

# SAFE SEAS CLEAN SEAS

▶ Boat safety  
Strategy focuses  
on future

**2**

Funding boost  
Search and rescue

**5**

SSM update  
Industry feedback  
sought

**6**

Safety drills  
Plan for the worst

**11**



# SAFE SEAS CLEAN SEAS

Welcome to the latest issue of *Safe Seas Clean Seas*. The year continues to be a busy one for Maritime New Zealand (MNZ) with a range of significant projects underway.

Good progress is being made on implementation of the Safe Ship Management (SSM) development project, which is MNZ's number one strategic priority going forward through 2008 and into 2009. The aim of the review is to continue to improve the structure and delivery of the SSM system, which involves us working closely with the maritime industry and providing strong leadership to ensure that safety standards are not compromised.

This commitment to improving the SSM system reinforces a range of initiatives MNZ is undertaking with the industry's support, such as the FishSAFE programme, which has resulted in a 50% reduction in the number of accident claims from the sector since its introduction.

MNZ has also adopted a range of safety recommendations made by the Transport Accident Investigation Commission (TAIC) in its report into the May 2006 *Kotuku* tragedy, in which six people lost their lives. MNZ is committed to learning from accidents like these to improve safety for others, and progress on the various TAIC recommendations is well advanced. Equally, it highlights the importance of all parties involved in the SSM process, including vessel owners and operators, taking ownership of and responsibility for their own safety. We are all in this together.

In other developments, MNZ will shortly be advertising for an Exemptions Officer, who will be responsible for processing applications for exemptions from maritime and marine protection rules. A new and improved process for the handling of exemptions has been developed following a successful review by a contractor.

Under the previous system, MNZ did not charge applicants for the time spent processing their applications, but is now planning to do so from 1 July 2008 in an effort to recover these costs. The ability to charge for this service is provided for in the Shipping Charges Regulations. This means that for those applying for an exemption, providing MNZ with as much detailed information as possible will cut down the time taken to process the application and reduce costs for operators.

I hope you enjoy this issue and welcome your feedback.

**Catherine Taylor**  
Director of Maritime  
New Zealand



## BOATING SAFETY

# New strategy foc

Legislation and education targeting the key risk factors in the fatality equation – lifejackets, emergency communications, weather and alcohol – have come out of an in-depth safety review of New Zealand's recreational boating sector.

The *2007 Review of the New Zealand Pleasure Boat Safety Strategy*, prepared and released in May by Maritime New Zealand (MNZ) on behalf of the National Pleasure Boat Safety Forum (NPBSF), outlines the future direction for the safety of the recreational boating sector.

Made up of government and non-government agencies, the NPBSF is committed to further improving boating safety through skipper education, training and enforcement. The NPBSF also noted that by having consistent rules and bylaws throughout the country, skippers have a much clearer understanding of their responsibilities. This has played a significant role in helping to reduce accident numbers.

"The review of boating safety and the further development of a national safety strategy represents a significant and progressive look ahead at how the Forum and the recreational sector can continue to work together to improve boating safety and drive down the number of fatalities on the water" says MNZ Manager of Recreational Boating and NPBSF member, Jim Lott.

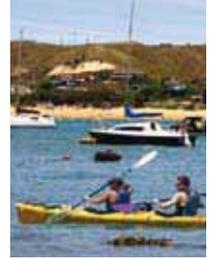
"The review proposes a raft of future safety initiatives to support the national Stay on Top awareness campaign and to guide the work of all organisations involved in boating safety for the next three plus years," Jim says.

"This includes recommendations such as tightening the requirements to wear lifejackets in vessels under 6 m, which are more at risk of capsize, and making it mandatory for skippers to ensure effective communications equipment is on board all boats, as these are some of the key prevention measures identified by accident analysis."

Jim says the review builds on the excellent progress already made since the introduction of the strategy in 2000, which combined with the Forum's work and the support of the recreational boating sector, has resulted in a 50% reduction in fatalities between 2000 and 2006.

Among issues examined by the review was an analysis of key risk factors in recreational boating, along with in-depth examination of fatality and accident statistics between 2000 and 2006. The review also undertook a comprehensive look into existing legislation, the boating population and organisations involved in enforcement and education activities. A comparison with boating legislation in other countries was also undertaken.

"While the review identified some new causes and options for lowering the boating toll, it also reinforced the results



# uses on future of boating safety

of previous studies into accident trends and analysis of the causes of fatal and non-fatal accidents. One, or a combination of up to four key factors were responsible in almost every fatality – failure to wear lifejackets, failure to have the ability to call for assistance after an accident such as capsize, being caught out by bad weather, and the consumption of alcohol,” Jim says.

