

SAFE SEAS CLEAN SEAS

Emergency beacons
Prove their worth

2

Stevedoring
Report near hits

4

2007 review
Boating safety
strategy

5

SSM review
The people, the
project and the
process

6



SAFE SEAS CLEAN SEAS

Welcome to our first edition of *Safe Seas Clean Seas* for 2008. It promises to be a busy year ahead for us at Maritime New Zealand, with some significant work planned.

A top priority for us this year is continuing a project we began late last year to review and improve the delivery of the Safe Ship Management (SSM) system.

This will entail a significant work programme over the coming year, with SSM to be reviewed across a number of key areas (check out the centre section of this issue for more details).

Along with the review, I will also continue my practice of meeting and talking with various stakeholders and attending industry forums, conferences and seminars. This is a useful way to understand the issues that face the maritime industry.

Meanwhile, other priorities this year include a review of maritime licensing and qualifications and providing input into the Government's Coastal Shipping Strategy, which will help shape the future direction of that particular sector.

Finally, on the safety front, it has been extremely encouraging to see the lowest number of fatalities ever recorded by MNZ in the commercial sector, with just three for all of 2007, compared to nine the previous year.

While a wide range of factors have undoubtedly contributed to this result, I have no doubt that an improvement in the safety culture within the maritime sector was a major contributing factor. At MNZ, we will continue to work towards further improving safety across both the commercial and recreational sectors through our various programmes and activities.

I hope you enjoy this issue and welcome your feedback.

Catherine Taylor
Director of Maritime New Zealand



SEARCH AND RESCUE

Beacons

Emergency beacons* are continuing to prove their worth in saving lives, with the Rescue Coordination Centre New Zealand (RCCNZ) co-ordinating a number of successful rescues following beacon activations during a steady start to 2008.

A Christmas present of a 406 Megahertz (MHz) Personal Locator Beacon (PLB) proved to be an excellent gift choice for Hastings doctor Colin Jones, who activated the device after breaking his leg while walking his dog at Waimarama Beach in the Hawke's Bay in mid-January.

Within minutes, RCCNZ had traced the PLB's location via satellite and was able to confirm Dr Jones' identity, thanks to him registering the beacon with RCCNZ. The Lowe Rescue Helicopter was then sent to the scene and recovered him after homing in on the beacon's signal.

RCCNZ Search and Rescue Officer Dave Wilson says the incident highlights the value of people carrying a registered 406 MHz emergency beacon, which had greatly assisted rescuers.

"For a few hundred dollars, a basic 406 MHz emergency beacon is a pretty cheap form of life insurance, which could not only save your life, but also prevent a lengthy delay in being rescued if you get into trouble. The 406 MHz beacons can normally be detected within minutes of activation and provide rescuers with an accurate position very soon afterwards – unlike the older 121.5 and 243 MHz type of beacons, which are less reliable.

"In this case Dr Jones did everything right – not only by carrying a 406 MHz beacon in the first place – but also ensuring that it was registered with RCCNZ and his ownership details were up to date, which allowed us to respond very quickly to his situation," says Dave.

In another incident in late January, RCCNZ successfully responded to a 406 MHz beacon alert from a trampers suffering leg injuries in the Mt Cook area. Thanks to him keeping his beacon registration and emergency contact details up to date, RCCNZ was able to check and confirm his route and send the Christchurch Rescue Helicopter to airlift him to safety.

In a third recent incident, a trampers suffering a seizure in a remote part of the Fiordland National Park was successfully rescued after his tramping partner activated his PLB, which alerted RCCNZ.

RCCNZ Operations Manager John Seward says for anyone involved in activities such as tramping, boating or flying, a distress beacon is an excellent investment.

* Emergency beacons include PLBs (Personal Locator Beacon), EPIRBs (Emergency Position Indicating Radio Beacon) and ELTs (Electronic Locator Transmitter – for aircraft).



prove their worth

“With the older type 121.5 and 243 MHz emergency beacons being phased out from February 2009, now is the time to make the switch to the 406 MHz beacon. For those considering buying a beacon for the first time, then purchasing the 406 MHz model is the way to go, as it greatly reduces the response time if you get into trouble.”

John says it is also important that people take advantage of the free beacon registration service with RCCNZ and ensure that their details are kept up to date.

“The registering of your 406 MHz distress beacon with RCCNZ is just as important as carrying one, as this provides rescuers with vital information such as your emergency contact details, which greatly assists in getting help where it’s needed.”

