ISSUE
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SAFESEAS CLEANSEAS

MARITIME NEW ZEALAND

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Welcome to the second edition of *Safe Seas Clean Seas* under our new name – Maritime New Zealand. While this issue canvasses a wide variety of issues across Maritime NZ services, it is also a good opportunity to bring you up-to-date with the independent review of Maritime NZ funding. Let me briefly explore the background to this.

During the last 18 months, income from one of our key sources of funding – the Marine Safety Charge – has fallen steadily for that portion Maritime NZ collects (a large majority) for foreign-going ships. This reduction is due to shipping companies continuing to rationalise and become generally more efficient, and because of a downturn in some of the bulk trades.

As a result, we posted a deficit of $500,000 last year, and expect a shortfall of $900,000 this year, despite numerous economies and cutbacks.

Clearly, a full review of Maritime NZ's funding is required, and the Government has commissioned an independent reviewer to carry it out. We hope to have this completed by mid-December, to ensure funding is quickly addressed in time for the 2006-07 financial year. We'll keep you posted on the outcome.

In the meantime, so that we can continue to provide our services, the Government has increased the Marine Safety Charge for foreign-going ships by 15 percent from the middle of this month. This is the first increase in 15 years. Also important is that this increase doesn't apply to the domestic sectors (merchant ships, fishing boats, ferries and charter operators), from which revenue has remained stable.

In reaching its decision, the Government was mindful of the helpful submissions received from the shipping industry on the proposal to increase the Marine Safety Charge. While agreeing with the need to address these questions, they could not be tackled in time to deal with the projected shortfall this year.The 15 percent increase is therefore an interim measure only while this review takes place and its recommendations are addressed.

I hope that all readers continue to enjoy and value *Safe Seas Clean Seas*. All our feedback suggests this is the case. Nevertheless, if there's anything you'd particularly like to read about in future editions of *Safe Seas Clean Seas*, or if there's anything you specifically like or don't like about this publication, please let us know by emailing Heidi Brook (heidi.brook@maritimenz.govt.nz).

Russell Kilvington
Director of Maritime NZ

Safety

Safety focus for ports and harbours

Safety at ports and harbours nationwide is being raised to another level, as risk assessments and safe management plans get under way.

Since the release of the *NZ Port and Harbour Marine Safety Code* last year, regional councils have been assessing risks surrounding vessel navigation within their harbours. These risk assessments are the first step towards developing Safety Management Systems for improved safety in harbours and ports.

In July, Maritime New Zealand approved the first risk assessment prepared by the Marlborough District Council for the Marlborough Sounds. This assessment identified and assessed 84 hazards and risks; the two highest were a ferry grounding at the entrance to Tory Channel, and a collision between a ferry and another vessel. The many recommendations to come out of the review include introducing a vessel tracking system within the Sounds, and improving Picton Harbour Radio with a vessel information service for better communication.

New Zealand's ports and harbours vary widely in physical character, shipping activity and infrastructure, so navigational risks differ around the country. Each risk assessment covers hazards and the resulting risks, and consider local factors such as density of vessel traffic, conflicts between large and small vessels, weather, tides, water depth and other navigational constraints.

Maritime NZ Risk Analyst Victor Lenting, who is managing the project, says councils have enthusiastically taken up the risk assessments and have been working closely with port companies and harbour users in their regions. The risk assessments completed so far are of a high standard.

Photo courtesy of the *Marlborough Express*.

The risk assessment for the Marlborough Sounds and surrounding area is the first to be approved. This photo shows the new ferry, *Kaitaki*, alongside a recreational vessel, highlighting two very different types of vessel that use the Marlborough Sounds.

Mr Lenting says the risk assessment approach is not new or novel: "Most New Zealand ports already have well-established systems for safety management, both on the water and for their shore-based operations, and they're continually refining these. The new *Port and Harbour Marine Safety Code* brings a new focus to navigational safety management, and a coordinated all-of-harbour perspective that in many cases has been lacking."

What happens next?

The risk assessments are the first step towards developing Safety Management Systems for each harbour – a process that will be carried out during the coming 12–18 months. These Safety Management Systems will include Harbour Safety Plans that set out roles and responsibilities, show how the risks will be managed and by whom, and say how they will be monitored and audited.

"These risk assessments aren't intended to be a one-off process. There'll be ongoing management of navigational safety, and regular reviews to encourage continuous improvement and ensure safety remains a priority," says Mr Lenting.

Maritime NZ will review and approve the Safety Management Systems and audit compliance.

