

SAFE SEAS CLEAN SEAS

Getting down on injuries at sea

2

National centre provides communication lifeline for mariners

6

Maritime NZ's Accident Investigation team

8

Ships avoiding the Poor Knights Islands successfully

10



SAFE SEAS CLEAN SEAS

Welcome to the first issue of *Safe Seas Clean Seas* for 2006. Once again, we look forward to further progress in making our seas safer, cleaner and more secure.

A great deal of Maritime New Zealand's work is evolutionary in nature. We have, for instance, now completed all aspects of exercising and auditing the country's compliance with maritime security legislation that was first introduced in 2004. However, continuing the development of a complete security 'culture' in our ports still lies ahead, despite the great progress made to-date.

It is a similar picture in many other areas. We are delighted to be receiving reports of considerable increases in both the carrying and wearing of lifejackets by recreational boaties. That is certainly an example of a safety culture — of doing things almost as second nature — getting through. Well-done New Zealand!

In this issue, we give you a glimpse at what goes on behind the scenes at one of our essential services: our Maritime Operations Centre. This will be especially interesting to the many readers who will have used this service during the last 12 years it has been operating — at the very least for weather reports.

New to this issue is *Lookout!*, a new publication you'll now receive with *Safe Seas Clean Seas* every quarter.

Lookout! replaces the annual maritime accidents book. We're publishing it quarterly to give you the outcomes and safety lessons from key accidents more frequently. We'll be including a range of accidents every three months. I hope you enjoy it and find it useful.

As always, if you have any comments or suggestions about *Safe Seas Clean Seas* — or *Lookout!* — please email us at editor@maritimenz.govt.nz.

Best Wishes



Russell Kilvington
Director of Maritime New Zealand

Getting down on injuries at sea



- Has there recently been an accident on your vessel, and were you unsure about what steps to take?
- Are you managing hazards correctly on board your vessel?
- Do you know what you're legally required to do about health and safety at work?

A new easy-to-read and practical book, *Health & Safety — A Guide for Seafarers*, provides the answers.

The book is free, and is for everyone working in or with the maritime sector.

Manager Strategic Analysis and Planning, Sharyn Forsyth, says Maritime NZ has produced the book to give everyone a useful guide and to help assure them they're doing everything right.

"Healthy and safe workplaces benefit everyone. Everyone who works on the vessel is better off, and from a business perspective less time is lost through injuries, which leads to a more productive workplace."

In 2005, there were 70 health and safety related serious injuries in the commercial maritime sector.

The majority of these occurrences were head injuries, crush injuries and fractures. The remainder included burns, fish spike injuries, and those related to trips and falls due to vessel movement.

Of the 70 serious injuries, 23 occurred in the fishing industry, 13 were in the International SOLAS sector, and the remaining were spread across the passenger/ non-passenger and adventure tourism sectors.

There were 10 commercial fatalities during 2005.

Health & Safety — A Guide for Seafarers has four sections

1. Health & safety legislation

Read about the Health and Safety in Employment Act (HSE Act), why it impacts on you, and why it is important. Also understand the relationship between the HSE Act and other maritime legislation.

2. Your responsibilities

Everyone has responsibilities for health and safety in the workplace, under the HSE Act. Understand each person's responsibilities in the workplace, and how the HSE Act affects other responsibilities you might have.

3. How to keep your workplace safe and healthy

The HSE Act sets out how to manage hazards in the workplace, to ensure all workers are safe and healthy. This section of the book outlines what hazards are under the HSE Act. It also explains responsibilities for hazard identification and management, and gives guidelines on how to identify and manage them.

4. What to do when accidents happen

The section deals with what to do if someone has an accident while at work, and tells you about enforcement tools that deal with breaches of the HSE Act.

How to get a copy

Phone Maritime NZ: **0508 22 55 22**
Email: healthandsafety@maritimenz.govt.nz
Or contact your local Maritime NZ office.

Boat owners warned of cable dangers

An accident last year where a tourist boat collided with rocks in Akaroa Harbour holds a warning about the potentially disastrous consequences of hanging anything off engine or steering control cables, or of inadvertently stressing or kinking them in other ways.

The April 2005 accident left seven of the 33 people onboard the passenger boat *Black Cat* with minor injuries, and the vessel limping home on one engine while taking on water through a small hull puncture.

The Transport Accident Investigation Commission found the accident happened when heavy electrical cables hanging from a transmission control cable caused the control cable to fatigue and break.