More information

Check out the websites: www.beacons.org.nz or www.maritimenz.govt.nz

Beacon facts

- From February 2009, older variety 121.5 and 243 MHz emergency beacons are being phased out and will no longer be detected by satellite. It takes longer to obtain a position from these beacons, which are less accurate than the 406 MHz type.
- 406 MHz emergency beacons provide rescuers with accurate information, usually within minutes of activation, greatly reducing rescue response time.
- People with older variety 121.5 or 243 MHz beacons should switch to the 406 MHz model and dispose of their old beacon properly. This includes disconnecting and disposing of the battery. The beacons should be taken to a retail outlet, police station or sent to RCCNZ for disposal.
- 406 MHz beacon owners are required to register with RCCNZ (and keep the details up to date). This free service provides rescuers with critical information if something does go wrong.
- If purchasing a 406 MHz beacon, preferably buy one with GPS, as this provides even more accurate positioning information.

Commercial vessels – 1 July 2008

For some classes of vessels, it will be **compulsory** to carry registered 406 MHz EPIRBs from **1 July 2008**.

To determine if that applies to you, please contact your nearest MNZ advisor or check out the relevant rules on the website: www.maritimenz.govt.nz/publications/rules/EPIRBAmendment.pdf

Basically, if you are currently required to carry a 121.5 MHz EPIRB, then you will be required to upgrade it to a 406 MHz EPIRB by 1 July 2008.

“For a few hundred dollars, a basic 406 MHz emergency beacon is a pretty cheap form of life insurance, which could not only save your life, but also prevent a lengthy delay in being rescued if you get into trouble.”



Lifesaver: 406 Mhz emergency beacons are continuing to prove their worth in saving lives in many of the rescues co-ordinated by RCCNZ.

Focus on “near hit” reporting

Encouraging the reporting of “near hits” in the stevedoring industry is a key objective for the Operations Afloat steering group – established to identify accident trends and improve overall safety.

Maritime New Zealand (MNZ) Health and Safety Coordinator Lynn Irving says the group, made up of MNZ and industry representatives, was established late last year. Its first job was to examine injury data across New Zealand ports to identify the most frequent cause of injuries, before setting about to try to curb incident and accident trends.

Lynn points out that the group’s overall objective relies heavily on “near hits” being freely reported to MNZ, which is not a mandatory requirement.

“While serious injuries **must** be reported to MNZ, minor injuries or near miss reporting is rare, so we strongly encourage every near hit to be reported which will then aid us in developing meaningful analysis for accident prevention,” explains Lynn.

Lynn says a good example of a “near hit” reporting system is that used by the New Zealand Aluminium Smelters Ltd (NZAS) in Bluff.

In October, Lynn and MNZ Auditor Murray Fairweather, visited the smelter to view its processes.

Prior to the 1990s, lost-time injuries at NZAS were 150 per year. Between 1991 and 1996, effort was put into locking in a cultural change amongst all employees. Today, the smelter has a lost time injury rate of around five per year, and the objective is to achieve zero.

“There are many lessons we can learn from the excellent systems and procedures in place at NZAS,” explains Lynn.

“The smelter has put an enormous effort into developing a safety culture over the last 17 years and it would be fantastic to encourage similar dedication led by company management, which influences individual values to produce commitment to a group safety culture,” she says.

How to report an incident

Incidents include near misses. If there is any doubt as to whether an incident should be reported, the best thing to do is to advise MNZ.

Masters/skippers/employers and principals have a 24-hour, 7-day-a-week verbal reporting channel to quickly and easily tell MNZ what has happened, before completing and sending a report form.

Forms can be found on MNZ’s website: www.maritimenz.govt.nz or by phoning MNZ on 0508 22 55 22.

Outside of work hours, call the Rescue Coordination Centre New Zealand (RCCNZ) to let them know as soon as practicable about the incident. RCCNZ has staff working 24 hours a day, 7 days a week:

- freephone: 0508 22 24 33
- fax: (04) 577 8038.

Safety audits making an impact

The auditing of commercial maritime operators is improving overall safety, says Maritime New Zealand (MNZ).

MNZ Safety Audit Team Manager, Kenny Crawford, says since the audit team was established in 2006, operators have been better educated about overall vessel compliance with a strong focus placed on emergency preparedness and crew training.

Kenny says his team averages about 20 audits per month.

“The word audit makes many people roll their eyes, but our team has been pleasantly surprised with most of the maritime industry recognising that there is value to be had from audits – either confirming that systems are functioning as they should be, or that areas for improvement have been identified,” he says.