Introducing Victor Lenting

Maritime NZ Risk Analyst

Victor joined Maritime New Zealand in March this year. He is a chemical engineer, with a background in the oil and gas industries and in safety and risk analysis.

Victor's primary role is to manage Maritime NZ's review and the approval of risk assessments and Safety Management Systems.

His association with Maritime NZ goes a long way back. In his previous role with engineering and environmental consultancy firm URS, he carried out risk assessments for marine oil spills, and the carriage of hazardous and noxious substances by sea, and he managed the development of the GIS-based oil spill information management system.

Victor is enjoying the change from a consulting environment to working 'on the other side of the fence': "In the past I've always prepared risk assessments for others and have rarely been able to apply the results. Being on the receiving end, and using risk assessments directly as a practical tool in safety management, is a new and exciting challenge."

Compulsory insurance for oil pollution damage

A rule amendment that closes a gap in marine pollution legislation came into force in July.

The amendment to Rule 102 requires all vessels of 400 gross tons or more in New Zealand to have insurance or other verifiable financial security to meet any liability for oil pollution damage.

The new requirements ensure prompt and full compensation is given to those who suffer loss or damage because of a marine oil spill.

About 60 New Zealand vessels, largely from the fishing fleet, are affected by the change. However, many of these vessels already have sufficient cover in place. Oil tankers carrying more than 2,000 tonnes of oil are already required to have insurance.

The amount of cover needed is determined by the tonnage of the ship according to the scale set out in Section 87(3) of the Maritime Transport Act. For example, the liability for oil pollution damage of a 660 gross ton ship is limited to a maximum of about NZ$400,000; in the case of a 12,000 gross tonne ship, the limit is approximately NZ$4 million.

There will be a reasonable timeframe for owners and operators to make the necessary changes, before Maritime New Zealand inspectors begin checking insurance cover.

Right: The need for the Rule 102 amendment was recognised in 2002 when the *Jody F Millennium* grounded in Gisborne, causing an oil spill.

Environmental

Gap in environmental legislation closed

Maritime NZ and other New Zealand oil spill response agencies can now recover the costs of an oil pollution response, when actions are taken due to an oil spill being very likely.

This is reflected in an amendment to Sections 344 and 345 of the Maritime Transport Act.

Before this amendment, costs incurred during an oil spill response could only be recovered if there was an actual oil spill. This was changed because of the *Tai Ping* incident, where an oil spill response got under way but no oil was actually spilled.

Yachts caught in storms trigger huge search and rescue effort

Ten people were rescued from six yachts that were caught up in atrocious weather conditions in the Pacific, in June.

Four of these rescues took place over four days, making this the second largest and most enduring rescue operation RCCNZ has managed since it began operating last July.

All 10 rescues clearly show that when you get into trouble at sea you have to be able to tell someone. Each of these rescues proves many times over the importance of having HF radios that can transmit and receive, distress beacons and flares.

On 11 June, RCCNZ sent a container ship to help an exhausted solo yachtie who had abandoned *Gypsy Rose III* in terrible weather about 800kms northeast of New Zealand.

The following day, two female crew were rescued from their yacht *Bird of Passage* that had run aground on Minerva Reef.

On 14 June, RCCNZ coordinated the rescue of another two people – including a New Zealander – from the yacht *Ciru* that capsized 780kms south of Fiji. Like the crew of *Gypsy Rose III*, this pair was adrift and battling gale-force winds. They used their HF radio to alert the Maritime New Zealand Communications Centre, and RCCNZ sent an Air Force Orion to find them. Flares fired from the vessel led the Orion to them, and RCCNZ diverted the container ship *Capitaine Wallis* to rescue them.

Also rescued on 14 June were two Canadian sailors whose yacht *Scot Free* was battered in the same storms. RCCNZ sent an Orion to find them, and a nearby vessel to rescue them.

Two weeks after these rescues, RCCNZ got called upon again to organise the rescue of two French men from the yacht *Maine* that had lost its rudder about 210kms northeast of Cape Brett. RCCNZ sent a Taupo-based aircraft to locate the yacht, and the crew were found after they fired a flare as the aircraft approached. Once again, the container ship *Capitaine Wallis* went to the rescue.

Two weeks after these storms, a cargo ship rescued a 41-year-old American yachtie about 920kms northeast of Cape Brett after his yacht *Na Eala* dismasted during rough weather. He was able to use his satellite phone to raise the alarm.

Unfortunately, one vessel that is believed to have been caught up in the storms has not been found. The *Manoah* left New Zealand on 8 June, and despite two months of broadcasting messages throughout the Pacific, and a two-day aerial search, the trimaran and its two crew have not been found. Again, this sad incident highlights the importance of having appropriate communications equipment with you.

