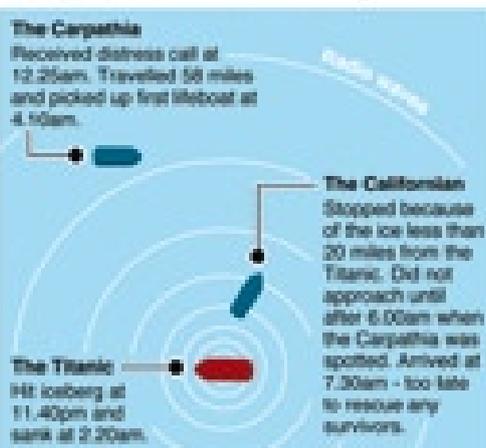
Cospas satellite

#### The Carpathia

Received distress call at 12:25am. Travelled 50 miles and picked up first lifeboat at 4:10am.

The Californian  
Stopped because of the ice less than 20 miles from the Titanic. Did not approach until after 6:00am when the Carpathia was spotted. Arrived at 7:30am - too late to rescue any survivors.

The Titanic  
Hit iceberg at 11:40pm and sank at 2:20am.



### Distress watch

The Californian was less than 20 miles away but the radio officer had gone off duty when the distress messages were sent. Under SOLAS, every ship while at sea must maintain a continuous watch on the distress and safety frequencies.