But it’s not just commercial vessels that are audited. Kenny says the team also audits authorised training providers, recognised examiners, classification societies, liferaft service stations, SSM companies and surveyors to name just a few.

“Our team has a vast array of experience from surveying and auditing large international passenger vessels to cargo ships and smaller domestic craft. Auditing of systems is also a strong point of the team.

The improvement in safety awareness among operators is further good news amid an encouraging improvement in commercial accident figures, with just three fatalities recorded for 2007, the lowest ever recorded by MNZ.



Strategy drives down fatal accident numbers

Improved skipper education and awareness has played a key role in reducing pleasure boat fatalities and accidents over the last 6 years, a review of the national pleasure boat safety strategy has found.

The 2007 review found that since the strategy's introduction in 2000, there had been a 50% reduction in recreational boating fatalities over a 6-year period, culminating in the lowest boating toll on record: seven fatalities, achieved in 2006.

"Prior to the strategy's implementation, there were around 22 recreational boating fatalities a year, with that number trending upwards. However, in recent years, the annual average has been around 12 fatalities and trending downwards. This is largely because of the work of the many agencies that support the strategy, in particular skipper education and safety awareness," says Lindsay Sturt, Maritime New Zealand (MNZ) General Manager of Strategy and Communications.

Copies of the *Boating Safety Strategy: 2007 Review of the New Zealand Pleasure Boat Safety Strategy* are currently being produced and will be available in late March.

The review of the strategy has been carried out by the National Pleasure Boat Safety Forum, a group Lindsay chairs on MNZ's behalf. The forum is made up of government and non-government agencies committed to improving boat and water safety.

"Underpinning the strategy is a simple but crucial message arising out of the analysis of boating accidents before 1999 – that accidents are not the result of deliberate reckless behaviour, but of a lack of safety awareness and knowledge.



"This has resulted in the development of a safety awareness and education programme focussing on the four biggest factors contributing to accidents and fatalities – failure to wear lifejackets, the inability to communicate distress, bad weather and the presence of alcohol.

"Launched through MNZ, national education and safety campaigns focussing on the importance of wearing lifejackets and checking the weather has already resulted in greater awareness and positive behavioural changes among boaties. The importance of carrying reliable communications is now the focus of the latest campaign, with alcohol to be targeted in future," Lindsay says.

"The forum believes therefore that continuing this current strategy, which focuses primarily on skipper responsibility and education around key safety risks, is essential in continuing to reduce the number of accidents and fatalities, and that this be supported with additional resources.

"To this end, the forum has recommended that the campaign be supported by legislation that makes it mandatory for boats to carry some form of communication equipment, and for a breath alcohol limit to be introduced for skippers of vessels underway. Legislation is already in place making the carriage of lifejackets compulsory."

Lindsay says the forum has also endorsed the need to reduce, as far as possible, barriers to on-water training to ensure that skippers have the maximum opportunity to receive practical training at reasonable cost.

He says the 2007 review proposes future safety initiatives to guide the work of all organisations involved in boating safety for the next three plus years. This includes continuation of safety promotion around the four key accident contributors, more funding for safety programmes, fitting smaller craft with added flotation, default wearing of lifejackets in craft under 6 m, alcohol limits for skippers and the compulsory carrying of communications equipment on board.

Request a copy of the full review (90+ pages) or a summary version (8 pages) by:

- email: publications@maritimenz.govt.nz
- download: www.maritimenz.govt.nz



Safe Ship

MANAGEMENT REVIEW

In our December edition of *Safe Seas Clean Seas*, we introduced readers to one of Maritime New Zealand's (MNZ) top priorities for 2008 – making improvements to the structure and delivery of our Safe Ship Management (SSM) system.

Director Catherine Taylor said MNZ would be undertaking a significant development programme for SSM which would kick start in the New Year.

Work has indeed begun, led by SSM Development Manager Sharyn Forsyth and in this issue, we learn how this project will evolve over the coming months.

What is Safe Ship Management?

Ship safety management sits in line with a global initiative toward a culture of owners and operators putting ongoing safety measures in place to prevent maritime accidents.

The SSM system, administered by MNZ, requires ship owners and operators to be responsible for the continuous daily safe operation of their vessels. This ensures that the safety of a vessel and its crew is maintained throughout the year, instead of just on the annual "survey day".