Top: The two women crewmembers from the *Bird of Passage* leave their stricken yacht.

Centre: An inflatable from the rescue yacht *Namerida* tows the two women from the *Bird of Passage* yacht, in their liferaft.

Bottom: The yacht *Scot Free* with ripped sails, no global positioning system and no diesel on board.

Two services that could save your life:
radio schedules and 5-day marine forecasts

Maritime New Zealand is reminding both recreational boaties and commercial seafarers to use two services: five-day marine forecasts and radio schedules.

Radio schedules allow boaties and seafarers to communicate their position regularly so that if they get into trouble their last known position and intentions are known.

Anyone can establish a regular radio schedule with Maritime Radio, which is operated by Maritime NZ, or a coastal marine radio station. There is no charge for making a call to Maritime Radio which is operated by Maritime NZ, and most coastal stations also provide the service free of charge. See the article on this page for how to establish a radio schedule.

Five-day marine forecasts are also very useful. They give people a better indication of what the weather will do so they can alter their route, change their departure time, or seek shelter.

New Zealand is the first country in the world to provide five-day marine forecasts. Maritime NZ began investigating extended marine forecasts three years ago, and after extensive development they went live in May.

How do I set up a radio schedule?

Before you head off, call Maritime Radio Channel 16 then transfer to a working channel, or call your local Coastguard or fishermen's radio.

Just tell them where you're going, and when you expect to return. If you're going on a longer journey, set up a regular schedule. For example, tell them you'll call in twice a day at certain times with your position. Each day simply radio in with your position and intentions.

Please note: if you set up a communications schedule and fail to radio in at the end of your trip, no action would be taken. A search would only get under way if other sources told authorities you might be missing.

Crossing a bar? Make a quick radio call before and after you cross.

A quick call on VHF radio to your local Coastguard or fisherman's radio before and after you cross a bar is easy, and could save your life.

Call when you're ready to cross, then call again when you've successfully crossed it. If you don't call back, it will trigger an alert.

How do I get a 5-day marine forecast?

The two most convenient ways are by VHF radio and MetPhone.

VHF Radio

The Maritime NZ Communications Centre provides forecasts which are announced on Channel 16 six times a day (at 0533, 0733, 1733, 2133 and 2333).

Widest source from Coromandel north to the Bay of Islands

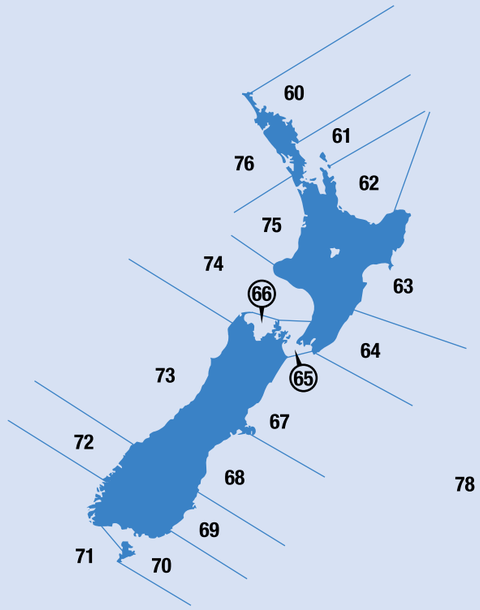
VHF Channel 20 or 21 provides a continuous marine weather forecast and live weather reports from lighthouses for this area. Coastguard is looking to extend this service to cover the Cook Strait.

MetPhone

Dial 0900 999 + the area number shown on the map below.

Areas numbers are:

60	**Brett**	**69**	**Chalmers**
61	**Colville**	**70**	**Foveaux**
62	**Plenty**	**71**	**Puysegur**
63	**Portland**	**72**	**Milford**
64	**Castlepoint**	**73**	**Grey**
65	**Cook**	**74**	**Stephens**
66	**Abel**	**75**	**Raglan**
67	**Conway**	**76**	**Kaipara**
68	**Rangiatata**	**78**	**Chatham Island**



Other sources include:

- Local Coastguard stations on VHF
- Teletext
- www.metservice.co.nz
- local newspapers (but they may not be as up-to-date)
- local radio stations, especially in summer
- National radio at 5am.

Safety

Alcohol a causal factor in recreational boating accidents

Last year, alcohol was a contributing factor in a number of recreational boating accidents, and it was a significant causal factor in three of the 15 recreational fatalities in the year to 30 June.