Commission Investigator Captain Monks said the electrical cables had been hung off the control cable in the interests of tidiness: "While this didn't affect the operation of the control cables in this case, the weight of the electrical cables coupled with the boat's movement at sea fatigued the control cable until it broke under normal operations."

Vessel operators, owners and maintainers are advised to take this 'free lesson' from someone else's misfortune and stop what appears to be a widespread practice of using control cables as convenient hanging points for anything from fishing lures to gear bags and other cables. They are also advised to check how they stow equipment in their boat, both at sea and when on the trailer to prevent damage to the cables.

Control cables have specified tolerances on the radius of bend they are put through, and a life limited by the number of times the control is operated.

As a result of this accident the cable manufacturer will include more instructions on handling and care with future cables.

Maritime NZ passed several actions on to the *Black Cat* Group, the owners of the vessel, following its investigation. These included an action to ensure Morse cables are suitably supported to prevent movement, which will help reduce overall stress and prevent another failure.

Further information

If you have any doubt about how to install and care for cables, talk with a qualified marine mechanic or cable manufacturer.

Safety of ship-board cranes in spotlight



Recent analysis has shown there have been 36 accidents involving ship-board cranes in New Zealand ports, since 2000. This equates to about one accident every eight weeks.

Fortunately there have been no fatalities — yet. However, Maritime New Zealand is concerned about the increasing number of accidents and says if nothing is done it will only be a matter of time before a serious crane accident occurs in a New Zealand port.

As a result, Maritime NZ is carrying out a focused inspection campaign on ship cranes this year.

Maritime NZ Deputy Director Monitoring & Compliance, Bruce Maroc, says that everyone needs to be safe when working on vessels. This safety campaign is crucial to ensuring the safety of all crew and watersiders who work with cranes.

“Accidents, particularly with ship-mounted cranes, are becoming more frequent and are, rightly, of concern to people carrying out cargo operations.”

Since 2000, all but one ship-board crane accident in New Zealand ports have involved overseas cargo vessels.

Forty-seven percent involved wire failure, and 25% were due to mechanical failure of components due to corrosion or poor quality routine maintenance.

The majority of accidents were due to poor shipboard maintenance practices, a failure by those onboard to appreciate the deficient condition of the vessel, and a lack of training.

Maritime NZ has produced a Safety Bulletin that covers safety issues concerning one model of crane, which is available on its website: www.maritimenz.govt.nz.



Three oil recovery vessels now in the water



Oil Spill Advisory Committee members at the launch of *Kuaka* in December.

The last of Maritime New Zealand's three oil recovery vessels, *Kuaka*, was launched in December during the Oil Pollution Advisory Committee (OPAC) meeting in Auckland.

At the launch, Director of Maritime New Zealand, Russell Kilvington, acknowledged the leadership of OPAC and the partnership with the New Zealand Refining Company that allowed the project to expand to three oil recovery vessels.

“Our desire has always been to have a world-class response system backed by the very latest technology.”

“NZ will always be vulnerable to an oil spill because of our extensive coastline, so we have to ensure we are as prepared as possible to tackle the next incident, and I do mean when it occurs and not if.”

Kuaka is based in Auckland, but can be rapidly sent anywhere in New Zealand or internationally if the need arises. *Kuaka* joins *Tukuperu* in Picton, and *Taranui* at Marsden Point.

At the OPAC meeting were representatives from New Zealand and Australian Government agencies, local government and the shipping and offshore exploration industries. The meeting also acknowledged the contribution of long-serving members Frank Wall from Silver Fern Shipping and Ray Lipscombe from the Australian Maritime Safety Authority.



Focus also on ship deficiencies

Mr Maroc also says that during recent Port State Control inspections, Maritime NZ found some ships that were previously considered lower risk now have serious deficiencies, and in some cases are unseaworthy.

In particular, Maritime NZ is concerned about some of the general cargo, container ships and car carriers trading in the Asia Pacific region.

Due to the increasing number of deficiencies found, this year Maritime NZ Safety Inspectors are focusing attention on International Safety Management Systems and ship structural matters on overseas cargo vessels.

“There is an apparent lack of appreciation of the seriousness of deficiencies by those sailing on ships and by those required to support them from ashore.”

We have also seen complete failures of the International Safety Management System, to the extent that requests for assistance by ships' crews to address serious safety issues have been ignored by the ship manager ashore.”

Regular inspections are important to ensure that ships, their equipment, and the safety and health of those on board meet international safety and environmental protection standards. If a ship is substandard, Maritime NZ Inspectors can detain it or impose conditions on its operation.