The SSM system is currently broken into four separate categories:

- SSM, which covers most New Zealand-owned commercial vessels
- Safe Operational Plans, which cover smaller commercially-operated specialist vessels and their operations
- International Safety Management, which covers SOLAS vessels, both New Zealand-owned, and foreign flagged vessels visiting New Zealand
- Safety Case, which covers specialised operations or operations that don't fit under existing Maritime Rules.

The system covers construction, stability, equipment, operating limits, operating parameters, crew qualifications, vessel maintenance and emergency procedures.

Monitoring of this system is done by inspections and audits that are carried out from time to time by approved SSM companies, replacing the previous system of an annual survey. After each inspection, a vessel's safety profile is assessed and higher risk vessels are inspected more often.

People behind the project



Sharyn Forsyth is leading the SSM development programme.

Sharyn has been with MNZ since 1998 in various analytical and management positions and says the highlights of her time with the organisation include working with the fishing industry and ACC on the highly successful FishSAFE project and associated mentoring scheme. She has also led the development of a comprehensive strategy for recreational boating that has resulted in a significant reduction in fatalities in this area over recent years.

Most recently, Sharyn has managed the Safety Research and Analysis Team at MNZ, which is responsible for the maritime rules programme, along with the development and implementation of technical maritime safety policy.

A variety of technical experts are assisting Sharyn in various parts of the programme.

Current members of the team include Murray Fairweather who has been involved with SSM for 13 years including 10 years establishing and managing SSM company, SGS M&I; Barry Coupland, previously Marine Manager M&I for 5 years; Simon Reid, an ex-commercial fisherman and with SITO (Seafood Industry Training Organisation) during the development and implementation of the FishSAFE injury prevention workshops and associated mentor network; and Darren Guard, who has been involved in the fishing industry his whole life. Darren will assist with the creation of training material and resources to ensure they are relevant and practical for the industry.

Industry training

Sharyn says her approach to the SSM development programme draws upon lessons learned from the successful FishSAFE initiative, which has been widely endorsed by stakeholders because of the high level of industry participation at all stages of the process.

The first step in the SSM review focuses on industry engagement, she says.

"Working with industry associations and other interested parties early on to help establish the best way to make linkages between what we need people to know and do, and benefits to their businesses, is the key to this review," she said.

"The most immediate linkage is in ensuring that safety management plans be customised to each individual vessel because safety is specific to the vessel, the way it is operated, and the people who operate it. What works for one person might not work for another."

Sharyn says training workshops to educate people on how to customise their SSM safety management plans

Development programme at a glance

The project team is to review SSM across a range of areas including:

a) The legislative framework (rules) under which SSM operates

Key outcome: Regulatory framework is clear.

b) The service delivered by MNZ and SSM companies and surveyors

Key outcome: The system is administered (by MNZ, surveyors, SSM companies) in a consistent and high quality manner.

c) Further training/education for owners and skippers relating to SSM obligations

Key outcome: All participants understand and accept their roles and responsibilities.

d) Ongoing professional development for surveyors and maritime safety inspectors

Key outcome: Surveyors and maritime safety inspectors demonstrate high levels of competency and currency in their work.

Questions relating to SSM and the project?

Contact SSM Development Manager Sharyn Forsyth by:

- email: sharyn.forsyth@maritimenz.govt.nz
- phone: MNZ freephone 0508 22 55 22.

Business as usual

It will be business as usual for all SSM work during the development review period. If you have any questions relating to standard business, please contact the Safety Management Systems team led by Arthur Jobard.

Freephone: 0508 22 55 22.

will be trialled between March and May in partnership with the Federation of Commercial Fishermen and the Marine Transport Association.

"If sections of the plan are not relevant to the vessel, then that documentation should be removed."

Sharyn says the training sessions will help owners/operators identify their responsibilities and make safety relevant to them.

The invitation only training workshops are as follows:

March

Fishing workshop in Timaru

April

Passenger and non-passenger workshop in Nelson

May

Passenger and non-passenger workshop in Auckland

Although the trial workshops are invitation only, Sharyn says if anyone is keen to be involved, they should feel free to contact her.

Maritime Rules Review – Part 21 and 46

Informal consultation will begin this month (March 2008) with SSM companies, surveyors and industry associations before going out to a wider audience in the next quarter.

Sharyn says MNZ is keen to hear the views of all those working with the system around the strengths and weaknesses relating to Rules 21 and 46, together with feedback on any solutions.