## The key recommendations from the review are:

### 1. Education and training

The considerable success of the current initiatives for skipper education and training, highlighting the skipper's responsibility for safety on board and for compliance with all legal requirements, needs to be continued. The NPBSF also recommends that the safety awareness programmes be supported with additional resources. The NPBSF endorsed the need to reduce as far as possible any barriers to on-water training, to ensure that skippers have the maximum opportunity to receive practical training at reasonable cost.

### 2. Default wearing of lifejackets in craft under 6 m

In spite of a significant increase in lifejacket use generally, more than half of the fatalities in the past 7 years involved people not wearing lifejackets. A proposed change in the wording of the legislation requiring lifejacket wearing would require lifejackets to be worn at all times unless the skipper decided the risk was very low at the time. This would put the responsibility on the skipper to decide when it was safe to take a lifejacket off, as opposed to when it was necessary to put them on, as required currently. This legislation would apply to all boats under 6 m in length, including tenders, where a number of lives have been lost.

### 3. Mandatory carriage of communication equipment

The analysis of fatal boating accidents from 2000 to 2006 showed that the ability to communicate distress following an immersion-type accident is just as important as wearing lifejackets in preventing fatalities. In many cases, providing a reliable form of communication involves little extra cost. While hand-held waterproof VHF radios are the best option in many cases, even keeping a cellphone sealed in a plastic bag and carried in a pocket can result in rescue.

### 4. Mandatory alcohol limits for skippers

The 2004 report *Alcohol and Recreational Boating*, the results from accident investigations, the increasing speeds of modern boats, and the widespread reporting of alcohol as a factor in boating mishaps have convinced NPBSF members of the need for a maximum blood-alcohol level for skippers of boats underway. Evidential testing is also recommended.

### 5. Fitting buoyancy to provide level flotation

The safety benefit of having a craft that floats level following a capsize is very apparent. The NPBSF members endorsed work already done by some builders of small craft and supports further initiatives by designers and builders for level flotation in all trailer craft.

### 6. Taxpayer funding for safety programmes

The NPBSF supported petrol tax funding for safety programmes, noting that only a small proportion of the tax currently paid into the road fund from petrol used in pleasure boats was returned to the recreational boating sector. This initiative has now been included in a bill before parliament.

### 7. Enforcement

The NPBSF supported additional enforcement of rules and bylaws.

### 8. Volunteer programme

The success of the work carried out by regional council and MNZ volunteers was noted by the NPBSF and will continue to be a major contributor to boating safety awareness.

### 9. Accident analysis

The NPBSF considers ongoing investigation and analysis to be an essential cornerstone for the development of a safety strategy.

