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SAFE SEAS CLEAN SEAS

Until writing this column, I was preparing to tell you how the past three months have been a major positive for Maritime NZ.

Due to tremendous efforts from many people, we have achieved a record low for recreational boating fatalities in New Zealand; the new FishSAFE programme for inshore fishing vessels has been launched and the new safety publications *Lookout!* and *Health and Safety Guidelines for Seafarers* have been widely distributed to industry. A very successful national oil pollution response exercise was also completed.

That only eight fatalities were recorded in the recreational boating sector for the year ending April 2006, compared with an average of over 20 fatalities per annum over the preceding 12 months, is in no small part due to the huge educational and enforcement efforts put in over recent years by Maritime NZ, local authorities, the Police, Coastguard, ACC and a host of other boating organisations.

We were also delighted with the launch of the new FishSAFE programme, which features in this issue. FishSAFE has been the result of sustained efforts by the fishing industry, Maritime New Zealand and ACC to produce best practice health and safety guidelines aimed at reducing accidents and injuries primarily in the inshore commercial fishing fleet. Membership of FishSAFE is open to all individual fishermen and representative organisations, as well as government agencies.

A thank you also to the many readers who provided very positive feedback on Maritime NZ's new accident publication *Lookout!* and the HSE Guidelines for Seafarers. Stocks of the HSE booklet ran out in just a few days, but a new print run is now available. Contact your local Maritime NZ office to order more.

Within this issue you will also read about *Operation Hardrock*, the week-long Tier 3 oil spill response exercise. While it showed that we are in great shape to deal with a major oil spill in New Zealand, it also highlighted a number of areas (as we hoped it would) where we can improve further. A very big thank you to all who contributed.

Sadly, all these highlights during the quarter were overshadowed by the tragic loss of six people in the Foveaux Strait boating accident, when three generations of one family as well as a close friend of theirs were lost. This tragedy is a stark reminder to us all of the human cost that the sea can, all too quickly, extract from the maritime community. I am sure you will all join me in expressing our sorrow, condolences and best wishes to all directly affected and indeed the entire Bluff community.



Russell Kilvington
Director of Maritime New Zealand

COVER STORY

FishSAFE Guidelines Launched

Safety Guidelines for Small Commercial Fishing Vessels were successfully launched by Transport Safety Minister the Hon Harry Duynhoven at the Annual Conference of the New Zealand Federation of Commercial Fishermen (NZFCF) in May.

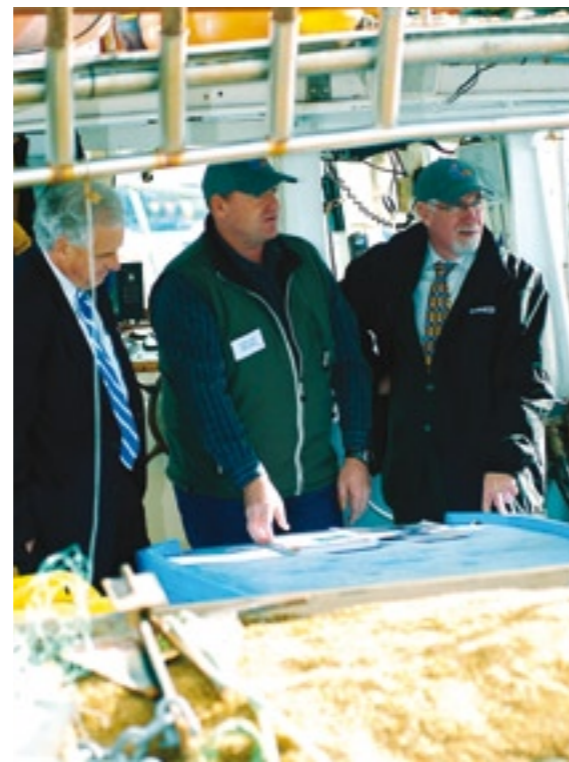
The launch was attended by a significant number of Maritime New Zealand staff, which included Maritime New Zealand Deputy Chairman Dave Morgan and Director Russell Kilvington. The launch took place in New Plymouth over two days and was the culmination of several years of hard work by all those involved in FishSAFE and its predecessor FishGroup.