Rules at a glance

Rule Part 46 – This rule relates to maintenance and surveys of vessels – both intermediate and renewal survey requirements, and recognition of surveyors. It also includes requirements for ongoing currency and competency of surveyors.

Rule Part 21 – This rule relates to the SSM system – how vessels operate safely. MNZ is looking at linking the rule with the Director's requirements around gaining assurance that vessels are operating safely.

New vessel safety guidelines

Participants at the training workshops will receive a copy of MNZ's new *Safety Guidelines: Passenger and Non-Passenger Vessels*.

The manual, printed just prior to Christmas, was put together by operators of commercial passenger and non-passenger vessels, based on practical experience and hard-earned knowledge from past accidents and incidents.

MNZ acknowledges that every vessel has unique commercial operations, so there are no easy "one size fits all" answers to safety issues.

The intention of these guidelines is for owners, skippers and crew to use them as a starting point when considering how to make sure that processes, procedures and general operation of vessels are both safe and efficient. This assists them to identify the hazard management requirements of SSM.



Rules update

Manning Rules Parts 31A, B, C, 32 and 34

Maritime New Zealand (MNZ) is now considering comments from stakeholders on its review of Maritime Rules:

- Part 31A Crewing and Watchkeeping, Unlimited, Offshore, and Coastal (Non-Fishing Vessels)
- Part 31B Crewing and Watchkeeping, Offshore, Coastal and Restricted (Non-Fishing Vessels)
- Part 31C Crewing and Watchkeeping, Fishing Vessels
- Part 32 Ships and Maritime Operations Personnel – Qualifications (re-issue)
- Part 34 Medical Standards.

This suite of rules sets the standards for qualifications and medicals for all commercial ships. They also set the level and number of qualified persons required on different types of ships, dependent on their area of operation.

The proposed amendments significantly change the style of the rules and will lead to better clarification of the requirements. Further, the proposed amendments:

- ensure eyesight standards will be in line with other recognised maritime nations and are of good reputation
- provide more realistic qualifications for crewing and provide industry with greater flexibility to meet market needs
- bring the New Zealand qualifications structure more in line with international standards.

The deadline for making comments on the draft rules is **11 April 2008**.

Copies of the draft rules

- Download from: www.maritimenz.govt.nz/rules/rules_consult.asp
- Request hard copies by email: rules.coordinator@maritimenz.govt.nz or freephone: 0508 22 55 22.

Rule Part 90 Pilotage

MNZ is currently reviewing over 50 submissions following consultation on its draft amendment to Maritime Rules Part 90.

Because pilotage is a significant element of harbour safety management, MNZ will also take into account any relevant feedback from the Ministry of Transport's discussion paper following its consultation on port and harbour management.

Part 40E Design, construction and equipment – Sailing ships

Maritime Rules Part 40E was released for a 12-week public consultation at the end of 2007. MNZ is now considering the 32 submissions that were received from the charter and sail training industries, maritime schools, surveyors and yacht designers.

Due to the level of concern raised regarding the certification of sail training vessels, as well as other minor amendments and updates to the rule, Part 40E will be released for a second round of consultation.

Prior to being re-released for consultation, MNZ intends to hold several meetings nationwide to talk to charter companies and sail training organisations about the rule and its intent.