Until recently, Maritime NZ believed that those ships which trade into New Zealand were less likely to fail compliance with international safety and environmental standards when compared with ships visiting other Port State Control authorities. However, the recent number of accidents and the increase in the number of detentions has changed this.

Until 2004, most ships detained were bulk carriers. Now, detentions of container ships and general cargo ships far outstrip that of bulk carriers.

Another area of concern is the increasing age of those ships being detained. On average detained ships are 21 years old with many cargo ships in the late 20s and even above 30.

A team of 14 Maritime NZ Inspectors work from 10 major ports around New Zealand, inspecting both overseas and New Zealand vessels to ensure the maritime environment is safe, secure and clean.

In an ongoing commitment to the safety campaign, the results of this year's campaign will be reported in this publication, along with any further action planned.

At an international meeting of maritime safety authorities this year Maritime NZ will also be calling for a similar inspection campaign to address ship cranes from an international perspective.

National centre provides communication lifeline for mariners

One of Maritime NZ's most widely-used and essential services assists with more than 1,000 emergency situations each year.

The Maritime Operations Centre is the central hub of maritime communication for one of the largest areas of the world, taking in Navigation Area XIV and the NZ Search and Rescue Region. This is achieved through the use of satellite, radiotelephone, digital selective calling over long-range high frequency radio, and New Zealand's 28 short-range VHF sites.

The Centre provides around-the-clock support to mariners throughout this area who are in distress and needing assistance. It arranges tows for broken-down vessels, deals with flare sightings, relays medical advice, weather forecasts and navigation warnings, and passes search and rescue information to the Police or Rescue Coordination Centre NZ (RCCNZ) to manage.

Maritime Operations Centre Manager, Brendan Comerford, says the challenge with monitoring such a large area is that much of it is very remote and rarely-transited by suitable rescue vessels.

"If someone gets into trouble, often our biggest challenge is finding another vessel that can assist. For instance when two New Zealanders onboard the yacht *Janette Gay* were in distress during atrocious weather last October, the nearest rescue vessel was more than a day away".

Mr Comerford says the type of distress assistance given to mariners varies throughout the year.

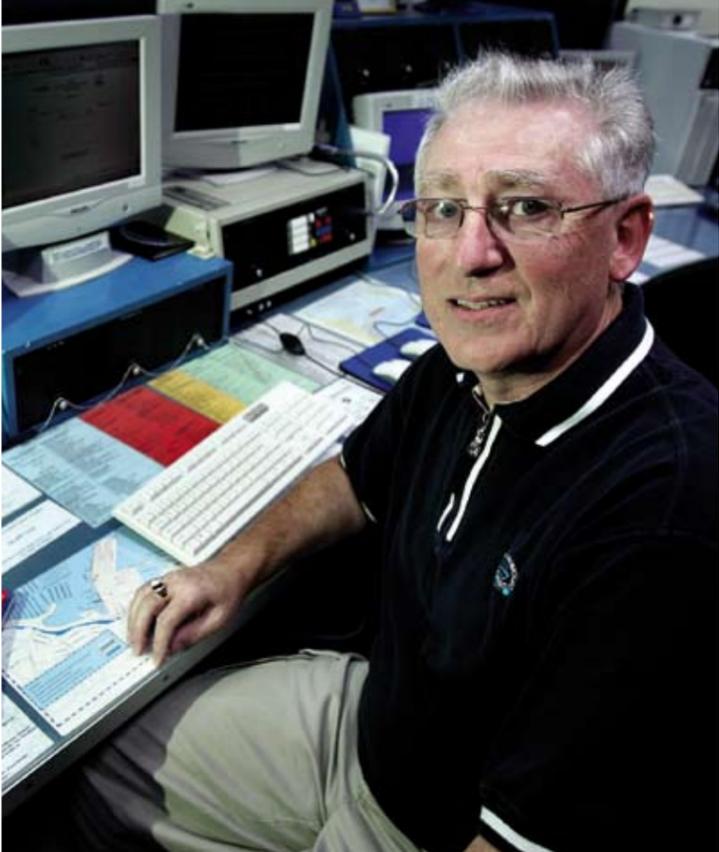
"During winter, we provide a lot of assistance to fleets of yachts heading to and between New Zealand and the Pacific Islands, and this can last for several days. Whereas over summer the incidents are generally closer to shore and quicker to deal with, but there's a lot more of them."