Russell Kilvington said the guidelines have been the result of sustained efforts by the fishing industry, Maritime New Zealand and ACC to produce best practice health and safety guidelines aimed at reducing accidents and injuries primarily in the inshore commercial fishing fleet.

"The guidelines process has been highly successful in not just producing a health and safety manual, but as a blue print for how Maritime New Zealand and industry can work together to achieve common goals," he said.

Over the course of the NZFCF Conference and launch of the Guidelines many in industry touched on this point both openly during conference sessions and in private during conversations over drinks at the end of each of these sessions.

"Most of those who have been involved in the development of the Guidelines would agree that their success so far has been the way in which 'ownership' of the Guidelines and their development has rested solely with industry," said Russell.



(From the left) Darren Guard, Hon. Harry Duynhoven, Dave Morgan, Russell Kilvington, John Cleal, Philip McIntosh, Ian McDougall (Skipper of Compass Rose) and Barbara Johnsen.

"These Guidelines are the product of experienced fishermen working together to produce a workable document that all fishermen can understand."

The environment in which the Guidelines were produced was facilitated by Maritime New Zealand under the guidance of Sharyn Forsyth. The Guidelines have now entered an implementation phase with training workshops taking place around the various ports. Successful completion of training and an associated self assessment form will enable individuals access to a 10% reduction in their ACC levy.

"A true indication of their success will come after this phase, but the current feedback from early workshops would indicate that the guidelines are off to a flying start," says Sharyn.

FishSAFE has already been approached by the larger corporate fishing sector to adapt existing guidelines into a more practical format for the deep-sea factory fishing vessel fleet.



Top Left: FishSAFE Mentor Dave McIntosh. Right: FishSAFE training.

Left: (from the left) Philip McIntosh, Darren Guard and Hon. Harry Duynhoven.

About FishSAFE

FishSAFE is a committed fishing industry led, industry/government partnership with the aim of developing strategies to improve the safety performance of the New Zealand commercial fishing sector – in other words, to stop fishermen injuring themselves.

Membership of FishSAFE is open to all individual fishermen and representative organisations, as well as government agencies with an interest in health and safety in the commercial fishing industry.

The current Chairman of FishSAFE is Peter Dawson from the NZ Federation of Commercial Fishermen.

The current active membership includes representatives from the following organisations:

- NZ Federation of Commercial Fishermen**
- New Zealand Fishing Vessel Owners Association
 - Greymouth Fishermen's Association
 - Port Nelson Fishermen's Association
 - New Zealand Fishing Industry Guild
 - Te Ohu Kai Moana
 - Tuna New Zealand
 - New Zealand Seafood Industry Council
 - New Zealand Rock Lobster Industry Council
 - Sanford Ltd
 - Talleys
 - Sealord Group Ltd
 - New Zealand School of Fisheries
 - Seafood Industry Training Organisation
 - Accident Compensation Corporation
 - Maritime New Zealand.

FishSAFE was formed in 2004, following the work of FishGroup, a Maritime NZ convened group focussed on identifying the causes of work-related near misses, injuries, and fatalities. The work was successfully completed in 2003 and a final report produced which made a series of 46 recommendations in the areas of communications and safety awareness, streamlining of compliance, training and development, human factors, and design, construction and equipment.

The key recommendation among these was the formation of an on-going industry-led body that focused on the promotion of safety within the fishing industry. The aim was to improve safety outcomes within the commercial fishing industry by developing and supporting industry and government partnerships, and facilitating industry led initiatives. This body was given oversight of the implementation of the recommendations contained in the final report, and became known as FishSAFE.

FishSAFE priorities to date have been the development of the Safety Guidelines for Small Commercial Fishing Vessels, and the development of associated injury prevention training.