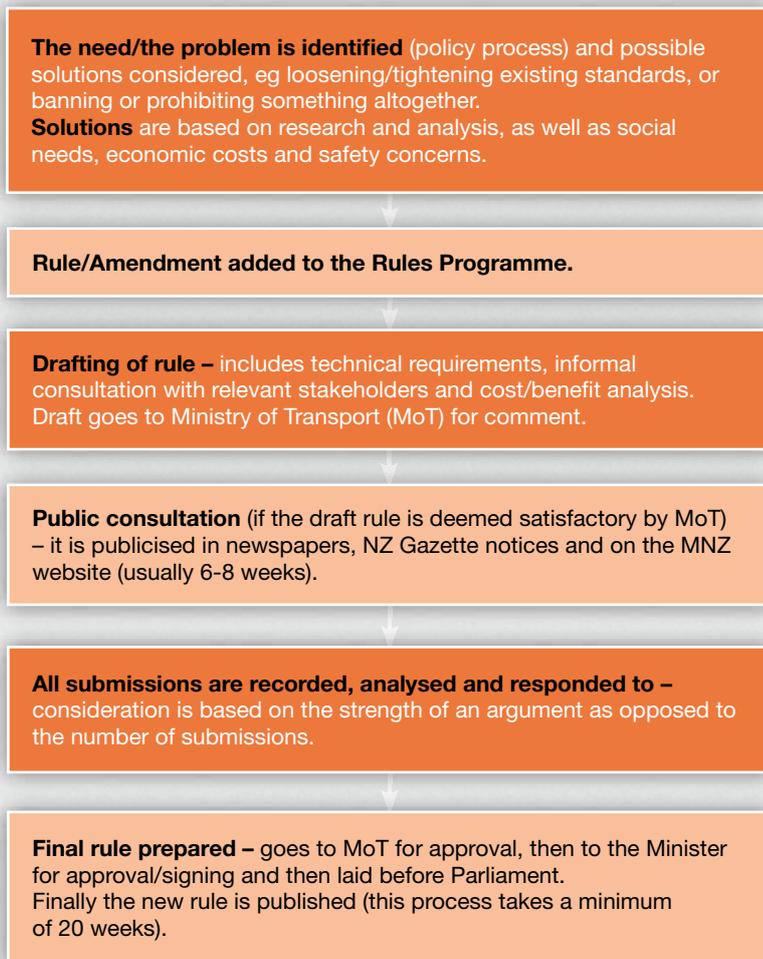
The meetings and second round of consultation will be conducted with those who have already expressed interest in the rule. If you wish to be part of the meetings and the second round of consultation and have not yet contacted MNZ, please do so using the contact details that follow.

The meetings are expected to be held between the end of February and beginning of March.

More information

- Visit our website at: www.maritimenz.govt.nz
- Email: rules.coordinator@maritimenz.govt.nz or freephone: 0508 22 55 22.





All you ever wanted to know about the rules process

This flow chart summarises the process that MNZ follows when drafting and amending maritime rules and liaising with the Ministry and Minister of Transport.

The time it takes to go through this process varies greatly – the fastest it has taken is 18 months.

New Zealand strengthens international maritime role

Pacific nations will have a stronger voice on global maritime issues, thanks to Maritime New Zealand's election to the International Maritime Organization (IMO) Council late last year.

The IMO is a specialist agency of the United Nations, charged with developing and promoting common international standards of maritime safety, security and marine environment protection. While New Zealand has been an active and respected member of the IMO since 1960, this is the first time it has been elected to the Council, which supervises the work of the organisation and ensures that its strategic goals are met.

"Maritime New Zealand's successful bid to join the IMO Council is great news, as it means New Zealand will be able to step up its influence in ensuring that international standards of maritime safety, security and marine environment protection continue to

be met and improved," says Minister for Transport Safety, Harry Duynhoven.

He says election to the Council capped off a year's worth of excellent work, with MNZ's efforts greatly assisted by the Ministry of Foreign Affairs and Trade and New Zealand's High Commission in London.

"Membership on the Council also means New Zealand and other Pacific nations will have a stronger voice on the IMO, as this is a region which has previously been under-represented. This will allow it to address the unique issues facing Pacific states in terms of ship safety standards and security.

"New Zealand has considerable expertise to offer the Council, particularly in the area of Coastal State responsibilities. It will also further strengthen the work New Zealand has been doing in raising issues about maritime biosecurity – in particular, introducing an initiative to the IMO work programme to address the spread of invasive aquatic pests through the bio-fouling of ships."



Safety plan for Wairau River

Recreational users of Marlborough's Wairau River are encouraged to have their say on a draft navigation safety plan prepared by Maritime New Zealand (MNZ).

The plan, which is out for its first round of consultation, aims to improve safety by outlining specific areas where vessels are restricted to a maximum speed of 5 knots, as well as guidelines for jet skis, water skiers, wake boarders, swimmers and rowers.

MNZ Recreational Boating Adviser, Jim Lilley, says the draft plan has been developed to address navigation safety issues raised by river users. Growth in the holiday population, coupled with a general increase in tourism across the South Island, has resulted in increased recreational activity around and on the surface of the river, he says.

"We wish to make the Wairau River a safe and enjoyable environment for all river users!"

Jim says the first consultation round will close on 31 March, and will be followed by ongoing consultation with community and key stakeholder groups in order to complete the draft.

"The process will take some time because after the draft has been agreed, resources are required to support the infrastructure," explains Jim. "This will then be followed by a series of 'temporary upliftings' for a period of 2 years to allow fine tuning of specific details of the plan after further input from bach owners, the local authorities, iwi and users of the Wairau River."

Lake Brunner

Meanwhile, feedback is also sought on a modified version of the Lake Brunner navigational safety plan.