During the past two years, alcohol was a factor in about 30 percent of recreational maritime fatalities, and a direct cause of 15 percent of them. Australia's figures are similar, with alcohol contributing to 35 percent of boating accidents.

The message from this is clear: do not go overboard with the alcohol. The risks of being at sea increase significantly when you combine alcohol with them.

Also notable is that the three people who died in the three alcohol-related accidents were not wearing a life jacket at the time of the accident. However, the number of people wearing life jackets is increasing. Maritime NZ estimates about 40 percent of people who die in pleasure boating accidents at present are not wearing life jackets. This is down from 75 percent reported in 1999. Maritime NZ believes this is a result of educational campaigns that began in summer 2002.

Important information for the commercial maritime sector:

Changes to safety management systems

Owners and operators of commercial vessels need to be aware of important changes to two safety management systems – Safe Ship Management (SSM) and Safe Operating Plans.

In summary, the key changes are:

- all commercial vessel owners must be members of a SSM Company, and meet various requirements (outlined in the following information)
- the existing requirement for in-water inspections under Maritime Rule Part 21, which covers safety management systems, will be replaced by risk-based audits
- due to the above, inspectors will be replaced by surveyors
- Maritime NZ will carry out initial and high-risk audits
- Maritime Rule Part 21 is under review to reflect changes to safety management systems.

Maritime NZ General Manager Maritime Operations, John Mansell, says the changes are an important step towards further improving safety.

"We're committed to the philosophy of safety management systems for all commercial vessels. That is, that owners and operators have the ultimate daily responsibility for maintenance of their safety management systems, and for the safety of their vessels and crew."

Reminder about *Code of Practice for Safe Ship Management*

This comprehensive Code came into effect for SSM companies on 1 February this year.

The Code sets clear standards for SSM companies, details quality management standards, and clarifies the responsibilities of everyone involved in safety management systems – Maritime NZ, owners and SSM companies.

The full Code is available through the Commercial section of the Maritime NZ website: www.maritimenz.govt.nz

Simplified versions of the Code, covering responsibilities and an explanation of the SSM cycle, have been sent to all vessel owners and operators.

What are the changes?

The changes improve the delivery of two safety management systems: Safe Ship Management and Safe Operating Plans.

These are summarised below, along with comments about how they will affect you and your vessel.

Maritime Rule Part 21 review to reflect changes

Maritime NZ is currently reviewing this important rule, which covers safety management systems, to ensure it reflects requirements of the *Code of Practice for Safe Ship Management* and other changes that have happened since SSM was established in 1998.

Maritime NZ hopes to have the new rule established later this year, following consultation.

All commercial vessel owners must be members of a SSM Company

Commercial vessel owners must be members of a SSM company, under the *Code of Practice for Safe Ship Management* that becomes mandatory when Maritime Rule Part 21 is amended.

The Code requires that all contractual arrangements for the maintenance of membership be honoured, as agreed to by the SSM company and the vessel owner.

This membership document must also clearly state the responsibilities of all parties defined in the Code, and include the services to be provided by the SSM company and the cost of those services.

This document serves the same fundamental purpose as the forms of agreement already in place between all vessel owners and SSM companies.

Changes to inspections and audits

The amended Maritime Rule Part 21 will do away with the existing requirement for periodic inspections of ships to ensure that ships and equipment are maintained according to the approved maintenance plan and remain fit for their purpose.

This requirement will be replaced by a systems audit within six months before or after the mid-term survey, and it will be carried out by trained and qualified SSM auditors. These auditors will verify that each vessel's safety management system is functioning, vessel specific and effective.

If this in-depth audit reveals shortcomings in the vessel's safety management system, the auditor will have the right to carry out another audit after a time period to be discussed with the vessel owner.

Mr Mansell says this is good news for owners as it's an incentive to run a good operation: "If you have a good operation, with effective safety management systems in place, you'll need to be audited less often."

Changes regarding inspectors, surveyors and auditors

Inspectors will no longer be required, because there will no longer be in-water inspections of vessels, and the two and four yearly out-of-water surveys under the existing rule will be carried out by a surveyor in attendance. A thorough check of safety equipment will be carried out at these surveys.

Recognising this, Maritime NZ is proposing to broaden the base of surveyors by accepting applications from suitably trained and qualified people from within the SSM system. These people may be, for example, boat builders, fitter and turners or holders of appropriate maritime qualifications who could receive limited recognition as surveyors, and through training and experience be able to increase the scope of their recognition.