The Centre is located at the Avalon TV studios in Lower Hutt, alongside the RCCNZ, as the two centres work closely together.

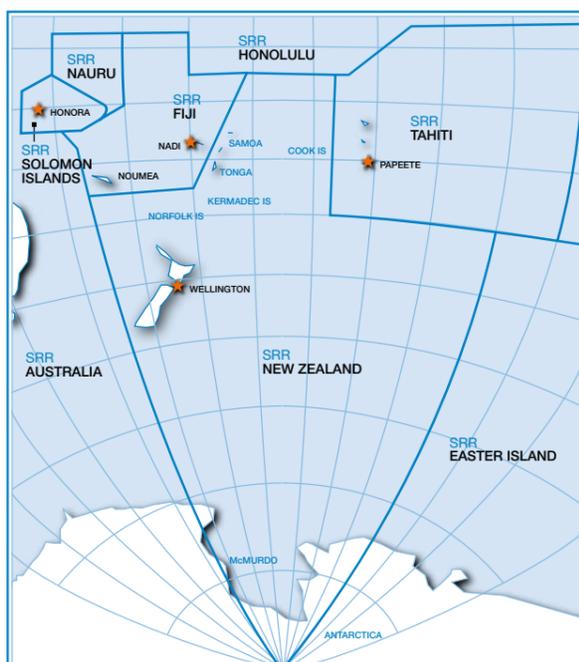
A team of 19 radio operators work at the Maritime Operations Centre on eight-hour long shifts. Four operators work in the morning and afternoon, and three at night – a set-up that allows the Centre to sustain long periods of activity.

Becoming a trained operator requires 14 weeks initial training in theory and practice, and then the successful completion of 30 simulated challenging events. Two years on-the-job experience is then required before a radio operator is certified.

Graham Turner is a Senior Radio Operator who has been in the business for 38 years. He's seen a huge change in the technology over the years.

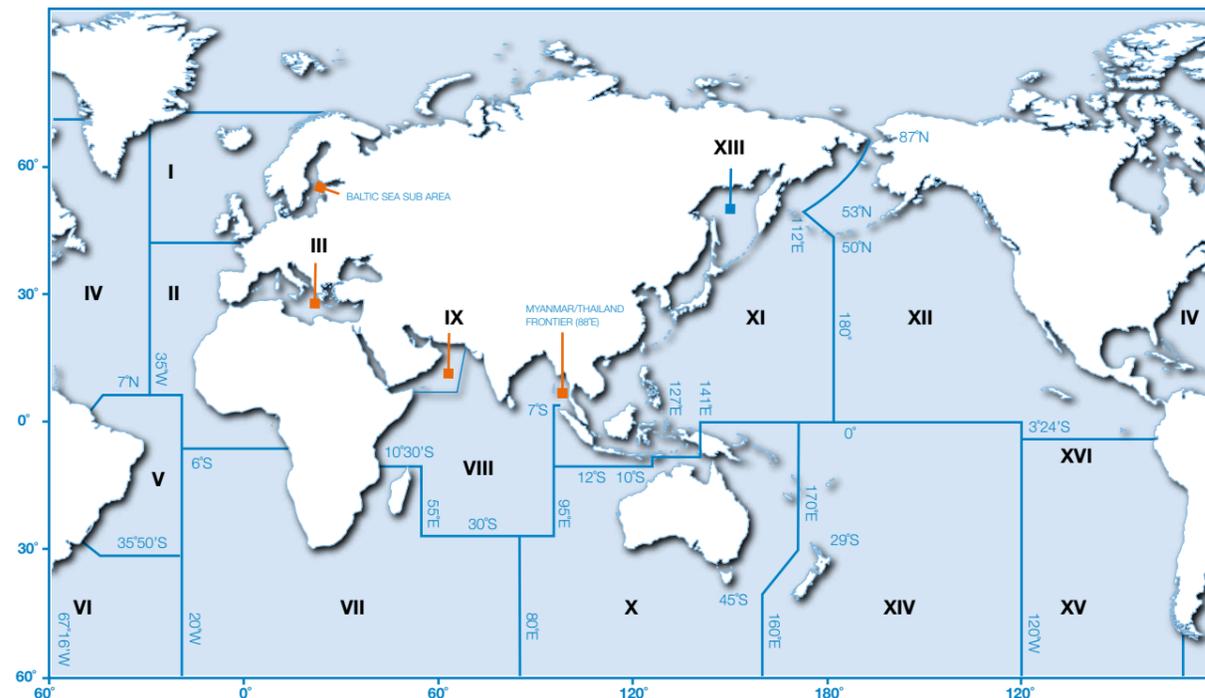


Graham Turner, Senior Radio Operator, at work at the Maritime Communications Centre.