#### Order your copy

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

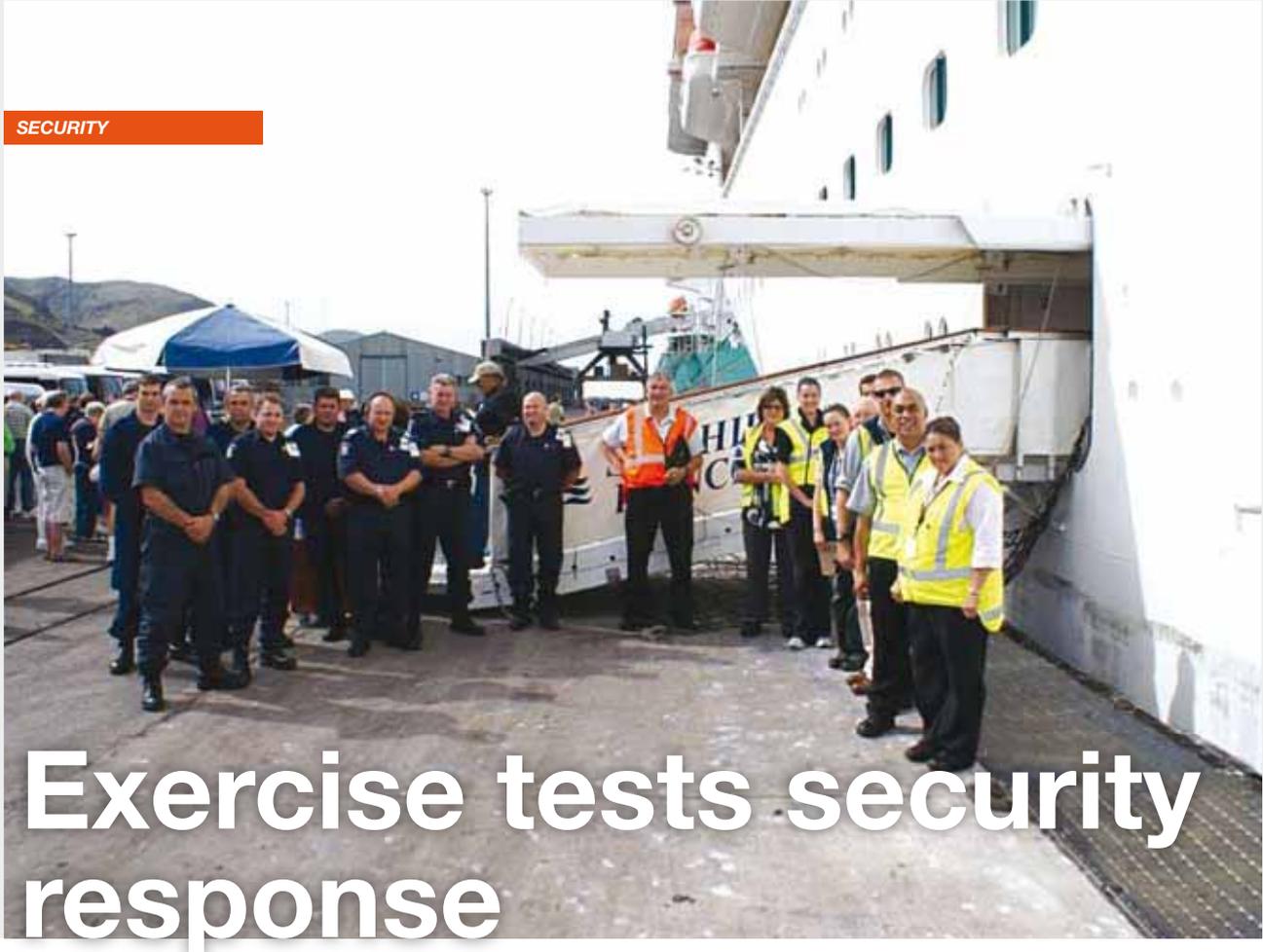
- email: [publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz)
- download: [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

## RECREATIONAL BOATING FATALITY RATE



When measured against the number of boats, the graph shows that the fatality rate in 2006 reduced to about a third of the 2000 figure.

The MNZ recreational boating team is already busy publicising the findings of the strategy. Copies of the strategy and overview were discussed during a roadshow in the South Island in April; and will be further promoted at upcoming boatshows.



# Exercise tests security response

Security staff from Maritime New Zealand (MNZ) recently took part in a 2-day exercise to test Port of Lyttelton personnel.

Part of the annual exercise was held in conjunction with the Princess Line's **Sapphire Princess**, and was overseen by MNZ staff. The exercise involved teams from the Aviation Security Service's Explosive Detector Dog Unit and the New Zealand Defence Force's Explosive Ordnance Disposal Squadron.

MNZ Security Advisor Bob Davies said with 2,600 passengers and more than 1,000 crew, the **Sapphire Princess** was one of the largest cruise ships to visit New Zealand, and provided an excellent setting to test the various teams' skills.

Bob said the scenario had involved a bombing on board the vessel while berthed at Cashin Quay. A number of crew were organised to act as bomb-injured passengers in varying degrees of distress.

"The exercise demonstrated that dealing with security incidents on vessels – and on larger cruise vessels in particular – poses significant challenges for all, regardless of their specialist expertise," Bob said.

"For the port company, the security staff needed to set up a triage system to deal with the casualties; and secure their boundaries and control the incident on the land side until such time as the police and other agencies were able to deploy and take over responsibility for dealing with the incident, all on minimum staffing.

"Port staff also needed to consider a number of other issues such as what should be done to other berthed vessels including recreational vessels plying the harbour, responding to national agencies demanding information as well as dealing with the media, and the myriad of other unforeseen issues that arise in such stressful and unusual situations.

"The dog teams found the cruise vessel environment with its labyrinthine interior, unusual aromas and noise especially demanding. When unexploded devices were located by the dog teams, it was the unenviable task of the Army Disposal team to disarm them. The confines and heat of the cruise vessel interior meant their remote controlled robot could not be deployed to disarm the device – nor could their cumbersome and bulky protective clothing be worn."

Bob said despite the challenges, the exercise went well.

"This was a valuable exercise from which all participants derived benefit. It illustrated very well how the new security environment, ie the threat posed by international terrorism, requires a multi-agency approach for mitigation and response."