The amended Maritime Rule Part 21 will include a requirement for SSM auditors to be trained and competent.

This change will address two issues: the looming shortage of surveyors, and provision of a career path.

This will take place in the near future, once the advisory circular to Maritime Rule Part 46 has been amended.

New provisional SSM certificates

The amended Maritime Rule Part 21 will allow for a provisional SSM certificate to be issued, once a new or modified vessel has been declared fit for purpose, by a SSM surveyor.

This certificate will be valid for six months, during which time the vessel's safety management system must be utilised, and verified by an initial audit before the full-term SSM certificate is issued.

Changes to Maritime NZ involvement in initial and high-risk audits

Maritime NZ has been directly involved in the critical initial audits of new vessels coming into safety management systems, since 1 September this year. These audits are being carried out by Maritime NZ Inspectors who are trained auditors.

There is no charge for the initial audits. However, if a vessel fails the audit, an hourly rate will be charged for subsequent initial audits.

During the four-yearly survey cycle, Maritime NZ will focus on high-risk vessels, as determined by the Safety Profile Assessment Number system, and will carry out audits of those vessels, along with risk assessments of all vessels in SSM, at least once every few years. Further risk assessments will be carried out as required, based on risk.

Changes to Safe Operational Plans for small fishing vessels 6m in length or under

Small fishing vessels 6 metres in length or under, and working within two miles of the shore, have the option of operating under SSM or a Safe Operating Plan administered by experienced fishermen appointed by Maritime NZ.

Over the last two years, Maritime NZ has taken a proactive role in this sector to encourage compliance. However, Maritime NZ will revert to its traditional role of ensuring these vessels are in a safety management system by monitoring the sector, ensuring compliance and working closely with the authorised people.

Maritime NZ will audit authorised people regularly to ensure they are carrying out their important work in a uniform and consistent way.

Further information

For further advice or clarification about any of these changes, please phone:

- **0800 Safeship**
- **Bruce Bradley**, Nautical Adviser, Safety Management Systems, on 04 494 1215
- **Duncan MacKay**, Nautical Adviser, Safe Operational Plans, on 04 494 1258
- **your local Maritime NZ Inspector**.

Catch the safety lessons from recent accidents

Maritime New Zealand investigates about 450 incidents each year to find out how and why they happen so more can be done to prevent them. Safety recommendations are passed on to those involved, and lessons learned are shared with others within the maritime community. Maritime NZ only takes legal action in a very small amount of cases for serious breaches of the law. Here, Maritime NZ shares some recent safety lessons with *Safe Seas Clean Seas* readers.

Fishing vessel collision

– Keep a proper look out

This safety message is fundamental, yet a failure to keep a proper lookout remains one of the key causes of accidents.

A collision between two commercial fishing vessels in Golden Bay in November last year emphasises the need to keep a proper lookout using all available means.

Maritime NZ Investigator Domonic Venz found the collision could have been avoided if both skippers had taken proper action to identify each other while in heavy fog, and taken into account the poor visibility and the number of other vessels in the immediate area.

Although one of the skippers was at the wheel, a proper lookout by all available means, including radar, was not being maintained. The other skipper was only checking his position and the presence of other vessels in the area occasionally, while he and his crew sorted scallops at the stern of their vessel.

Following the investigation, Maritime NZ recommended both skippers attend a restricted radar course to give themselves additional training on radar use and collision prevention in restricted visibility.

Serious injury accident

– Take proactive steps to ensure the workplace is safe

It is not just companies that have obligations to ensure a safe workplace; employees do too.

In March last year two people were injured – one very seriously – when a truck driver accelerated while towing a very wide trailer up a narrow ramp on a cargo vessel in Auckland. The truck collided with the side of the ramp causing the rear of the trailer to spin and strike two stevedores who were walking down the ramp.

Maritime NZ Chief Accident Investigator Mike Eno says that given that the ramp was narrow, the trailer was wide, and the truck driver was aware there were pedestrians on the ramp, the driver should have stopped the truck until the stevedores were clear of him.

"Employees have a moral and legal obligation to take proactive steps to ensure everyone at work is safe. In this case, the truck driver was convicted and fined for his failure to do so," he said.

The stevedoring company was also convicted and fined, in March, for failing to take all practicable steps to ensure the safety of its employees including checking appropriate procedures were in place.

Double boating fatality

– Tell someone what time you'll return

The need for people to tell someone where they are going and what time they will return is highlighted by investigation findings into a tragedy which claimed the lives of two men off the coast of Napier in October last year.