The target audience are the owners, operators and crew of fishing vessels under 24 metres in length. This is because that category of vessel makes up the large majority of the New Zealand fishing fleet in terms of both vessel numbers and people employed.

www.fishsafe.org.nz



Exercise Hard Rock

It's nearly 5am and in a meeting room transformed by charts, diagrams, laptops and phone lines several Maritime New Zealand staff are staring longingly at an empty coffee pot and contemplating their next actions to tackle a critical situation – **Exercise Hard Rock has begun in earnest.**

Maritime NZ is legally required to hold a national oil spill response (OSR) exercise every four years, unless a real life incident occurs during that time.

The last such exercise was in Tauranga in 2000 while Bluff and Gisborne saw real life incidents in 2002.

As well as the required OSR component, Nick Quinn (Maritime N.Z.'s Pollution Response Service General Manager and Exercise Controller) says Hard Rock also included Search and Rescue (SAR) and Maritime Security elements.

"We felt that because Maritime N.Z.'s mandate has widened to include these two areas it was important they be included in the exercise.

"One of our main aims was to test how different areas of Maritime NZ work together in a crisis as well as in partnership with external agencies."

The exercise scenario was kicked off by a security alert on a fishing vessel leaving a Pacific Island and making its way to New Zealand with unknown crew and intent.

Maritime NZ's first action was to assemble the Director's Advisory Team (DAT) in Wellington and begin gathering information, assessing risk factors and planning for any response actions required.

Meanwhile, Exercise Control based at Rescue Coordination Centre New Zealand (RCCNZ) in Avalon, was feeding in information designed to replicate a fast-changing picture and increase the pressure on decision makers.



Maritime New Zealand staff (Neil Rowarth, Rob Service and Alison Lane) face a mock press conference.

The scenario moved through a SAR phase and then into an OSR situation, complicated by having two vessels, in separate locations spilling oil.

The National Response Team (NRT), the 'first-strike' team from Maritime NZ, local government and industry throughout the country charged with tackling a major spill, was then scrambled and began to arrive at Incident Command Centres (ICC) set up in Wellington and Blenheim.



The incident command centre at Blenheim's Civil Defence Headquarters.

It was a major logistical challenge getting people and equipment to where they needed to be but having people in place and able to start work as fast as possible is a critical part of any major incident response.

Much of the first day's OSR was taken up by information gathering and planning as international experience has proved that rushing people and equipment into a spill site can prove more damaging than the oil itself.



A barge lays sections of containment boom in Ruakaka Bay.

However, the second day saw OSR equipment, including various types of containment booms, the oil recovery vessels *Tukuperu* and *Kuaka*, other chartered vessels and oil recovery skimmers, deployed in the Marlborough Sounds and in Wellington Harbour.

A mobile cleaning unit and response team was also set up in Picton in anticipation of any oiled wildlife.

After four intensive and exhausting days the exercise was wound up, personnel repatriated and equipment cleaned and returned to storage.

Director Maritime NZ Russell Kilvington, who stood aside and acted as Exercise Director, says he was a little nervous about Hard Rock but pleased with the final result.

"The exercise gave us plenty of lessons and issues to reflect upon, which of course is why you hold them, but it did show NZ is well prepared to deal with such emergencies.

"However one tries, exercises can't simulate real life in full. If you don't want 'to play', it's easy to say that the exercise scenario is silly, state things like "we wouldn't respond like that in the real thing", or just refuse to engage but I saw none of this behaviour.



Oil recovery vessel Kuaka in Wellington during the exercise.

"What I did see was people turning out for a simulated emergency at 4am in the morning, after two (deliberately) long and grueling exercise days without a grumble, knowing that this can be the reality of life – and often is.

"I'd like to thank both Maritime NZ staff and our many colleagues from local government and elsewhere. Their commitment and application contributed greatly to the exercise's success."