**Above: Crew from the cruise liner *Sapphire Princess* and staff from MNZ, the New Zealand Defence Force, the Aviation Security Service and the Lyttelton Port Company were involved in an exercise recently to test the port's response to a terrorist threat.**

# Funding boost for search and rescue



Search and rescue (SAR) agencies across the country have received a welcome boost with the announcement of an additional \$8.4m for the sector over the next 2 years.

Transport Minister Annette King announced the funding increase at the New Zealand Search and Rescue Council Awards in Wellington on 10 April, also the 40th anniversary of the **Wahine** disaster.

Ms King said the new funding, which starts from 1 July, would nearly double the amount the search and rescue sector received through direct government funding.

"This extra funding will help search and rescue boost its level of equipment, sustainability and capacity for co-ordinating large and difficult incidents," she said.

"It will also mean more opportunities for training and joint exercises to improve interagency co-operation and understanding."

Among those to receive a share of the funding is Maritime NZ operated Rescue Coordination Centre New Zealand (RCCNZ).

"The element of the funding for RCCNZ is an extremely welcome boost, which will allow us to expand our training opportunities for staff and further modernise our equipment and operations," Group Manager Nigel Clifford said.

New Zealand SAR Secretariat Manager Duncan Ferner said the long sought additional funding was "great news" for the sector. "It means a number of serious strategic risks can now be addressed. It will also allow us to further strengthen the co-ordination and conduct of SAR operations throughout New Zealand's huge search and rescue region."

The volunteer sector of SAR will receive a share of the funding, totalling \$2.7m per year. This will enable the organisation's approximately 9,000 volunteers to plan more strategically for responses to future incidents.

Ms King also announced that in addition to the 2-year SAR funding package, long-term funding for the sector will become available through the Land Transport Management Amendment Bill, due to be passed before July.



MNZ's RCCNZ is among the range of search and rescue agencies to benefit from a significant Government funding boost.

## New electronic charts due out soon

The first official set of electronic navigation charts (ENCs) are set to be released by Land Information New Zealand (LINZ).

The ENCs are specifically designed for use in Electronic Chart Display and Information Systems (ECDIS) on board ships. This gives the mariner access to a wide range of safety functionality and supports integration with other navigational systems.

LINZ anticipates issuing ENCs later in 2008, beginning with 10 to 20 priority areas for charting. These will include the Auckland harbour and approach as well as the Cook Strait crossing, Wellington to Picton.

The release of ENCs for the remainder of New Zealand will be phased in over the next 2 years.

### More information

Go to the LINZ website:  
[www.linz.govt.nz/audiences/mariners/index.html](http://www.linz.govt.nz/audiences/mariners/index.html)

## IMPORTANT CHANGE for SSM VESSELS

**Currently required to carry a 121/243 MHz EPIRB?**

**Then you must upgrade to a 406 MHz EPIRB by 1 July 2008**

The international satellite system that supports the old 121.5 MHz and 243 MHz analogue distress beacons is in the process of being replaced. Already it is significantly degraded and it will cease operation altogether from 1 February 2009.

If you have a 121.5/243 MHz distress beacon, which may also be called an EPIRB (Emergency Position Indicating Radio Beacon), PLB (Personal Locator Beacon) or ELT (Emergency Locator Transmitter), you need to switch to a 406 MHz distress beacon now.

### Maritime Rules – commercial vessels

For all commercial vessels, it will be compulsory to carry registered 406 MHz EPIRBs from **1 July 2008**.

If you're unsure if this applies to you, contact your nearest MNZ advisor or check out the relevant rules at:

[www.maritimenz.govt.nz/publications/rules/EPIRBAmendment.pdf](http://www.maritimenz.govt.nz/publications/rules/EPIRBAmendment.pdf).

**Remember – you must register your new beacon**

Registration is FREE! To register your beacon:

- go to the website: [www.beacons.org.nz](http://www.beacons.org.nz) or
- call the RCCNZ on **0800 406 111** or **0508 406 111**



# Safe Ship

## MANAGEMENT REVIEW

### Industry feedback sought on SSM functions

Maritime New Zealand (MNZ) has begun consulting with industry and other stakeholders on options for future delivery of core services as part of its ongoing review of the Safe Ship Management (SSM) system.

The SSM system, administered by MNZ, is designed to help vessel owners manage the daily safe operation of their vessels. A significant review of SSM was launched by MNZ last year as part of its commitment to ensuring that the structure and delivery of the system continue to be improved.

SSM Development Manager, Sharyn Forsyth, said MNZ was inviting feedback on options for future delivery of core SSM functions, which were currently contracted through SSM management companies.

“The aim of the consultation is to get feedback from the sector on how we may be able to improve the level of services provided, with the overall goal of ensuring that these various functions are delivered in a consistent and high quality manner.”