★ Rescue Coordination Centre
— Search and Rescue Region boundary of SSR

This map and the one over, show Navigation Area XIV and the NZ Search and Rescue Region, two areas the Maritime Operations Centre monitors for people in need of assistance or in distress. In addition, the Centre monitors New Zealand's 28 short-range VHF sites.



"In my early years we used Morse code to communicate with mariners, which was a lot of fun but slow. That went out in 1993, when we went to the global maritime distress safety system. With satellite phone and radiotelephone, we can now talk to people. Also, the advances in computer technology have meant a significant change in how we work; we can attract attention of other ships in the region in minutes.

"The job can be exciting, and it's satisfying to be assisting people every day. We're providing a vital service and I enjoy chatting to mariners over the radio."

Mr Turner says a challenge of the job is talking to people who are not radio competent and sometimes panicky. "Sometimes getting information from people is like getting blood from a stone, and it's important we treat everyone calmly and in a relaxed manner," he said.

"If you compare our Centre with others around the world, we're right up there with the best and New Zealanders should be proud of what Maritime NZ has established. Our response time when someone calls through is about six seconds. The international benchmark is 25 seconds," he says.

Since 1993, Maritime NZ has contracted the operation of the Maritime Operations Centre to BCL. Prior to that, Safety of Life at Sea (SOLAS) was provided through the NZ Post Office, and then Telecom networks.

Number crunching

The Maritime Operations Centre deals with about 50–60 MAYDAYS — emergency situations — a year. In addition, the Centre helps out in about 1,000 events by giving medical advice, dealing with flare sightings, arranging for vessels to be towed when they break down, and monitoring the progress of vessels.

Mr Comerford says unfortunately there are also a high number of hoaxes per year — about 150. "Most of these are children playing up, so they tend to happen in the school holidays. But we're trained to deal with these, and to verify whether they're a hoax or not," he said.

Top tips for mariners

The Maritime Operations Centre is a great resource for mariners to use – so make the most of it!

If you're out at sea and in difficulty, call the Centre on Channel 16

The team would rather hear of a slight problem early, than a major problem late.

Set up a radio schedule

Before you head off on your journey, call the Centre on Channel 16 (then transfer to a working channel) to let them know what time you're heading off 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.

Listen out for marine forecasts on Channel 16

They're relayed six times a day: 0133, 0533, 0733, 1333, 1733 and 2133.

Introducing the team behind maritime accident investigations

Maritime New Zealand follows up on more than 300 reported accidents each year to find out how and why they happen so that lessons can be learned to prevent a recurrence. About 100 of these result in full investigations.

While mariners lessen the chance of having an accident at sea if they have good safety systems and practices onboard, accidents can still happen to even the best mariners with a lifetime of experience.

As soon as possible following or during an investigation, Maritime NZ passes safety information and recommendations to those involved, and shares the lessons learned with others in the maritime community. Maritime NZ does take enforcement action but only in a very small amount of cases where there have been serious breaches of the law.

Here, *Safe Seas Clean Seas* introduces you to the accident investigation team.



Mike Eno

Mike's been Chief Accident Investigator for two years, following nine years as an Accident Investigator. Before that Mike was employed at a shipping law firm in London, and had worked at sea since leaving school.

Mike says that to be an investigator you need an analytical mind and an eye for detail. "You also need to be a humanist and be able to put your thoughts on paper in a clear and methodical way. It's the variety of this job that I enjoy, along with the people contact.

"The challenging part of this job is realising the importance of being impartial and fair when you're investigating. Most people feel they're in the right and you need to have regard to their views and concerns while at the same time finding out the facts of the case. The job does call for frankness where appropriate. You need to be able to explain to people that they've made a mistake. We're all humans and make mistakes, and it's all about getting it right the next time." In his spare time Mike enjoys gardening, going to the gym and tramping.



Ian Howden

Ian has been working in the marine industry for 25 years, the last five of which he has been an Accident Investigator. Previously he has worked as a commercial fisherman, charter boat skipper, delivery skipper, mate for the *Spirit of Adventure*, lawyer, freezing worker, stevedore and even a ski operator in the USA.