Exercise Hard Rock THE SCENARIO

PREVIOUS WEEK

Intelligence is received that a small fishing vessel carrying up to 40 people onboard had departed a Pacific Island possibly bound for NZ. An aerial reconnaissance confirms this information.

MONDAY

The fishing vessel reports she is taking on water off the New Plymouth coast.

By lunchtime, the fishing vessel sinks after transmitting a mayday call. A tanker en route from Marsden Point to New Plymouth is diverted to assist this vessel. Thirty five people are recovered off the vessel – all foreign speaking.

TUESDAY

The tanker is directed to proceed to Cook Strait and await further instruction. Cross-agency discussions on the fate of the recovered crew take place and include concerns over immigration, health, security, customs and place of refuge issues.

WEDNESDAY

While manoeuvring in Cook Strait during the early hours of Wednesday, the tanker is struck by another vessel exiting the Marlborough Sounds resulting in the immediate loss of 800 tonnes of diesel from the tanker and a slow leak of 200 tonnes of bunker oil from the other vessel.

The other vessel returns to Queen Charlotte Sound seemingly unaware of the slow leak and anchors in Ruakaka Bay. Bunker oil is released throughout the Sound and the vessel, now anchored, realises the extent of the damage and potential for pollution.

The tanker has stems its leak and requests an anchorage in Wellington Harbour.

A Tier 3 National OSR is declared and the National Response Team mobilised.

THURSDAY

Good weather conditions eventuate and allow two separate responses to be launched.

Media interest is at its peak and several outlets are in Picton covering the action.

Exercise ends late afternoon.



Meet the new Minister of Transport

Annette King was sworn in as Minister of Transport on May 3, taking over this busy portfolio from Pete Hodgson.

Annette is also the Minister of State Services, the Minister of Police and the Minister for Food Safety, a portfolio she carried over from the previous term, when she also held the Health and Racing portfolios.

Educated at Murchison District High School and Waimea College, she has a Bachelor of Arts degree from Waikato University, and completed a Post Graduate Diploma in Dental Nursing 1981. She worked as a dental nurse over the period 1967-81, and was a tutor at the School of Dental Nurses in Wellington over 1982-84.

More recently, Annette was Chief Executive of Palmerston North Enterprise Board over 1991-93; she is a former Vice President of the State Dental Nurses Institute and was a Trustee of the Disabled Persons Assembly Trust from 1989 to 1991.

Politically, she has been a member of the Labour Party since 1972, and has held various offices since then. She was on the Labour Party executive over 1991-92, and won her first seat when she was elected Labour Party MP for Horowhenua 1984.

During that term Annette was firstly appointed Under-Secretary to the Ministers of Social Welfare, Tourism, Employment and Youth Affairs. She was then appointed Minister of Employment, Immigration and Youth Affairs. She also had a special role as Minister assisting the Prime Minister to liaise between Cabinet and Caucus.

Annette lost the Horowhenua seat in 1990, but was elected MP for Miramar 1993. She has been the elected MP for the new MMP electorate of Rongotai, which includes the Chatham Islands, since 1996.



New Independent Audit Team

Maritime NZ Committed to Delivery of Service

Maritime New Zealand's aspirations to improve the delivery of service to maritime industries and between itself and its prime contractors, has seen the development of an Audit team which has now been functioning for over two months.

Deputy Director Monitoring & Compliance, Bruce Maroc, says the Audit Team will help not only Maritime NZ's own staff, but also all those working on behalf of the agency to help maritime industries meet and maintain their legislative requirements and safe working practices

The Team already has two auditors in place. They are Kenny Crawford and Murray Fairweather. Maritime NZ is currently in the process of interviewing for a third member.

Kenny Crawford arrived from the Gibraltar Maritime Administration, where he conducted Audits on all types of vessels, from small workboats to large Princess Cruises passenger ships. Originally from Glasgow, Scotland, Kenny was a Chief Engineer on a range of vessels. He left the sea to become a Classification Surveyor with Germanischer Lloyd, where he quickly progressed to become Country Manager in Ireland.