Sharyn said the consultation phase followed a series of nationwide seminars held with SSM surveyors, which had focused on improving understanding of documentation

requirements – in particular health and safety material. MNZ maritime safety inspectors and auditors had also attended the workshops, with the aim to ensure that all involved with applying or administering rules under the system were consistently delivering their delegated functions.

MNZ had also now run the first of a planned trial of SSM industry training workshops, with members of the fishing sector in Timaru. “This included talking with skippers and vessel owners about getting the best use out of the wealth of safety information contained in SSM manuals and customising it to use on their own vessels. Feedback from the attendees was extremely positive, with many saying it was valuable and worthwhile.”

Sharyn said further trial workshops were held in early June with representatives from the commercial passenger and non-passenger vessel industry.



Sharyn Forsyth

### Work on safety recommendations well advanced

Following the release of a report into the loss of the fishing vessel **Kotuku** in April, work on implementing various safety recommendations contained within it is well advanced, says Maritime New Zealand (MNZ).

Six people died when the vessel overturned in Foveaux Strait while returning from a family muttonbirding excursion on 13 May 2006. In releasing its report into the tragedy, the Transport Accident Investigation Commission (TAIC) made six safety recommendations, which MNZ has adopted as part of its ongoing commitment to improving maritime safety.

The TAIC report found that the principal cause of the accident was a sudden loss of stability caused by a large amount of water being shipped on deck and being unable to escape, due to the vessel's freeing ports being closed.

MNZ is also investigating the accident, with its report due out shortly.

“The loss of the **Kotuku** was a tragedy and our sincere sympathies are with the families of all those who lost loved ones,” MNZ Director Catherine Taylor said.

“What is clear from TAIC's report is that a number of factors combined to cause this accident, which everyone can learn from. Various independent reviews undertaken before the accident found that while the SSM system is sound, there are elements of the system that need improvement.

“This is why we have responded to the Commission's recommendations and are taking further action to address these issues. The maritime industry supports these actions and the leadership MNZ is providing to improve safety in the sector.”

Catherine said the TAIC recommendations complemented a range of work MNZ had already been doing prior to the accident to improve safety, which was reflected in improved safety statistics across the commercial maritime sector.



# New rules exemptions process

A new and improved system for processing applications for exemptions from maritime and marine protection rules will mean a more consistent and robust level of service being provided to applicants, says Maritime New Zealand (MNZ).

MNZ has undertaken a review of the exemptions process for commercial vessels in the SSM system, those operating under Safe Operational Plans, SOLAS vessels, and those seeking exemptions from marine protection rules. The Maritime Transport Act 1994 allows owners of vessels that may be unable to comply to seek an exemption from a rule, provided other specific requirements under the Act are met.

"To be considered for an exemption, vessel owners and operators need to first prove to the Director of MNZ that they can satisfy a range of conditions – the key requirement being that vessel safety will not be compromised should the exemption be granted," says Tony Martin, a former MNZ Deputy Director who has been contracted to lead the review project.

Tony says in addition to strengthening the exemptions process, an exemptions officer will be appointed to process applications and ensure a consistent approach is applied.

"Each application will be judged on its merits, but the overall process will be much more rigorous in terms of what people applying for exemptions need to do to satisfy MNZ that the exemption is warranted.

"However, MNZ does recognise that there is a need for flexibility in the system to respond to the needs of those operators for whom the rules may not be appropriate, or who for whatever reason, may not be able to comply. The strengthened exemption process also allows us to keep better track of particular rules or aspects of rules that may be creating difficulties for operators and that may need reviewing or amendment."

Tony says applications made under the new exemptions process will also be charged in accordance with the shipping charges regulations. "While this may result in increased costs for some applicants, it will mean greater consistency and more robust handling of applications. The reality is that some applications are very complex and require longer to process, therefore MNZ considers it reasonable that it should be able to recover these costs.

"There will also be much greater emphasis put on operators who apply for vessel exemptions to provide as much detailed and complete information as possible, which will allow MNZ to process their application faster and help reduce their costs."

## FREE SSM WELCOME PACKS

For all commercial vessel owners new to the SSM system, MNZ now has handy welcome packs available.

Among the range of complimentary material contained in the packs is a checklist for new entrants to SSM, a guide to the system, guidelines for managing fatigue, a radio handbook and splashproof bags for cellphones.

To obtain a SSM pack, contact the MNZ Safe Ship Management team on **(04) 473 0111**.



## MNZ PUBLICATIONS AVAILABLE

Are you a keen boater? Fisherman? Interested in the maritime environment? MNZ has a wide range of free publications available to those with an interest in the maritime sector.