Having spent much of his career at sea, Ian says he has a lot of respect for mariners who live and work in difficult and often dangerous conditions. "Many, including myself, have lost colleagues at sea. We all appreciate the need to improve safety standards in the maritime industry. I see accident investigations as a vital part of achieving that goal.

"I know the last thing most seafarers want is an overbearing Maritime NZ Investigator breathing down their necks after an accident. Fortunately, most people respond positively to a

investigation if it's conducted in a courteous, open minded and fair manner." In his spare time, Ian makes the most of his time with family, and on rare occasions sails, bikes, swims, reads, travels, skis and takes his son fishing on the Hauraki Gulf.



Domonic Venz

Before becoming an Accident Investigator five years ago, Domonic spent many years working through all levels of jobs on different types of fishing boats, offshore support vessels and commercial passenger boats. He was also a student and tutor at the NZ School of Fisheries in Nelson. He reckons that being a fisherman gives him a fair amount of empathy with operators of vessels and helps him sort out any difficulties.

"When a skipper, crewmember or owner talks with me after an accident it's usually a pretty traumatic time. My job is all about working through those issues with them, and learning from the accident and preventing another from happening — not only to them but industry-wide.

"Education is a really big part of this job. There are usually practical and useful changes people can make to the way they do things. This can be in the form of some very simple steps such as an idea I've seen implemented on another vessel."

Domonic and his wife have three daughters, who keep him busy when he's not at work. He also enjoys getting out on the water for a bit of sailing, fishing or a hack round the golf course every now and then.



Zoe Brangwin

Zoe joined the New Zealand Navy 10 years ago as a Seaman Officer, and since 2002 has been working as an Accident Investigator. She says she enjoys working with a wide cross-section of people — from kayakers and rafters to masters of large merchant vessels.

"No two investigations are the same, which makes the job interesting. And I'm passionate about maritime safety so it's satisfying that I'm making a contribution to that. I never wanted to do a job which was meaningless — or office-bound.

"A lot of people see Maritime NZ as the enforcing agency, and when an incident happens they're understandably concerned for their livelihoods. And we do, sometimes, have to take action and enforce. But our job isn't about enforcement, it's about improving safety on the water, and we just want to find out what happened to try to stop it happening again," she said.

Zoe says that being young and female in this role can be challenging. "Some people don't think a young female has enough experience to investigate so a bit of work is needed

at times to gain respect and credibility! On the other hand, I'd like to think I'm less threatening and bring a different perspective to the team."

When she's not working, Zoe enjoys the outdoors, either on the water, swimming, sea kayaking or sailing, or up in the mountains tramping, skiing or mountain biking.



Jim Lott

After years of teaching and surveying in the maritime industry, Jim says it seemed a logical extension to delve into why we still have accidents and how we can avoid them. He also has a real curiosity to know what's going on. Jim joined Maritime NZ in May 2000. He

is also Maritime NZ's Recreational Boating Manager. "Accidents can happen to the best of mariners. People who have been boating for a couple of decades without incident may one day go out in bad weather and need to abandon their boat.

"Legislation has its limits, so the challenge is to find other ways to improve safety through education and engineering better solutions; investigating accidents is key to that." Prior to working for Maritime NZ Jim was a tutor for 25 years, and since 1996 he has been a master of *Spirit of Adventure* and *Spirit of New Zealand*. He is also a director of the Coastguard Boating Education Service, a Yachting NZ safety inspector, and an examiner of various certificates.

Jim started building small craft in 1966 and has built, or rebuilt, almost all of the various pleasure vessels he's owned. Jim has raced or cruised under sail more than 100,000 ocean miles, including around the entire NZ coast and to various parts of the world.



David Billington

David has been an Accident Investigator with Maritime NZ — and living in New Zealand — since August 2004. He went to sea in the UK at 16 as a deckhand on fishing vessels, and four years later became a skipper. From there, he transferred into the merchant navy,

and then became a Master (Captain) with P&O about six years ago on roll-on roll-off ferries.

David was also involved in the maritime community in the UK on a voluntary basis, where he carried out many search and rescue operations. He was also a trainer in search and rescue, boat handling and offshore survival techniques, and spent time lecturing at a nautical college in maritime science.



Andrew Hayton

Andrew first went to sea when he was 16, and spent seven years with P&O in the UK building up his sea time. A photo of a large cruise ship caught his eye in 1995, with an article saying the Holland America Line was going to man their new ship with British

Officers. "It looked better than container ships so I was soon familiarising myself with passenger ship operations onboard the *Ryndam* where I met my future wife, a New Zealander, who had just joined the ship."