Principal auditor Murray Fairweather was a business manager at SGS and has worked in partnership with Maritime NZ and safe ship management for 11 years. Murray is a highly experienced auditor in quality and operational systems and is responsible for developing procedures and practices for the Team.

Kenny and Murray's work to date has included a re-vamp of the internal procedures for Safe Ship Management, auditing of the Cook Strait Ferries, conducting audits of Safe Ship Management Companies, conducting initial audits on vessels entering Safe Ship Management as well as field assessments of Maritime New Zealand recognised surveyors and auditors. It is anticipated that the team's scope will expand within the coming months.

"Our team is fully committed to making a positive contribution to the promotion of safety and security at sea and the protection of the marine environment," says Mr Maroc.



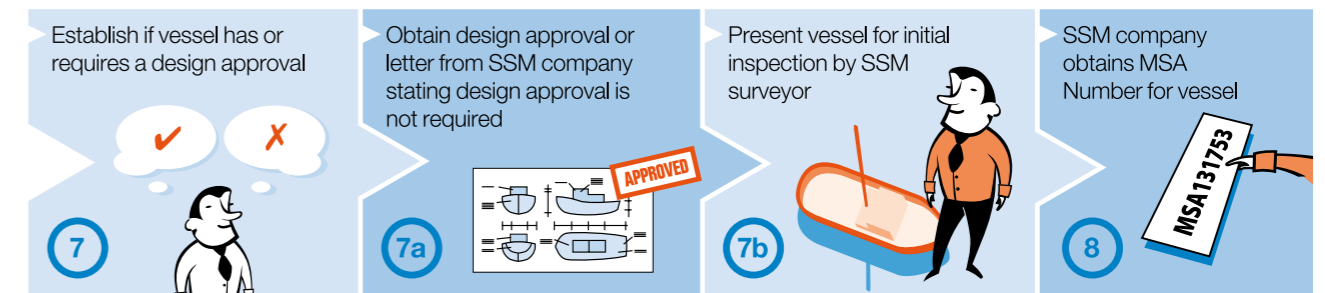
Auditors Murray Fairweather (left) with Kenny Crawford. Their team will soon expand to three.

Your Guide to Safe Ship Management

Do you know your responsibilities within Safe Ship Management? They vary depending on whether you're an owner, skipper or crew.

Maritime New Zealand has reproduced a step-by-step guide as well as a pamphlet listing the 10 Golden Rules for successful Safe Ship Management.

Please contact us if you'd like a copy sent to you in the post. Alternatively, you can view the guides on our website www.maritimenz.govt.nz



Diagrams from the Safe Ship Management Guide to Entry

LESSONS LEARNED

Importance of Watch Keeping

Owners and skippers of vessels are reminded about the importance of watchkeepers following an incident in Hawke Bay in October last year.

During the early morning of Saturday 15 October 2005, two fishing vessels were trawling in Hawke Bay. The Skippers of both vessels had communicated late the previous evening and were aware of each other's intentions for the following 12 hours.

The Skipper of one vessel was keeping watch as they trawled in a broadly southeast direction. The Deckhand of the other vessel was on watch as they trawled in a broadly north north west direction. Both watch keepers identified the other on radar and visually for about 2 hours before the collision. The stabiliser arms of both vessels made contact with each other causing damage to both vessels.

The two Skippers stopped their vessels, spoke, and then retrieved their trawl nets and returned to Napier for repairs.

Maritime New Zealand's accident report concluded that both vessels displayed poor watch keeping practises. While both parties were sent letters of censure, Maritime New Zealand is currently working towards watch keeping certification for the industry.

Seafarers are reminded that good communication is an important part of safe navigation. In this case, the two trawlers wanted to be in the same piece of water in an otherwise empty Hawke Bay.

Had the watchkeepers managed to make contact and kept a better look out, then this accident would not have happened.

"Both watch keepers identified the other on radar and visually for about 2 hours before the collision."