# 10 Maritime timeline

<b>800 AD</b>	While debate over when New Zealand was first settled continues, evidence suggests it may have been as early as 800AD, by seafarers from the Cook Islands region.	<b>1985</b>	The Greenpeace ship <b>Rainbow Warrior</b> is blown up by French agents, killing a crewman. The ship had been heavily involved in anti-nuclear protests against the French in the Pacific.
<b>1642</b>	Explorer Abel Tasman sights the Southern Alps.	<b>1986</b>	The Russian cruise liner <b>Mikhail Lermontov</b> , carrying 740 passengers and crew, grounds on rocks near Cape Jackson. One crewman is lost.
<b>1769</b>	Ship's boy Nicholas Young receives a gallon of rum and has Young Nick's Head named after him for being the first on board the <b>Endeavour</b> to spot land.	<b>1988</b>	The Global Maritime Distress and Safety System, which allows emergency messages to be transmitted automatically, is adopted and begins being phased in from 1992.
<b>1858</b>	New Zealand's first lighthouse is built at Pencarrow Head, near Wellington. It is also the only lighthouse to ever have a woman as lighthouse keeper.	<b>1990</b>	The last manned lighthouse at Brothers Island in Cook Strait is de-manned. All New Zealand lighthouses are now fully automated.
<b>1863</b>	The British Navy ship <b>Orpheus</b> becomes the biggest casualty of the New Zealand Wars and the country's worst maritime disaster, hitting the Manukau Harbour bar, killing 189 people.	<b>1992</b>	The Health and Safety in Employment Act 1992 comes into force, covering work on board ships and for ships as a place of work.
<b>1882</b>	The first shipment of frozen meat leaves for Britain, helping lift New Zealand from an economic depression and becoming the cornerstone of its future economy.	<b>1993</b>	The Maritime Safety Authority (MSA) is set up. Its establishment is part of a Transport Law Reform Bill addressing the full range of New Zealand maritime laws and provides the first major reform of shipping legislation in almost 40 years.
<b>1912</b>	On 14 April, the "unsinkable" cruise liner <b>Titanic</b> hits an iceberg and sinks while on her maiden voyage, costing 1,503 lives.	<b>1994</b>	The Maritime Transport Act (1994) takes effect and affirms the mandate of the MSA as the national standards development body for ship safety regulation in New Zealand.
<b>1914</b>	Sparked by the <b>Titanic</b> disaster, maritime nations gather to develop the first Safety of Life at Sea (SOLAS) convention, the most important international treaty addressing maritime safety, still in force today.	<b>1997</b>	Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers enters into force. This greatly improves seafarer standards and, for the first time, gives the IMO powers to check compliance with the Convention.
<b>1948</b>	An international conference in Geneva formally establishes the International Maritime Organization (IMO).	<b>1998</b>	The International Safety Management Code is introduced, covering most vessels of 500 gross tonnage and above. It becomes applicable to other large cargo vessels and mobile offshore drilling units from 2002.
<b>1951</b>	The waterfront dispute of 1951 becomes the biggest industrial confrontation in New Zealand's recorded history, lasting 151 days. Troops are sent to load and unload ships.	<b>2000s</b>	New IMO conventions relating to the protection of the marine environment are adopted, including those targeting anti-fouling systems and ballast water management.
<b>1958</b>	The IMO Convention takes effect, and the new organisation meets for the first time the following year.	<b>2002</b>	The <b>Jody F Millennium</b> grounds in Gisborne, sparking the largest scale Tier 3 pollution response in New Zealand. Later that year, the <b>Tai Ping</b> runs aground in Bluff harbour.
<b>1960</b>	New Zealand becomes a member of the IMO. The Organization's first task is to adopt a new version of the SOLAS convention.	<b>2003</b>	Maritime Rules Part 91 enters into force, making the carriage of lifejackets compulsory on board all New Zealand recreational craft.
<b>1962</b>	The country's first roll-on, roll-off ferry, the <b>Aramoana</b> , enters service between Wellington and Picton.	<b>2004</b>	Following a review, the Rescue Coordination Centre New Zealand is established and begins operating 24/7. It co-ordinates all major aviation and marine incidents in New Zealand's search and rescue region, an area covering 30 million square kilometres.
<b>1964</b>	New Zealand whalers harpoon their last whale off the Kaikoura coast, ending more than 170 years of whaling.	<b>2004</b>	The Maritime Transport Amendment Act 2004 takes effect, changing the policy framework within which MSA operates.
<b>1967</b>	Growth in the amount of oil being transported by sea and in the size of oil tankers poses a new problem for the IMO. The <b>Torrey Canyon</b> disaster of 1967 demonstrates the scale of the problem. During the next few years, it introduces a series of measures to prevent tanker accidents and minimise their consequences, also tackling the threat caused by tanker cleaning operations.	<b>2005</b>	The MSA is renamed Maritime New Zealand (MNZ). While safety, security and marine protection remain core objectives, the name change reflects MNZ's wider mandate of helping achieve an integrated, responsive and sustainable transport system.
<b>1968</b>	On 10 April, the ferry <b>Wahine</b> , carrying 734 passengers, runs aground near Wellington, costing 53 lives.	<b>2007</b>	New Zealand is elected to the IMO council, which is responsible for ensuring the Organisation's core objectives are met. Membership on the council gives New Zealand a stronger voice on the IMO.
<b>1970s</b>	A global search and rescue system is initiated with establishment of the International Mobile Satellite Organization, greatly improving the provision of radio and other messages to ships.		
<b>1973</b>	The most important of the IMO's measures for countering pollution, the International Convention for the Prevention of Pollution from Ships, is developed. Later to become MARPOL, it covers accidental and operational oil pollution, and pollution by chemicals, goods, sewage, garbage and air pollution.		
<b>1976</b>	The Lyttelton to Wellington ferry <b>Rangatira</b> completes its last voyage, ending more than 80 years of regular services between the two ports.		
<b>1983</b>	The visit of the <b>USS Texas</b> sparks anti-nuclear rallies, becoming an election year issue in 1984. Nuclear ship visits are subsequently banned by the New Zealand Government.		

Sources: IMO website: [www.imo.org](http://www.imo.org) and New Zealand History online: [www.nzhistory.net.nz](http://www.nzhistory.net.nz)

# Safe Ship

## MANAGEMENT REVIEW

### New SSM audit process introduced

A new audit process for vessels and operators entering the Safe Ship Management (SSM) system is being introduced by Maritime New Zealand (MNZ) from 1 September 2008.

From this month, SSM companies will begin carrying out "initial audits" of vessels entering the system to ensure compliance with maritime rules. As the initial audits are being carried out on behalf of the Director of MNZ, those conducting them will be following procedures approved by MNZ.