Andrew worked his way up to Senior Second Mate and cruised around various parts of the world. In 1998 he passed his Class 1 Deck (Masters Foreign Going), and then spent four years sailing as Chief Officer on a magnificent vessel called *Wind Song*, a 5,700 Grt four-masted passenger ship. After 16 years, Andrew was fed up with going away for eight or nine months a year and so in 2004 he joined Maritime NZ in his first shore-based job.



Joanne Sweetman-King

Joanne is Maritime NZ's Accident Administrator. It's a role she's enjoyed for 10 years because the job is so interesting and varied. "Every accident is different and I enjoy the people contact. At times it can be difficult talking

with people who have been involved in accidents, or friends or families of those who have died. But they're always happy to hear from me and to get some feedback on what's happening."

How do you report incidents, accidents and serious harm injuries to Maritime NZ?

First, phone the Maritime NZ Rescue Coordination Centre (RCCNZ) on freephone 0508 222 433

to let them know what happened as soon as practicable after it happened (this is a legal requirement).

Alternatively, contact the Maritime NZ Communications Centre on VHF Channel 16.

Both centres have staff working around-the-clock who will record what happened.

Next, as soon as reasonably practicable following the event, send RCCNZ a completed accident reporting form.

To do this, print an accident form from the Maritime NZ website (www.maritimenz.govt.nz) or request a form by phoning the investigation team on 0508 22 55 22

Complete the form and fax it to RCCNZ 04 914 8388, or mail it to RCCNZ PO Box 30050, Lower Hutt (Attn: reporting form).

New user-friendly accident reporting forms

Maritime NZ has improved its forms to make it easier and quicker for people reporting accidents.

You can print them off the Maritime NZ website (www.maritimenz.govt.nz), or request a form by phoning the investigation team on 0508 22 55 22.

Ships avoiding area successfully

It is now 25 years since the ocean surrounding the Poor Knights Islands, off the east coast of Northland, became a marine reserve.



To give greater environmental protection to this highly vulnerable environment, Maritime NZ sought new international regulations to ensure ships greater than 45 metres in length avoid the area. As a result, in 2004 the International Maritime Organisation declared it a mandatory area to be avoided — a world-first.

Although most ships quickly updated their charts and responded positively to the new measures, several ships continued to transit the area. Maritime NZ inspectors visited these ships as soon as they arrived in port to ensure their charts were updated, and sent letters to agents and companies. For vessels that did have the right charts, but still transited the area, Maritime NZ issued deficiency notices.

As a result, it is now rare for large ships to transit the area. Since December, Maritime NZ has taken an even tougher stance on offending vessels by issuing infringement notices.

Maritime NZ North Island Regional Manager, John McDougall, says it's a real achievement to have these measures in place, and to have ships comply. Most important though, is that this environment is better protected.

The *Bunga Taitai 3*, which transited the Poor Knights Islands area in December. To date, Maritime NZ has issued infringement notices against the masters of four foreign vessels and the owners of three of those vessels, for transiting this area. The fine for breaching the ban is \$2,000 for the master and \$12,000 for the owner.

“This area has been one of the busiest waterways in the country. The local community have supported the new measures by being on the alert and taking photos of offending ships. A tracking system and our inspectors have also found offending ships,” he said.

In 1981, the Poor Knights Islands became just the second area in New Zealand to be established as a marine reserve. As a marine reserve, all marine life is protected. Fishing and the removal or disturbance of any living or non-living marine resource is prohibited, except if necessary for monitoring or research.

Maritime NZ helps out with Australian oil spill

A recent oil spill in Australia's Gladstone Harbour provided invaluable experience for four of Maritime New Zealand's Marine Pollution Response Services team.

About 25 tonnes of heavy fuel oil spilled into the harbour on 25 January when the bulk carrier *Global Peace* collided with a tug *Tom Tough* while berthing at the Port. The oil affected the local environment, which included sand, rocks and mangroves, and also the local marina when a protective boom was breached.

Maritime NZ's close relationship with the Australian Maritime Safety Authority provided the opportunity for New Zealand staff to observe and participate in the cleanup.

Maritime NZ staff who participated were Nick Quinn, who manages Maritime NZ's oil spill response team, Planning Officer Dayne Maxwell, Technician Mark Cavanagh, and Media Adviser Steve Corbett.