Maritime NZ Investigator Jim Lott found the accident happened when the recreational fishing boat was hit by a wave after the boat's engine had stopped. The wave knocked the four men on board off their feet, and flooded the boat. Once unstable, the boat capsized before the men had time to call for help.

Unfortunately, the alarm to search for the men was not raised until the next morning, more than 13 hours after the accident happened. Two men were found alive; the other two had died before rescuers reached them.

"If a family member or friend doesn't know what time they should expect you back, they won't know if you're in trouble. This accident is also another reminder of the importance of having some means of communicating with people on your body at all times."

"This can be as simple as carrying in your pocket a handheld waterproof VHF radio, or a mobile phone in a waterproof plastic bag where there is mobile phone coverage. Red hand-held flares are also an excellent method of signalling distress," said Mr Lott.

Drowning

– Alcohol and boating don't mix

The dangers of drinking too much alcohol at sea are brought home by the drowning of a man last December.

The man, who was in his 70's, drunk a substantial amount of alcohol one evening while his private motor launch was anchored near the Bay of Islands. His son and grandson, who were travelling with him, were visiting friends on another boat and returned that night to find the man asleep. But at 6.30am he was discovered missing.

The man had fallen overboard early in the morning, after leaving his cabin either to urinate in the sea, or while he was sleep-walking which he was prone to do. His body was discovered an hour later on rocks, and a post mortem found his blood-alcohol level was more than twice the legal limit to drive a car.

Maritime NZ Investigator Jim Lott says that once overboard, his ability to raise an alarm would have been seriously hampered because of the amount of alcohol he'd drunk.

"There are certain risks on a boat and these are aggravated many times over if you combine a lot of alcohol with them. It can make you disoriented, which increases your chance of falling on a boat where keeping steady on your feet is essential. It also impairs your judgment and ability to make good decisions, and it contributes to rapid onset of hypothermia once you're in the water," he said.

Commercial sector fatalities remain stable

The number of fatalities in the commercial sector remains stable. There were nine fatalities in the commercial sector during the 12-month period to 30 June. Five of these fatalities were in the commercial fishing sector and one was in the commercial passenger sector.

The remaining three fatalities were in the International and NZ SOLAS sector; unfortunately, ending a long period of no fatalities. Two of these three fatalities occurred when vessels were in port. The third fatality, which is under investigation, involved a Cook Strait ferry and a pleasure vessel.

Workplace health and safety strategy released

The cost of work-related death, injury and disease is estimated at being between $4.3 and $8.7 billion a year; the personal cost to workers, family and friends is enormous.

A new strategy, *Workplace Health and Safety Strategy for NZ to 2015*, aims to reduce this work toll and calls for greater leadership by agencies such as Maritime New Zealand and groups, unions and employers.

The Strategy will help ensure efforts to improve health and safety are well planned and coordinated, so we can expect a reduction in work-related injuries and incidents.

To find out more about the Strategy, visit www.whss.govt.nz or e-mail whss@dol.govt.nz

At the launch of the *Workplace Health and Safety Strategy for NZ to 2015,* in June were: Mike Cosman, Department of Labour; Dr Carol Slappendel, Department of Labour; Geoff Wilson, ACC; Sharyn Forsyth, Maritime NZ; Rick Bulger, Civil Aviation Authority.

Introducing Catherine Taylor

Deputy Director Development and Business Services, Maritime New Zealand

Catherine joined Maritime NZ last September. Her position is new, and comes about from Maritime NZ management structure changes last year.

Prior to working for Maritime NZ, Catherine worked in a variety of positions in the aviation sector, including General Manager Operations at Wellington Airport; General Manager Personnel Licensing and Aviation Services at the Civil Aviation Authority; and as a consultant.

Managing search and rescue for CAA first brought Catherine into contact with Maritime NZ.

Catherine oversees the Maritime NZ Strategy and Communications team, and the Corporate Services team. The former is responsible for policy and rules development, government relations, communications and marketing, and International Maritime Organization participation. The latter is currently leading the Maritime NZ input to the independent review of funding, which is where Catherine's accountancy background comes in to play.

Catherine says her understanding of the regulatory framework in the aviation sector has provided a useful background, as the regulatory roles of both organisations are similar although the industries are very different.

She enjoys working with her team to provide solutions to issues, and is enjoying the staff and culture of Maritime NZ.

"It's a pleasure to be working with such a professional team, and for an organisation that provides such a wide variety of necessary services for New Zealanders."

Outside of work, Catherine enjoys relaxing in the garden at every opportunity.