SSM Programme Development Manager Sharyn Forsyth says the audits will comprise a checklist that SSM company auditors will be required to tick off before recommending the issue of an SSM certificate to the operator.

Also being introduced this month are improved processes for "fit and proper person" checks for anyone applying for (and holding) a maritime document\* issued under the Maritime Transport Act. The Act's requirements for meeting the fit and proper person assessment covers all individuals and/or companies who are granted rights and privileges under a particular maritime document.

"In simple terms, it means that any person, group or company who has been issued with a maritime document needs to satisfy the Director that they are a fit and proper person to operate under the terms of that document. This is a requirement of the Maritime Transport Act," Sharyn says.

The new requirements will be introduced in two phases, with the first phase (from September) involving answering a set of questions and completing a statutory declaration. The second phase, to be introduced early next year, will require operators to provide criminal and driving records.

"Once the initial audit and fit and proper person checks have been completed by the SSM company, MNZ's safety inspectors will then carry out a compliance check of the vessel within 6 months of it receiving its SSM certificate, which will involve a more comprehensive audit and inspection of the operator's certification."

#### \* Maritime document

*This means any licence, permit, certificate or other document issued by the Director under s41 of the Maritime Transport Act and includes certificates of competency, SSM certificates, surveyor recognition and safe crewing documents.*

### Feedback sought on review of SSM rules

As part of its comprehensive review of the Safe Ship Management (SSM) system, MNZ is now seeking feedback from stakeholders on two key maritime rules central to shaping the system's future direction.

SSM Programme Development Manager Sharyn Forsyth says MNZ is looking for feedback on Maritime Rules Parts 21 (Safe Ship Management Systems) and 46 (Surveys, Certification and Maintenance) which relate to SSM requirements for vessel owners and surveyors respectively.

"Reviewing Parts 21 and 46 is a key element of the SSM service delivery review already being undertaken by MNZ. We have already begun discussions with stakeholders about the structure of these rules, which are central to the future direction of the SSM system," says Sharyn.

"We are keen to hear from stakeholders with ideas and comments on the future development of these rules and the structure of the SSM system."

#### More information

For more information on the review of Parts 21 and 46, or to provide feedback, contact **Sharyn Forsyth** on **(04) 473 0111**, or via email: **sharyn.forsyth@maritimenz.govt.nz**

### Maritime Rules Update

MNZ is currently progressing work on updating and amending a number of maritime rules.

Submissions have been received on Maritime Rules Parts 31A, 31B, 31C (Crewing and Watchkeeping), Part 32 (Ships' Personnel – Qualifications) and Part 34 (Medical Standards), and are currently being considered with a view towards developing final versions shortly. These will then be submitted to the Minister of Transport for signing.

Submissions on Rule Part 90 (Pilotage) have also been received, and some further policy work will be carried out by MNZ prior to further consultation with stakeholders before the Christmas holiday break.

Rule Part 40D (Design, Construction and Equipment – Fishing Ships) will be coming out for consultation shortly, while work on Rule Part 24A (Carriage of Cargoes – Dangerous Goods) is likely to be released for consultation early next year.

Rule Part 80A is undergoing further policy work, while Rule Part 80B (both relating to Marine Craft Involved in Adventure Tourism) is currently with the Ministry of Transport for approval prior to being released for public consultation.





# Agencies respond to increased cruise activity

The advent of the New Zealand Port and Harbour Marine Safety Code and increasing tourist traffic has focussed attention on the risks associated with cruise ship operations in Fiordland.

The cruise industry is anticipating a busy season in 2008/09, with over 60 visits planned by cruise ships to Fiordland. The ships are also getting larger, with the largest carrying up to 2,500 passengers.

Maritime Risk Analyst Victor Lenting says the increase in activity has implications for all agencies involved in managing shipping in the area, with the key focus on ensuring that vessels operate safely while protecting the exceptional natural environment of Fiordland.

"MNZ has been working closely with Environment Southland and Fiordland pilots to support the implementation of the Code in Fiordland and enhance the management of navigation safety. A Fiordland cruise ship steering group, chaired by MNZ, was established last year to provide oversight of cruise operations in the area," Victor says.