Lake Brunner Under Microscope

If you haven't seen Maritime New Zealand's Jim Lilley before, it's because he can wear a good disguise!

The small craft safety adviser is passionate about recreational boat safety and has done his fair share of snooping around popular holiday spots to monitor behaviours of recreational boat users.

He says that for the most part, people are considerate of others and obey Maritime Rules. However, there is still big room for improvement.

Lake Brunner on the West Coast is one of those places needing special attention. A popular holiday destination, it covers 3,610 hectares in area and is the largest lake on the West Coast.

Jim began visiting the popular holiday spot following widespread complaints from locals and holidaymakers about boating behaviour on the lake. Some days he would visit wearing Maritime NZ branding and other days he'd go as a general holidaymaker.



Exceeding 5 knots within two shores.

He said some examples included underage operators; no lookouts on towing vessels; speeding within 200 metres of the shore or 50 metres of a person in the water or another vessel, as well as wake causing safety issues to (particularly young) persons.

"Accident prevention is key and it's obvious that we need to keep educating people," he said adding that where a local authority (such as the Grey District Council or the West Coast Regional Council in this instance) does not assume responsibility for the navigation safety of an area, that responsibility falls to Maritime New Zealand.

Jim began working with locals and spent hours upon hours collecting information. The result is the compilation of a draft *Navigation Safety Management Plan* (NSMP)—the first of its kind in New Zealand.

The most important ingredient he says was to have the backing of locals.

"People in the community have been absolutely fantastic to work with because they've seen a desperate need for some sort of enforced regulation," said Jim.

"The Navigation Safety Management Plan dictates the conduct of vessels on the lake and is Maritime New Zealand's driving document to work with the local community into the future to ensure that the unique environment that is Lake Brunner is enjoyed by all users safely.

"It is in draft form at the moment and we'll now go about consulting all interested parties but it's my personal wish to see the plan in place by Christmas," he said.

"Boating behaviour sparked widespread complaints."



Waterskiing through a queue to use a boat ramp.

"It's more good luck than good management that people have avoided accidents," explains Jim of his observations toward boating behaviour at the Lake, adding that he soon had to get a good disguise because people started to recognise him!

"It was evident widespread change was needed. On my busiest day visiting the lake there were 235 trailers parked at the 3 ramps (Moana, Iveagh Bay & Mitchells). The general behaviour of these skippers was that they clearly thought their vessel was the only one on the lake."



KNOTS

Safety of Life At Sea

A Maritime NZ Safety Inspector's recommendations relating to a proposed amendment of the Safety of Life At Sea (SOLAS) Convention, has been implemented by the International Maritime Organization (IMO).

When Tim Coleman of Auckland read a draft amendment regarding the safety drills for free-fall launching lifeboats, he had grave concerns about a paragraph explaining the procedures up to but not including release. The wording of the paper could have easily misled the ship's Crew and placed them at greater risk, he said.

At an IMO meeting held between 10 and 19 May in London, Maritime NZ Manager of Rules & International Standards, Ian Lancaster, proposed that the draft amendment should be re-worked to include "simulated" launch procedures which would give a crystal clear message to mariners globally that when they trained, the lifeboat would be required to be held by its safety straps at all times. Mr Coleman's concern was that if crew undertook their training drills as required by the original amendment, they would be disembarking the lifeboat whilst it was hanging on its release hook alone, meaning a crew

"...a crew member could accidentally knock the release handle while exiting the boat potentially triggering its launch."



Example of a free-fall lifeboat.

member could accidentally knock the release handle while exiting the boat potentially triggering its launch.

"Had that occurred, crew would not be seated or properly secured which could have resulted in serious injuries or deaths," he said.

"Under a simulated exercise, the lifeboat will always be secured by its safety straps meaning if someone did knock the release handle, the lifeboat won't be going anywhere."

Have your say!

Commercial Kayaking and Canoeing

Maritime NZ is seeking your feedback on the future management of commercial kayaking and canoeing.