Safety

Booklet for maritime industry on the way

Maritime New Zealand will shortly be publishing an essential guide to health and safety for everyone working in or with the maritime sector. A copy will be sent to all commercial boat owners.

This booklet will be relevant to everyone working in or with the maritime sector, and will provide information about health and safety legislation, your responsibilities, how to keep your workplace safe and healthy, and what to do when accidents happen.

Help protect the environment while boating

Every drop counts – help avoid oil spills

As Daylight Saving approaches, many recreational boaties turn their thoughts to an enjoyable summer season on the water, but how many people consider the effects this might have on our waterways?

Even small amounts of fuel and oil in the water can be fatal to birds and marine life. Diesel and petrol are particularly toxic, but lubricant and hydraulic oils are also very harmful to the marine environment.

Most spills by recreational boaties happen through careless refuelling or pumping oily bilge water overboard. Absorbent pads are inexpensive and can be purchased from most chandlers or suppliers in New Zealand. It is always handy to have a pack in your boat.

If you are a boat owner:

- ensure the engine is properly maintained, that it does not leak oil or fuel, and that the bilge is kept clean
- don't undertake oil changes and then allow the waste oil to empty into your bilge
- stop water leaking into the boat, so you do not need to pump out so often
- soak up any floating oil with absorbent material (newspaper, rags or paper towels in an emergency) before turning on the bilge pump
- never mix detergent with oily bilge water; this mixture can be even more toxic than oil alone, and is very difficult to clean up
- always keep a piece of absorbent material underneath the engine to soak up accidental leaks
- ensure there is no floating oil in the bilges, if you have an automatic bilge pump – larger boats can install a bilge water filter that will remove most contaminants.

When refuelling:

- before you start, estimate how much fuel you need in your tanks to prevent overflow
- plug the scuppers (and breathers if necessary) with rags or absorbent material
- keep absorbent material on the deck to mop up spills – you could cut a hole in the centre of an oil absorbent pad for the fuel nozzle to go through, and place it over the filler to contain blowback in the pipe
- ensure a responsible adult monitors the entire refuelling operation – do not let children or untrained people refuel your boat
- never leave the fuel pump unattended
- whenever possible, refuel at an approved area using a fuel pump and avoid transferring fuel to your boat in containers
- if you must use a container, be sure to use a large funnel, and pour slowly and smoothly, or buy a siphon hose with integrated pump to reduce spillage.

Remember, oil and fuel sloshing around in your bilge increases the risk of fire or explosion, and can be toxic to occupants within the cabin. When oil is pumped out of a bilge, an unsightly residue forms that can taint the bilge and is very hard to remove.

Lack of oil spill information makes action difficult

The lack of information received about oil spills makes it difficult for Maritime New Zealand to target areas of concern.

Of the spills reported during the 12-month period to July 2005, 68 percent of oil spill causes and 64 percent of vessel types were either unknown or not stated. A lack of reporting is also an issue; of the 84 spills reported in this period only one was from a recreational vessel.

Maritime NZ Strategic Analyst Liam Brennan says while councils often do not have full information about spills, unless Maritime NZ can improve the quality and depth of information, it is very difficult to analyse and target specific areas.

"We need more information to deal to the problems. For example, if there was enough decent data to highlight that bilge operations from fishing vessels were a major factor in a particular region, we could seek and support council initiatives to tackle that problem."

How do I report an oil spill?

If the spill is within 12 nautical miles of the coastline, please call your local regional or district council immediately.

If the spill is outside 12 nautical miles of the coastline, please call the Rescue Coordination Centre NZ. The 24-hour free-phone number is: 0508 472 269.

Safety

Changes to eligibility certificate on the way

Information for commercial operators of vessels six metres and under, and marine farming vessels

If you are an operator of a commercial vessel six metres or under in length, or an under 15 metre-long marine farming vessel, and you do not hold a Local Launch Operator Certificate – and you should have one – this notice is for you.

You still have the opportunity to apply for a Certificate of Service as a Local Launch Operator under specific eligibility criteria, before 1 February 2006 when the criteria expire.

To be eligible, before 1 February, you will need to provide Maritime New Zealand with evidence that you have completed 24-months sea service on commercial vessels including proof of the following:

- at least six months experience on the type of vessel that you want endorsed on the certificate
- at least six months experience in the area for which the certificate is required (this experience must be within five years before the date you apply for this certificate)
- that you currently hold a satisfactory* first aid certificate
- that you have a satisfactory* safe operating record.

For further information about the Certificate of Service as a Local Launch Operator, please contact Maritime NZ's seafarer licensing team on toll free 0508 22 55 22.