"This work is building on established systems, such as the Fiordland Cruise Ship Agreement and the Fiordland Marine Oil Spill Contingency Plan. The Agreement, signed between Environment Southland and the cruise industry, defines the areas where vessels can and cannot go, and sets strict operational and environmental conditions."

Large vessels are required under maritime rules to take a pilot when entering Fiordland. Under the direction of the steering group, a common pilot training programme has been established which has seen two new pilots gain Fiordland licences, with two more currently in training. A set of common operating procedures for all pilots has also been developed.

Other safety initiatives include updated nautical charts for the area, based on recent surveys, a review of maritime aids to navigation and the installation of a new weather station near the entrance to Milford Sound. A planning workshop was held recently to review preparedness for a marine emergency in Fiordland.

"The isolation, unspoilt beauty and harsh environment present special challenges for any emergency response in the area," says Victor.

## Live exercise to test search and rescue response

Testing rescue agencies' ability to respond to a major maritime incident is the aim of a "live" search and rescue exercise taking place in Wellington Harbour this month (September). Rescue Coordination Centre New Zealand (RCCNZ) will have overall responsibility for co-ordinating the exercise.

While exact details of the exercise scenario are still under wraps, RCCNZ Training Manager Rodney Bracefield says it will centre on a "significant" search and rescue emergency involving a large vessel inside the harbour limits.

"Eleven agencies, including Coastguard, Police, the Royal New Zealand Navy and RCCNZ will take part in the exercise, which is designed to test our response in the event of a real emergency. It will also allow the participants to practise, improve and share valuable skills, while identifying any gaps in our systems which can be improved," Rodney says.

"The timing of the exercise is ideal as it coincides with the Coastguard annual conference in Wellington and maximises the opportunity for Coastguard people from around the country to be involved," Rodney says.

RCCNZ has responsibility for co-ordinating all major (Category II) searches within New Zealand's search and rescue region, and also manages the emergency distress beacon system for New Zealand and the Pacific Islands.



# Feedback wanted on kayak safety strategy

A draft strategy for improving safety in kayaking and canoeing and interim guidelines for safety in commercial operations have been released by Maritime New Zealand (MNZ).

MNZ Manager of Environmental Research and Analysis, John Marshall, says the draft strategy is now available for public comment, with MNZ keen to receive feedback from the kayaking and canoeing sectors about the proposals.

John says the strategy, which covers both commercial and recreational kayaking, identifies, describes and indicatively timetables initiatives/products in the following areas:

- developing an MNZ code of practice for accommodation providers supplying guests with access to paddle craft
- MNZ recognition of national standards for safety management systems for commercial operations
- MNZ recognition of national standards for guides and instructors working in the commercial sector
- MNZ co-ordinating provision of safety information for new and intermediate paddlers, and experienced overseas kayakers unfamiliar with local conditions
- MNZ co-ordinating development of a national competency and assessment standard for participating in multi-sport kayaking.

If approved, John says the initiatives will be undertaken in partnership with industry organisations, with none involving changes or additions to maritime rules.

“In particular, the proposal that MNZ recognise national qualifications and safety management standards is a significant departure from the policy approaches previously canvassed by MNZ – which envisaged MNZ undertaking standards development work in these two areas.

“The proposed recognition of national qualifications and safety systems came out of consultation with industry parties on a preliminary draft of the strategy and subsequent policy development work by MNZ. It was felt that recognition was a more efficient and effective means of improving safety standards, while minimising use of both industry and MNZ resources. It was also considered more likely to lead to widespread operator buy-in.”

John says further discussion of the strategy will take place during the upcoming Water Safety New Zealand-convened non-powered craft forum, which is to meet in Wellington during the annual Outdoors New Zealand forum this month (September).

In parallel with the strategy development, John says MNZ has prepared guidelines for commercial operations setting out current law, and advice on good practice.

“While the guide is aimed at the new entrant or aspiring kayak operator, it serves as a reminder to established operators of their legal obligations and MNZ’s expectations regarding safety practices.”