A discussion paper has been circulated to operators, training providers, outfitters, industry associations and networks for comment by mid-July. People can also access the paper from the Maritime NZ website.

In the paper, Maritime NZ highlights that while there is no sector-specific national standard for commercial kayaking and canoeing operations overseen by a public agency, a number of industry-led safety and quality initiatives and standards do have a positive influence on safety performance. However, the paper challenges whether that is enough given that a range of activities attract participation of upwards of 100,000 foreign visitors each year.

Maritime NZ proposes in the discussion paper to develop a set of national voluntary codes in collaboration with the kayaking and canoeing communities. These codes would complement and build on existing industry programmes. The codes would also allow Maritime NZ to actively promote compliance and then, over a subsequent summer season, set about auditing operations.

Maritime NZ's Manager Safety & Environmental Analysis, John Marshall, said these audits, which would be set against an objective standard, would give an accurate measure of safety performance.

"The information could then be used to determine whether there was a case for more extensive measures such as establishing a set of national maritime rules for commercial kayaking and canoeing," said John.

The discussion paper also proposes a solution over the long running and vexed issue of specialist personal flotation devices used by many in the kayaking and canoeing communities.

"Views are sought on a draft amendment to the definition of PFD (personal flotation device) in Part 91 of the maritime rules that would enable devices which meet an appropriate standard, but are not necessarily manufactured under a third party certified quality management system, to continue to be used."



PUBLIC CONSULTATION

Draft Maritime Rules

The draft *Part 47 Amendment Rules* and *Part 91 Amendment (No 2) Rules* were released for public consultation on 18 May 2006.

Part 47 Amendment Rules

Maritime Rules Part 47 prescribes requirements for assigning and marking load lines, which indicate the draught to which a ship or barge can be safely loaded having regard to its design, construction and area of operation. Section 1 of Part 47 gives effect to the International Convention on Load Lines in respect of vessels of 24 metres or more in length. *The Part 47 Amendment Rules* will amend Section 1 of Part 47 to change the manner in which the Load Line Convention is implemented in New Zealand.

The amendment rules will allow owners and masters, of international ships of 24 metres or more in length, to rely, with increased confidence, on the provisions of the Load Line Convention as an accurate reflection of New Zealand law. By making direct reference to the Convention, the rules will remove any unintended discrepancies between the Convention and Part 47 and will allow New Zealand to implement amendments to the Convention in a more timely fashion.

Part 91 Amendment (No 2) Rules

Maritime Rules Part 91 prescribes basic national navigation safety rules for recreational vessels.

Following a fatal accident, in which a diver was struck by the propeller of a passing launch, trials were carried out on the minimum dimensions for a flag to be clearly identifiable, by the watchkeeper of another vessel, at a distance in excess of 200 metres. As a result, it was found that flags must be at least 600mm by 600mm to be clearly identifiable at a distance of more than 200 metres. Both the Coroner who heard this

case and the Accident Division of Maritime New Zealand recommended that Part 91 be amended to require flags 'A' be at least this size.

The Part 91 Amendment (No 2) Rules will amend Part 91 to require the International Code of Signals' flags "A" (the diver's flag) and "B" be at least 600mm².

In response to the public consultation on the *Part 91 Amendment (No 1) Rules*:

- two organisations suggested that rule 91.4(7), which requires persons being towed wear PFDs, should apply to speeds over 5 knots or vessels of a certain size; and
- one organisation and four individuals suggested that rule 91.17(a) should be amended to require vessels to keep as near to the starboard side of a river "as is safe and practicable".

The Part 91 Amendment (No 2) Rules will amend rules 91.4(7) and 91.17 accordingly.

Copies of the draft rules

Copies of draft rules are available free of charge from the Administrator, Rules and International Standards on 04 494 1230. Copies are also available on the Maritime NZ website www.maritimenz.govt.nz.

Deadline for Submissions

The deadline for making comments on the draft amendment rules is 28 July 2006.