Among the raft of material available is information specifically for commercial operators, recreational boaters and users of kayaks and other small craft.

A small sample of the information available includes:

- *Fatigue management* – a suite of resources on fatigue
- *Safe boating: an essential guide*
- *New Zealand's system of buoys and beacons*
- *Radio handbook for coastal vessels* (recently updated with handy stickers in the centre)
- *Lookout!* (a quarterly publication on the lessons to be learnt from accident/incidents)
- Stickers such as "10 tips for boating safety"
- MNZ annual report and statement of intent

### More information

Go to [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz) and click on "Publications"

Ring freephone: **0508 22 55 22**

# Fisherman's bravery recognised

The courage of a Wairarapa fisherman has been acknowledged with an international bravery award.

Greytown's Brett Churcher was presented with the International Maritime Organization's (IMO) Award for Exceptional Bravery at Sea at a ceremony at Parliament in April, after saving the lives of a father and daughter near Cape Palliser.

The award was established by the IMO to recognise those who "at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea".

Father and daughter Scott and Lucy Tulloch, had been retrieving a fishing net in their small boat near Lake Onoke, Southern Wairarapa, when the net became tangled in their propeller and they were swept out to sea. Witnesses on the shore saw the accident unfolding and called emergency services.



Greytown fisherman Brett Churcher (left), was recognised for his heroic actions at sea which saved the lives of father and daughter Scott and Lucy Tulloch.

A call went out to fishing boats in the area for assistance. Despite being more than 1.5 hours away, Mr Churcher, skipper of the fishing boat **Stryker**, responded and headed for the Tulloch's last known position. Upon reaching their nearly submerged boat, and with no sign of Lucy or her father, Mr Churcher began a grid search.

After about an hour searching, Mr Churcher located Lucy, then aged 3, and her father. Lucy was hypothermic and unconscious, and was taken on board and cradled in warm blankets until a rescue helicopter arrived.

Mr Churcher's heroic actions were recognised with a framed certificate from Transport and Police Minister Annette King. The IMO citation acknowledges Mr Churcher's "prompt and effective actions, which led to the saving of the lives of a man and his daughter off Cape Palliser, New Zealand in April 2007."

# MNZ "goes green"

Maritime New Zealand (MNZ) has "gone green" at its Wellington headquarters as part of a Government commitment to sustainable practices – in addition to its goal of ensuring a clean, green and sustainable maritime environment.

As a participant in the Govt<sup>3</sup> initiative, MNZ has introduced a full waste recycling system at its central Wellington office in an effort to reduce rubbish levels.

"MNZ has a strong role to play in protecting the marine environment and reducing the amount of litter in the maritime sector, so it's appropriate that we also do our bit on land to reduce the amount of waste we produce," says MNZ Manager Administration Mark Lytollis.

Mark says an audit of MNZ's waste prior to the scheme's introduction revealed a significant amount of rubbish that could be recycled or composted.

"Our aim is to try to reduce the amount of rubbish produced by at least 50% over the next 12 months, and we'll continue to carry out waste audits to help ensure we reach our target," he says.

Led by the Ministry for the Environment, the Govt<sup>3</sup> programme encourages government agencies to be more energy efficient, save water, reduce waste and recycle, and make environmentally sound transport decisions.



MNZ Manager Administration Mark Lytollis (left) and helpers sort rubbish as part of the "go green" initiative to reduce office waste.





River bar crossings have the potential for serious danger if not tackled correctly, says the Coastguard and MNZ.

# Greater care urged at river bars

The number of capsizes occurring at river bars around the country is a reminder of the need for all boaties to have their wits about them when crossing these potentially deadly areas, says Maritime New Zealand (MNZ).

MNZ Small Craft Safety Advisor Alistair Thomson says while it is fortunate none of the recent incidents over summer have resulted in fatalities, all bar crossings have the potential for serious danger.

“There are essentially three types of river bars along a typical New Zealand coastline – the dangerous bar, the very dangerous bar and the extremely dangerous bar,” says Alistair.

“The secret to understanding the techniques for crossing a bar lies in gaining local knowledge. This means understanding the state of the bar, being able to interpret the conditions, and assessing the ever-changing shape and location of the channel through the bar.”

Alistair says anyone unfamiliar with a bar should take appropriate steps, such as talking to locals, checking the weather and tides, and inspecting the bar at low tide.

Coastguard Northern Region’s James Lacy says that most west coast units have one “bar day” per year, where local boaties and fisherman can come along to the unit, watch a short presentation, and, weather permitting, can either go across the bar on the rescue vessel or follow behind in their own boat with instruction from the coastguard.