John says the guidelines are an interim measure, to be superseded in due course by the more specific and comprehensive products that may emerge from the proposals set out in the draft strategy – including the proposed recognition of national qualifications and safety systems.

## To view or comment on the strategy

- You can download the draft strategy and the guidelines from the MNZ website: **[www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)**
- Comments on the draft strategy are requested by the end of October 2008. Please email your feedback to: **[john.marshall@maritimenz.govt.nz](mailto:john.marshall@maritimenz.govt.nz)**, or phone John on **0508 22 55 22**.



MNZ is now seeking feedback on its draft kayak and canoeing safety strategy.



MNZ is now working with the local community to develop a navigation safety plan for the West Coast's picturesque Lake Kaniere.

# Draft navigational safety plan for Lake Kaniere

Maritime New Zealand (MNZ) and the West Coast community are working together on a navigation safety plan for Lake Kaniere, with the aim of ensuring that the lake remains safe for all users.

Located about 20 km south east of Hokitika, Lake Kaniere is a popular spot for fishing, walking and recreational boating.

MNZ is now seeking feedback from lake users about any particular issues or concerns they have with the current usage of the lake, says Jim Lilley, MNZ's Small Craft Safety Advisor for the South Island.

"As part of our safety role, MNZ has responsibility for navigation safety on waterways where regional authorities don't assume that responsibility. Our job is to work collaboratively with communities to ensure that navigation safety is maintained, and that any 'hot spots' – areas where conflict of use may compromise safety – are resolved," says Jim.

"The aim of developing these navigation plans is to ensure that popular areas remain safe and enjoyable for all users."

Jim says development of the Lake Kaniere navigation safety plan follows implementation of a similar plan on nearby Lake Brunner, which he says is working successfully to help manage usage of the lake so that all can continue to enjoy it.

MNZ's recreational boating team has already made several investigative trips to Lake Kaniere, and has been gathering feedback from users over their interests and concerns, Jim says.

"The next step in the process will be to hold a public meeting at Lake Kaniere (Labour Weekend 25-27 October), and inform the local community of the results of the work to date, outline the current legislative framework that applies to the lake, and develop a navigation safety management plan.

"Following that meeting, the aim is to put together a specific draft navigation safety management plan for the lake, which will be released for community feedback prior to any final plan being developed. If all goes well, we'll have a draft plan ready to go out for consultation and trial implementation by mid-December in time for the holiday season."

Jim says MNZ is keen to hear from any lake users who wish to share their views on what is proposed. And, if you want more information about the process, you can also get in touch with him.

#### To give feedback to Jim Lilley

**Phone: 0275 387 566**

**Email: [jim.lilley@maritimenz.co.nz](mailto:jim.lilley@maritimenz.co.nz)\***

\*If you contact Jim via email, please include your phone number, so if he has any questions he can call you back.



# Safe boating steering group established

A new steering group bringing together a dedicated core of voluntary safe boating advisors (SBAs) has been formed by Maritime New Zealand (MNZ).

"The role of the SBAs is to educate and communicate safe boating messages to recreational water users in a friendly, informative and non-confrontational manner," say MNZ Recreational Boating Advisors Jim Lilley and Alistair Thomson, who run the SBA programme.

"These voluntary advisors operate throughout New Zealand at boat ramps, boat shows and on the water, passing out safety information and advice to boaties," Jim says.

"The SBAs also complement and support their local regional council's officers, with the aim of educating and informing boaties so that everyone can enjoy the water safely."

Jim says the purpose of the newly-formed steering group is to look at the current state of the SBA programme and identify ways to improve and add value for the key partners involved in the programme, including other SBAs, local regional councils and MNZ staff.

"The outcomes of this first meeting exceeded expectations because of the way all members came to the table with considerable energy and a commitment to improve the profile and awareness of the SBA programme."

Alistair says the vision of the group is to enhance the profile of the SBA programme while continuing to deliver the highest standards of professionalism and commitment.

"The ultimate vision is to develop a pool of well trained, resourced and educated professional volunteers that are a key part of MNZ's wider programme to reduce recreational boating accidents and fatalities.

"We plan to achieve this by developing agreed standards, followed by continuous training and currency development to ensure that the valuable contributions the SBAs make are matched by a comprehensive training and supportive infrastructure."