**Satisfactory – to the Director of Maritime NZ.*

Life jackets save three from tragedy

The survival of three people whose runabout capsized during a fishing trip in August illustrates the importance of wearing life jackets, and sends a clear message about the value of carrying suitable communications equipment on your body.

Witemara Whiu sits on grandmother Georgina's knee.

The Whiu family visited Coastguard, after the rescue.

The three friends, Arthur Whiu (31), his sister Georgina Whiu (29) and Joseph Hunter (30), were on a well-organised fishing trip to the Cavalli Islands, near the Bay of Islands. They had received a weather report before heading out, placed a mobile phone in a sealed container to keep it dry, and carried flares in their 15-foot runabout. They also had life jackets on board, which the skipper ensured were always worn, and Georgina wore a wetsuit.

After enjoying a day's fishing they realised the weather was deteriorating so decided to pull the anchor and head for home. This is when things went horribly wrong. The runabout had taken on water during the trip, and this had altered the stability and freeboard. So when the skipper applied the throttle, the stern settled lower in the sea and water flooded over it. The boat was swamped, and it quickly sank.

Arthur, Georgina and Joseph had no choice but to swim 150 metres to the Cavalli Islands. Thankfully they all made it, but they arrived exhausted. Georgina was showing signs of shock but thanks to her wetsuit she avoided hyperthermia, and the additional buoyancy had helped her swim ashore.

They then planned a way to call for help, as their mobile phone and flares had gone down with the boat. To attract the attention of any planes or vessels passing by, they flew a flag they made and Arthur waved a life jacket from the highest point on the Island.

"Most importantly though, was his decision to have everybody wear their life jackets. If they hadn't worn them, this accident could have ended in tragedy," she says.

Maritime NZ Recreational Safety Adviser Sue Tucker says when you get into trouble you need to be able to call for help, and this accident highlights the importance of carrying a VHF radio and mobile phone in a water-tight bag in your pocket or around your neck, which you can use whatever happens.

"Fortunately, after extensive searching by Coastguard, they were found and rescued. Because the skipper was very safety conscious from several years experience of diving and boating, his ability to react rationally increased their chances of survival.

"Most importantly though, was his decision to have everybody wear their life jackets. If they hadn't worn them, this accident could have ended in tragedy," she says.

Maritime NZ's life jacket campaign has been hugely successful, with the number of boaties wearing life jackets increasing, and with more skippers accepting responsibility for their own safety and that of their mates.

Ms Tucker says the Whiu family are incredibility grateful to the search and rescue organisations and volunteers who helped find them and take them to safety. As a result, Constable Paddy Whui, Arthur and Georgina's uncle, has applied to be a Maritime NZ volunteer Safe Boating Adviser so he can help promote safety awareness within the local community.

Pacific Islands receive security support from NZ

New Zealand is playing a key role in ensuring Pacific nations meet their international security obligations.

Any disruption to the maritime industry in the Pacific would have severe social and economic repercussions. This is due to Pacific Island states being almost solely dependent on a viable maritime environment, not only for importing and exporting, but because a large number of Pacific Islanders earn their living from the maritime industry.

Risks to the Pacific Island maritime industries arise not only through international terrorism but, perhaps more importantly given the current low threat environment, through being deemed non-compliant with security requirements.

In February this year, International Ship and Port Security (ISPS) Code audits were carried out to check compliance of Pacific Island states. New Zealand, along with Australia and the United States, observed these audits. Overall, the audits showed there is a need for developed countries on the Pacific Rim to assist Pacific Island countries with their maritime security regimes. Following the audits, a number of Pacific Island states have approached New Zealand for bilateral assistance.

Maritime NZ Security Manager Bill Blaikie says it's important New Zealand does all it can to help secure the region from international terrorism.

"In particular, Maritime NZ believes that the ISPS model developed for New Zealand is appropriate to, and easily adapted for, the Pacific Island states. At the time of writing, one state has now been assisted and has fully complied with the security requirements, and another is undergoing maritime security improvements."

Port security at the entrance to the Luganville port on the Vanuatu island of Espiritu Santo.

MARITIME FATALITIES 2005

To 31 August 2005

13

Made up of **six commercial** and **seven recreational** fatalities.

This compares with 18 fatalities from 1 January to 31 August 2004 (made up of seven commercial and 11 recreational fatalities).

Please note: The last issue of *Safe Seas Clean Seas* included seven commercial fatalities to 31 May 2005, rather than the correct number of six. Consequently, the number of fatalities should have been 11, not 12.

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