LOOKOUT!
gets thumbs up

LOOKOUT! covers a selection of key accident stories from across the commercial and recreational sectors from a lessons learnt perspective. The first issue was released in April and received positive feedback from industry – one skipper said he read it twice!

We hope our readers will enjoy this second issue which is released with Safe Seas Clean Seas.

If you missed the first edition of *LOOKOUT!*, it can be found on Maritime New Zealand's website.

Released after
a decade

Maui's oil and gas field situated 30km off the Taranaki coast has been the home to the floating, production storage and offloading facility (FPSO) *Whakaaropai* for the past decade.

But on 17th May, the last anchor chains that held it in position for all those years were packed with explosives and detonated leaving it destined for Singapore under new ownership of Bergesen Worldwide Offshore from Shell Todd Oil Services.

The FPSO processed approximately 35 million barrels of crude oil from the Maui field during that time. The oil was offloaded into oil tankers, which were moored astern of the FPSO and loaded through flexible pipelines.

Bergesen's decision to recommission the FPSO for sail under its own power to Singapore for refit was seen as a major undertaking given the main engine hadn't run since 1996. However, work had begun several months prior to make it fully operational again. A multinational team made up of Russian, Norwegian, Indian, Malaysian, Chinese and New Zealand personnel were tasked to carry out the work.

This involved overhauling the main engine and auxiliary equipment as well as replacing and upgrading navigational equipment. One of the tasks was to replace the propeller stern tube seals, which involved ballasting the vessel to bring the propeller and shaft out of the water. This had never been attempted while a vessel was in open sea.

Once freed on 17th May, the FPSO now renamed *BW Endeavour*, was towed clear of Maui B platform by offshore supply vessel *Pacific Chieftain*.



View from the helicopter as the FPSO heads out into the Tasman.

BW Endeavour's main engine was started, the anchor and windlass were tested, and the main engine trials conducted.

On the morning of the 18th of May after successful trials, *BW Endeavour* sailed out into the Tasman Sea en route to Auckland to load bunkers before its voyage to Singapore.



The achors blowing on the FPSO Whakaaropai.

We have not seen the last of FPSO's in New Zealand water's, the FPSO *Ionikos* will arrive in mid 2007 for the Tui oil field and the FPSO *Andaman Sea* during the first quarter of 2008 for the Maari oil field.

Fishing
vessel
reporting

Did you know that the Maritime Operations Centre (MOC) which runs maritime radio offer a **free vessel schedule service?**

This can be accessed using 0800 Maritime free phone number (0800 627 484).

Using the phone can offer you privacy for secret fishing spots, so that in the unlikely event of an emergency MOC can use that information for search and rescue purposes. You can also access them on VHF and SSM radio anytime day or night. You can even arrange a simple code over the phone to use and then use this on the radio later.

So don't hesitate, use them for regular skeds and let them know what you are up to.



Successful Maritime Day at Devonport

These pictures are from the first Vauxhall School fundraising event – Devonport Maritime Day held on Sunday 21 May.

Maritime NZ was delighted to support the event together with Water Safety New Zealand as well as a host of other fishing identities such as Bill Hohepa of Billy Ho's fishing show who demonstrated fishy cooking and boating safety. Coastguard promoted search and rescue and education while Fisheries educated fishermen on size and quantities.

Among special guests was singer Tim Finn who appropriately sang, "Six Months in a Leaky Boat" much to the delight of children and adult fans!

The acknowledgements received from many who attended endorsed the success of the event and Maritime NZ looks forward to supporting other communities in this way in the future.

Top: **Tim Finn belts out Sailing in a Leaky Boat.**

Bottom: **MC Pio Terei did a fantastic job on behalf of Water Safety New Zealand.**



Feedback

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

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

MARITIME FATALITIES 2006

To 31 May 2006

10

Ten fatalities in total made up of **seven commercial** and **three recreational** fatalities.

For the 12 months ended 31 May 2006 there were **18** fatalities in total made up of **12 commercial** and **six recreational** fatalities.

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