MNZ began its first consultation round with users of the popular West Coast lake in 2006 before introducing a draft plan for the summer period of 2006-2007. The process has received widespread support from the local community and holidaymakers.

The second trial period using the modified plan began on 22 December 2007.

More information and public submissions

Copies of both draft navigation safety plans are on Maritime New Zealand's website: www.maritimenz.govt.nz

Feedback is sought by **31 March 2008**. Please send in writing (post or email) to:

Manager Recreational Boating
Maritime New Zealand
PO Box 624, Shortland Street
Auckland 1140

Or email: recreational.boating@maritimenz.govt.nz

The Wairau River Navigation Safety Management Plan 2007

Area #1:

- Includes all the waters above position #1 where a permanent speed uplifting is in place at all times.

Area #2:

- Includes all of the waters between positions 1, 2 & 5 where all vessels are restricted to a maximum speed of 5 knots; and all provisions of Maritime Rules Parts 22 & 91 apply at all times.

Area #3:

- All of the waters between positions 5 & 6 is reserved for the use of Personal Water Craft (PWCs more commonly known as jet skis), and a speed uplifting is in place from the 1st day of December until the last day of July each year.

Area #4:

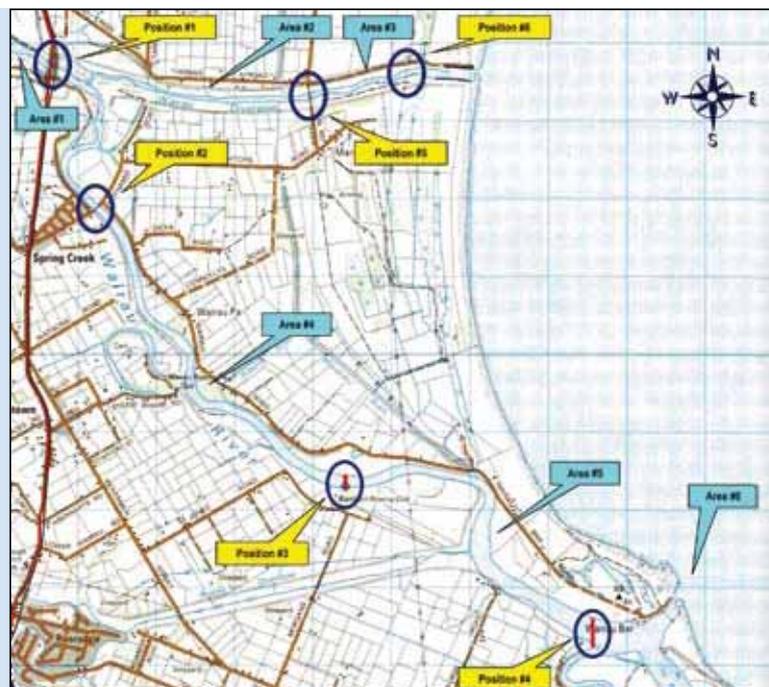
- The Wairau River between positions 2 & 3 is reserved for the sport of rowing. All power driven vessels are restricted to a maximum speed of 5 knots within this area. Power driven vessels that are serving as safety craft for any rowing activity within this area of the river will be allowed to exceed 5 knots, but only to a speed equal to that of the rowing vessels.

Area #5:

- Includes all of the waters between positions 3 & 4 where a speed uplifting applies in order to create an area where jet skiers, water skiers and wake boarders are able to freely engage in their chosen sport.

Area #6:

- The Marlborough District Council's Navigation Bylaws 2002 apply.



Former fighter pilot takes up new assignment

Former British Royal Airforce (RAF) fighter pilot Nigel Clifford has taken the controls of the Rescue Coordination Centre New Zealand (RCCNZ) as its new General Manager.

Nigel began the new role in January, replacing former GM Chris Raley who has taken on a new role in Australia.

Among Nigel's goals for the organisation are continuing to develop and enhance the professional service that RCCNZ provides, as well as building further on the positive relationships it has with other search and rescue agencies, such as the New Zealand Police, Coastguard, Landsar and the Royal New Zealand Airforce (RNZAF).

"I also want to help raise the profile of search and rescue in New Zealand, not just the role of RCCNZ, so that the public better understands how it works and what it does for them. I think we've got a role to play in supporting all these organisations that make a contribution."