James says they’ve had a “terrific response” to the bar days, which are fully funded and supported by the Auckland Regional Council Harbourmaster.

Raglan, Manakau and Kaipara Coastguard Units have also held bar days with a great turnout.

Kevin Dreaver of the Raglan Volunteer Coastguard says they run the bar days twice per year in April and November, attracting people from as far afield as Kaipara and the east coast.

“We get between 50 and 90 attendees at our bar days and we’ve noticed a reduction in the number of bar incidents since beginning the programme,” Kevin says. It costs \$20 per person to do the bar day in Raglan. More information is available by emailing: [raglancoastguard@gmail.com](mailto:raglancoastguard@gmail.com)

Meanwhile, Sheryl Hart of the New Zealand Big Game Fish Council and the Raglan Game Fishing Club, says the bar crossing days have provided valuable training for club members and non members alike.

“We encourage members to take advantage of the training when on offer. We’ve had a good working relationship with the

coastguard in Raglan since its formation and support them where we can.”

Sheryl believes that there is a real need for the training throughout New Zealand and encourages boaties to get involved with their local fishing clubs and coastguard units to improve their knowledge and skills. “Establishing better lines of communication between fishing and boating clubs and the coastguard can only be good for boaties.”

## More information

- Email: [recreationalboating@maritimenz.govt.nz](mailto:recreationalboating@maritimenz.govt.nz)
- Request the safety training DVD “Crossing the Bar & It Happens” from the Seafood Industry Council
- Contact your local coastguard – links to regional websites are on: [www.nzcoastguard.org.nz](http://www.nzcoastguard.org.nz)

## TOP TIPS FOR BAR CROSSINGS

- Check the weather and tide conditions before going out. If unsure, don’t go out.
- Before going out or returning, secure all moveable objects in the boat and ensure that any weight, including your passenger load, is kept low down.
- Check that your engine and steering are performing correctly.
- Make sure you and all your passengers are wearing lifejackets, as not wearing them when crossing a bar is an offence.
- Ensure your motor is warmed up and secure all hatches.
- Approach the bar with caution – study the nature of the seas to find the best route to take.
- Cross at high water – avoid crossing when the tide is going out.
- Put in a VHF radio call to the local coastguard or maritime radio on channel 16 immediately before and after crossing the bar, otherwise rescue services may be alerted.
- Go out slowly and cautiously, picking up the rhythm of the waves, seeing the opening and following it.
- Once underway, don’t turn back. Keep the bow directly into the waves. Throttle back at the top of the wave, then get ready for the next one.
- When coming in, wait until the conditions are suitable before crossing, or come ashore at a less dangerous place if possible. Also call the coastguard before you attempt to cross.
- When returning, cross when the tide is coming in, keeping the boat on the back of a wave. Be ready to either slow down or accelerate as conditions dictate.



# Plan for the worst – safety drills work

Falling overboard is the second highest cause of fatal accidents in the fishing industry, but the risk can be reduced if crews plan for the worst and carry out regular basic safety drills, says Maritime New Zealand (MNZ).

Accident trends continue to reveal that a lack of emergency planning and safety equipment contributes to fatalities.

“No matter what fishery you work in or on what size of boat, you can do a lot to improve the odds of a good ending if the worst happens,” says MNZ’s Sharyn Forsyth, who is leading MNZ’s Safe Ship Management (SSM) development programme.

The SSM system provides skippers with information and tools to help them manage their own safety and that of their crews. This includes identifying hazards and having procedures in place to mitigate risks if things go wrong while at sea.

“All that it takes is thinking ahead, anticipating what could go wrong and deciding how you are going to deal with those scenarios on the boat,” says Sharyn.

She says MNZ is continuing to work with industry through the FishSAFE mentoring programme to reinforce the importance of planning for disasters and crew training.

FishSAFE Mentor, Darren Guard, says practical emergency exercises on all vessels are essential.

“The best bit of advice we can give is that actual hands-on practice can improve the ability for people to remember what to do in an emergency by as much as 80%.

“Practice and talking things through regularly will be far more beneficial to crew than sitting them down to read a training manual. Drills also build teamwork and help develop confidence among crew who learn they can count on each other in an emergency.”

Darren suggests the following things for skippers to consider.

## Planning for disaster

Your drills have to fit your vessel, or there is not much point in doing them. Some of the basics you should think about on your boat might include:

- how the alarm is going to be raised
- abandoning the vessel
- fighting fires in likely locations on the boat
- recovering someone from the water
- what to do if a compartment floods
- launching a liferaft
- putting on lifejackets
- using breathing apparatus gear if you have it onboard
- making emergency radio calls and using distress signals
- medical emergencies.