Around 15 tonnes of liquid and solid waste were recovered from the Harbour using skimmers and recovery barges.

A recreational beach was closed after it was heavily oiled, and several mangrove areas were also affected. Environmental agencies advised that the mangroves be left to recover naturally, but 50 cubic metres of leafy debris were removed by hand to prevent further decontamination.

Local fishermen were concerned that future catches and breeding grounds would be spoiled but testing showed that there was little impact due to the oil type and strong tidal flushing.

Twelve birds, including eight pelicans, were oiled but escaped long-term harm.

Nick Quinn says the experience generated a lot of interest within the oil spill response world. “For us to be able to observe and participate in what is a decreasing event worldwide is much appreciated.”

Photographs: top to bottom

A weir skimmer collecting oil from Gladstone Marina.

Oiling at Spinnaker Beach.

Maritime NZ Planning Officer, Dayne Maxwell, points out the impact of oil on the rocky shore.

Oiled mangroves in the Fisherman's Landing area.



Special Investigators TV series

Over the last year and a half our Accident Investigators have been learning to cope with yet another challenge of the job; having a camera crew on their shoulders.

Maritime New Zealand is taking part in a documentary series, which follows Maritime NZ, Civil Aviation and Department of Labour, as we investigate serious and fatal accidents. The series highlights the safety messages revealed as a result of every accident, markedly increasing our ability to raise public awareness of them.

Each story unfolds to the audience in the same way as it unfolds to our investigators. The cameras are with them as they gradually uncover more information, conduct new interviews and discover fresh facts. Once the facts are revealed, 3D animation is used to fully explain how the accident occurred, so viewers understand what went wrong and why.

The series is a rare insight into the world of Maritime NZ investigators. It's full of compelling stories, and as the layers are peeled back, something is to be learned from all of them.

Look out for the series **Special Investigators** on TV1!

New and updated brochures and stickers

Several publications have recently been reprinted, and are now available from Maritime New Zealand.

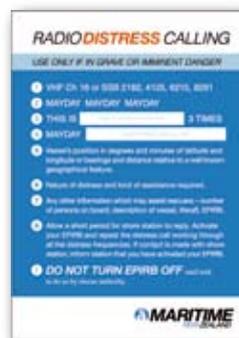
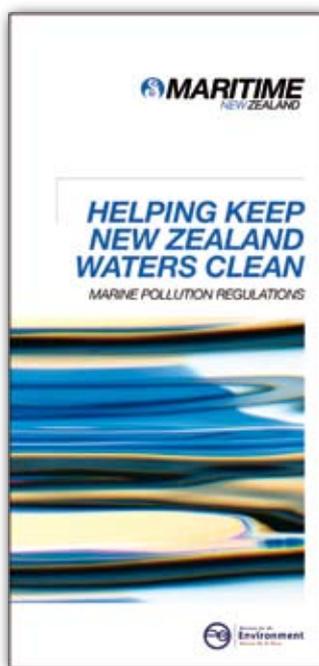
They are:

- **Radio Handbook for Coastal Vessels**
- **Every Drop Counts (Preventing Fuel and Oil Spills)**
- **Safe Boating Essential Guide**
- **New Zealand's System of Buoys & Beacons**

Don't Go Overboard Dumping has also been reprinted under the new name *Helping Keep New Zealand Waters Clean*. This publication outlines New Zealand's marine pollution regulations, and provides information on the safe and appropriate discharge of garbage, oil and sewage from vessels in New Zealand waters.

Maritime NZ has also produced handy stickers with *Tips About Boating Safety* and reprinted *Radio Distress Calling* stickers with a new design.

If you are interested in receiving copies of these free publications or stickers, please contact Maritime NZ on **0508 225 522**, or email publications@maritimenz.govt.nz



These radio stickers have previously been very popular, as they list the actions that should be taken during a distress call. They include spaces to write the vessel's call sign directly onto the sticker, making a potentially dangerous situation that much easier to manage. For those living in pertinent areas, a larger sticker with safety tips for crossing harbour bars is also available.

MARITIME FATALITIES 2005

To 30 September 2005

20

Made up of **eight commercial** and **12 recreational** fatalities.

This compares with **22** fatalities for the preceding 12-month period (made up of **seven commercial** and **15 recreational** fatalities).



LEVEL 8, gen-i TOWER
109 FEATHERSTON STREET
PO BOX 27006, WELLINGTON
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 2006: Parts of this document may be reproduced, provided acknowledgement is made to this publication and Maritime New Zealand as source.