A 25-year veteran of the RAF, Nigel spent many years flying fighter jet bombers in places as diverse as Germany, Iraq and Bahrain. As a Wing Commander heading one of the RAF's two pilot training squadrons in Anglesey, Wales, he also helped to train pilots from the Indian Airforce and the RAF's famous aerobatic team, the Red Arrows.

But following an exchange with the RNZAF in 1993, Nigel says the family "were always very keen to come back".

After returning to the United Kingdom and Germany, Nigel mixed spells flying and training pilots with more management related roles, including a project involving a four nation collaboration to develop a new generation of fighter aircraft.

Then in February 2006, an opportunity to return to New Zealand for good presented itself.

"The reason for coming back over was the quality of life, the nice friendly nature of the people, and because we'd had such



Former RAF fighter pilot Nigel Clifford is the new head of RCCNZ.

a good time here in the 90s, we always had the hankering to come back," he says.

After completing a project working for the RNZAF to help manage changes in its fleet and personnel, and a lengthy career involved in flight operations, it was time for something new.

"I was looking for something different to do, with different challenges and a different role where I could still use my transferrable management and leadership skills," says Nigel. "That's when I saw the RCCNZ role advertised."

Although he has no "specific" search and rescue experience, Nigel says the structure of RCCNZ has similarities with the flight operations environment.

"Flying operations have a similar culture and philosophy as search and rescue – for example in the way they are staffed, incidents are handled and its people are trained. I'm very familiar with this type of environment."

New to the MNZ website

Did you know that you can now subscribe to our **news and media feed**?

Just click on the link on our homepage (www.maritimenz.govt.nz) and follow the instructions to subscribe – for free!

What's a news feed? It's also known as an RSS feed, XML feed, syndicated content or web feed, and simply refers to frequently updated content published by a website. In our case we use it for media releases relating mostly, but not exclusively to, search and rescue activities.

Tell us what you think!

And that's not all. We're working on redeveloping our website(s). The first step in the process is reviewing our recreational boating information so we're running online surveys on our Stay on Top website:

www.stayontop.org.nz as well as the recreational section of www.maritimenz.govt.nz

So **if you're interested in recreational boating safety information**, please let us know what you think via the surveys.



Castlepoint open day 2007

More than 300 adults and children visited Castlepoint lighthouse in December – one of many attractions open to the public as part of an event organised by the Castlepoint Residents Association.

Maritime New Zealand (MNZ), which owns and maintains the lighthouse, opened the doors from 10am to 6pm, allowing visitors to climb the 23 m tower and learn about the lighthouse's history.

Castlepoint is a cast iron tower that was lit for the first time on 12 January 1913. The cast iron panels were manufactured by Lukes Foundry in Wellington and the original light source was provided by kerosene. The optic rotated via a hand-operated winding mechanism. The lighthouse keeper was withdrawn in 1988.



Hundreds of children and adults took the opportunity to look inside the Castlepoint lighthouse during a recent MNZ open day.

Today the operational lighthouse is fully automatic. The light source is provided by a mains supplied 230 V 1,000 watt lamp, the original optic is still in use and now rotates via electric motors. The light has a published range of 26 nautical miles (48 km) and flashes three times every 20 seconds.

Feedback

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

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

Update your accident forms!

The fax number on all the Maritime New Zealand RCCNZ accident reporting forms has changed to: (04) 577 8038.

If you have printed out copies of any of these forms, please go to our website (either the Search & Rescue section or the Publications section) and print out the updated forms: www.maritimenz.govt.nz

And just a reminder... as soon as practicable after an accident, incident or serious harm injury you should phone the RCCNZ (they are available 24/7) to let them know what happened:

- freephone: 0508 22 24 33
- or contact the Maritime NZ Communications Centre on VHF Channel 16.

From 1 January
to 29 February 2008

03

MARITIME FATALITIES 2008

From 1 January to 29 February 2008, there were **3** fatalities in the **recreational sector**.



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

TELEPHONE +64-4-473 0111
FACSIMILE +64-4-494 1263
WWW.MARITIMENZ.GOVT.NZ

Subscribe to *Safe Seas Clean Seas* and *Lookout!*

To receive these quarterly publications, or to change your address details or tell us about others who may want to receive them, email us at publications@maritimenz.govt.nz or phone **0508 22 55 22**.

Disclaimer: All care and diligence has been used in extracting, analysing and compiling this information, however, Maritime New Zealand gives no warranty that the information provided is without error.

Copyright Maritime New Zealand 2008: Parts of this document may be reproduced, provided acknowledgement is made to this publication and Maritime New Zealand as source.