## Skippers

It is natural to expect that a crewmember who has fished for a while will know what to do when things go wrong. Unfortunately those sort of assumptions can lead to trouble!

Ask yourself, if the skipper was taken out for some reason, would the crew know the drill? If the answer is “no” then it is definitely time to change things.

## Crew training tips

When new crew join the boat, their induction training is meant to introduce them to the operational characteristics of **your** vessel, regardless of how much experience they have had on board other vessels.

Owners/skippers need to make sure that crew have the appropriate training needed to do their work safely. This may vary with individual crewmembers depending on the tasks each is assigned to do. This should include:

- the location and use of safety equipment such as lifejackets and liferafts
- the location and use of relevant engine room components and controls – crew should know how to read gauges correctly and how to safely take on fuel
- the use of deck equipment and rigging such as davits, winches, windlasses and any associated emergency stop switches
- the use of navigation equipment and electronic aids if crew are required to stand a watch. Crew should be familiar with **your** equipment and **your** procedures, regardless of what tickets or experience they have
- fishing equipment and its proper use – crew have to be shown the safest way to do the job on your boat for each type of fishery it works in
- procedures for anchoring, including how to safely operate the anchor winch, securing the anchor and how to operate the hydraulic or electric controls
- the location and use of emergency equipment such as fire extinguishers, liferafts and EPIRBs
- depending on the size of the vessel, crew should be familiar with escape routes from the engine room and crew quarters.

FishSAFE mentors are based at ports around New Zealand and are a local contact point for fishermen. As well as helping co-ordinate local workshops, the mentors provide one-on-one follow-up and support.

## Further information

### **FishSAFE guidelines and training:**

- email Darren Guard at: [fishsafe@fishsafe.org.nz](mailto:fishsafe@fishsafe.org.nz)
- go to the website: [www.fishsafe.org.nz](http://www.fishsafe.org.nz)

### **Safe Ship Management information, accident reports and other safety information:**

- go to the website: [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)



# *“Search called off for missing crew...”*

Don't add to the stats ... plan for emergencies

- ▶ do radio skeds
- ▶ practise safety drills
- ▶ maintain safety equipment
- ▶ plan for weather

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

[newzealand.govt.nz](http://newzealand.govt.nz)

 **MARITIME**  
NEW ZEALAND

## Oil spill response: SCAT team ready to rock

A specialist team trained in assessing oiled shorelines and cleanup issues is being formed by Maritime New Zealand's Marine Pollution Response Service (MPRS).

MPRS is responsible for maintaining a nationwide capability for dealing with marine oil spills in New Zealand waters. It maintains oil spill response equipment and works closely with regional councils, training people likely to be involved in responding to marine oil spills.

MNZ's Shoreline Cleanup Assessment Techniques (SCAT) trainer and Environmental Analyst, Alison Lane, said the 2-day theory and practical course held recently in Wellington involved 16 people from councils throughout the country.

"These trainees will form an integral part of MNZ's National Response Team and supporting regions during spill incidents that require shoreline cleaning," said Alison.

A SCAT team conducts surveys to provide information that build a spatial picture of the local shoreline features and oiling conditions.

Alison said the objective of SCAT surveys was to accurately describe and document the shoreline oiling conditions, along with operationally important information such as access restrictions and sediment types in a format that can be easily interpreted and applied by planners and decision makers.

"The SCAT team is effectively the eyes of the on-scene commander and his support team, providing details that can be used to effectively plan operations and potentially save a lot of time and money by ensuring that the operation teams arrive on site fully prepared for the task ahead," said Alison.



Kelp washed up on the beaches was used as a substitute for oil and topsoil buried in the sand allowed the teams to literally dig for oil.

The information provided by SCAT surveys is used to:

- identify oiled and non-oiled areas
- describe location, character and amount of stranded oil
- evaluate operational and logistical factors
- establish shoreline treatment priorities
- establish treatment standards or criteria
- propose treatment or cleanup methods.

Other information that the SCAT team can gather while they are on site may include environmental, cultural, archaeological, human use and even economic issues that all must be taken into consideration when planning shoreline cleanup activities.

Alison says the enormous contribution that SCAT offers as part of spill response is also being promoted by MNZ to oil spill managers and on-scene commanders around the country.

## Feedback

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

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

From 1 January  
to 15 May 2008

# 03

## MARITIME FATALITIES 2008

From 1 January to 15 May 2008, there were **3** fatalities all 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](http://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](mailto: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.