Alistair says the prerequisites for the SBA role will not change, ie a Boatmaster Certificate (or equivalent) and 5 years of boating experience. Nor will the community focus of the programme change, as this is where the education role has the greatest effect on recreational boating behaviour.

The group will meet again next month (October) to further develop the goals of the group. Alistair says a priority in the meantime will be to improve communication links with key partners in the programme.



Left to right – MNZ safe boating advisors Jeff Donaldson, Katie McNabb, Harvey Gadd and Stuart Birnie are among a core group of five volunteers who have formed a new boating safety steering group (absent: Warren Megget).

## Be up to the speed with the latest safety updates

Maritime New Zealand puts out a range of safety information updates targeted at different audiences in the maritime industry.

In the future, we aim to send out advice about these updates by email. If you would like to be added to our mailing list, please email your details to:

[publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz)

## Can your liferaft be released?

The June 2008 safety bulletin on **Liferafts and their release mechanisms** (Issue 16) supersedes an earlier version by providing additional information and diagrams.

The bulletin is aimed at owners and operators, skippers and crew, ship surveyors, safe ship management companies, maritime safety inspectors and liferaft servicing stations.

The key message is this: if your vessel capsizes, can the liferaft be released? You need to make sure:

- the hydrostatic release unit (HRU) is connected correctly
- the liferaft is not prevented from release by extra lashings or rigging on the vessel, or by a cover on the liferaft.

Download the bulletin from the website:

[www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

## ECDIS and ECS – what is the difference?

Marine Guidance Notice No. 8: **Use of electronic charts, ECDIS and ENC's in New Zealand** (June 2008) details the technical requirements relating to Maritime Rules Part 25, the different types of chart display systems and the need to maintain and use paper charts.

Information relating to Land Information New Zealand's release of Electronic Navigational Charts (ENC) vector charts for New Zealand chart areas (starting in August 2008) is also included in the notice.

In brief, electronic chart systems is a general term for all electronic equipment that is capable of displaying a vessel's position on a chart image on a screen. However, there are two classes of these systems:

- ECDIS (Electronic Chart Display and Information Systems)
- ECS (Electronic Chart Systems).

ECDIS systems and their use on commercial ships are permitted by Rule Part 25, but the same is not true for ECS systems, which do not comply with the ECDIS standard.

For more detail, download the notice from the website:

[www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)



## Lighthouse stars in feature

Located in some of New Zealand's most remote and stunning locations, Maritime New Zealand's (MNZ) network of lighthouses continue to fascinate and inspire visitors.

The Cape Palliser Lighthouse, located on the southern most point of the rugged Wairarapa coast, is no exception, with **The Dominion Post** newspaper featuring a story and photo spread about the historic landmark in a recent issue.

The lighthouse first went into service on 27 October 1897, and today is still a key maritime aid for shipping, protecting the eastern side of the Cook Strait entrance. Its light shines for more than 23 nautical miles (41 km), and is serviced by MNZ about every 6 months, as part of a regular maintenance schedule.

The Cape Palliser light is monitored by MNZ from its base in Wellington. The lighthouse is fully automated, with various fail-safes built into the lighthouse equipment. The light can also be activated remotely, with alarms sent via text or email to warn MNZ engineers of any on-site problems.

The oldest lighthouse in New Zealand is located at Pencarrow Head, near Wellington, which first shone in 1858.



Worth the hike: MNZ maintains the 250 wooden steps that lead up to the lighthouse.



All in a day's work: MNZ lighthouse engineer Jim Foye runs a check of the lighthouse's operating systems.

Classic look: The Cape Palliser light is one of 23 "classic" lighthouses maintained by MNZ.



## 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](mailto:publications@maritimenz.govt.nz) or phone **0508 22 55 22**.

From 1 January  
to 22 August 2008

# 12

## MARITIME FATALITIES 2008

From 1 January to 22 August 2008, there were 12 fatalities - **five** in the **commercial sector** and seven in the **recreational sector**.

 **MARITIME**  
NEW ZEALAND

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