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SAFE SEAS CLEAN SEAS

Welcome to this issue of *Safe Seas Clean Seas*. Inside, we profile one of the most significant pieces of work to be undertaken by Maritime New Zealand (MNZ) to date – a wide-ranging review of maritime qualifications and operational limits.

The review, a first for New Zealand, is also significant for a number of other reasons – not least of which is the unprecedented opportunity that it provides to develop a clearer, more robust and more efficient qualifications framework that reflects the needs of the modern maritime sector.

While change is certain, I am committed to ensuring that existing qualifications will be recognised as they are integrated into the new framework. The sector can also be assured qualifications will continue to be of the highest quality.

Although still in the early stages, the scope of the review is to assess, evaluate and make recommendations for changes and improvements across various maritime rules that impact upon seafarer qualifications and operational limits.

Key to its success will be the input that MNZ receives from industry and other interested parties, as we need to ensure that whatever framework is developed is robust, practical and accessible. This will involve thorough and ongoing engagement with the maritime community, and we will be keeping in touch with interested parties to keep them fully informed of progress.

In other developments, it was great to be a part of an oil spill exercise in Otago in April, which provided an excellent opportunity for MNZ and partner agencies to test their response capabilities (see story in this issue). While the exercise was a great success, it highlighted that there is always more we can learn to strengthen any future response, and for me it underscored the vital importance of continuing to practise and test our responsiveness so we remain sharp.

Another excellent recent initiative saw MNZ's South Island recreational boating team work with a number of local groups in the Nelson area to run a free boat safety check day. The weather was fantastic and many boaties took the opportunity to have their vessels and equipment checked. It was particularly pleasing to note a very high level of lifejacket compliance among boaties – and I look forward to further development of this concept.

I hope you enjoy this issue, and I welcome your feedback.

Catherine Taylor
Director of Maritime
New Zealand



QUALIFICATIONS

Gearing up qualifications underway

Maritime New Zealand (MNZ) has begun the largest ever review of maritime qualifications and operational limits.

Director of MNZ, Catherine Taylor says the review – a first for the New Zealand maritime sector – aims to ensure qualifications continue to meet the needs of the modern maritime sector.

“Although still in its infancy, this will be a fundamental and wide-ranging review over 2 years. It will assess, evaluate and make recommendations for changes and improvements across various maritime rules that impact upon seafarer qualifications and operational limits.

“A key driver for the review is ensuring that our current qualifications structure is made clearer and does not put barriers in place for those seeking employment in the industry – and to ensure that New Zealand can retain and attract skilled people to the industry, which is suffering from a worldwide skills shortage,” Catherine says.

Seafarers can be assured that their existing qualifications will be recognised as they are integrated into the new framework – and that the high standard of qualifications for which New Zealand is known will continue.

– major review of and operational limits

Facilitating the review will be Project Manager Bridget Carter, whose experience includes managing significant projects for various organisations in the United Kingdom, Australia and New Zealand.



Project manager Bridget Carter.

Bridget says ultimately the review will form the basis for proposed changes to Maritime Rule Part 32 (ships' personnel – qualifications) and any associated changes to Rule Part 20 (operating limits), Rule Part 31A (crewing and watchkeeping), Rule Part 34 (medical standards) and Rule Part 35 (training and examinations).

She says any proposed changes to emerge from the review should contribute to the following outcomes:

- qualifications that are trusted and respected both domestically and internationally
- alignment between qualifications and operational limits
- efficient and effective pathways for attaining maritime qualifications
- a framework of qualifications that avoids creating any unnecessary barriers to employment, and that facilitates the advancement of people with the appropriate skills and competencies.

“Critical to the success of the review will be input from all parts of the maritime community.

“The project will be undertaken in stages, and there will be a number of opportunities to engage and consult with interested parties over the 2-year period.

“The initial engagement process to understand seafarers' requirements and concerns will get underway in mid-July. I then plan to spend the next 3–4 months speaking with a broad range of people, including commercial seafarers, training organisations and industry groups, across the country.

“The findings and input from these discussions will be used as a basis for designing the new system. I'll be making contact with various groups over the next few weeks to set up meetings and will be keeping in touch with interested parties on our progress, so that those affected are kept fully informed,” Bridget says.

To find out more about the review, including the regional consultation timeline, visit our website

www.maritimenz.govt.nz



[MNZ is reviewing seafarer qualifications and operational limits.](#)



Dramatic rescue saves Italian sailors



Photo (and cover): Giovanni and Vittorio Fresi await rescue aboard the **Onitron**.

Photo: courtesy of the master of the **Hellespont Trooper**.

Two Italian yachtsman stranded between New Zealand and Chile in early April were plucked to safety following a dramatic rescue co-ordinated from 3,700km away by the Rescue Coordination Centre New Zealand (RCCNZ).

Father and son Giovanni Fresi, 64, and Vittorio Fresi, 34, became stranded 2,000 nautical miles (3,700km) from New Zealand after the mast of their 34-foot yacht **Onitron** snapped and their motor failed in rough seas at the eastern fringe of New Zealand's search and rescue region. A long-range rescue mission was launched after the pair made a mayday call to Italian authorities – who in turn notified RCCNZ of the men's plight.

RCCNZ Group Manager Nigel Clifford said the centre made contact with the oil tanker **Hellespont Trooper**, which was the closest vessel to the men, and tasked its crew with the rescue of the sailors. However, as the tanker's initial position was 800 nautical miles (1,480km) from the yacht, it took 2 ½ days to reach them.

In commenting on the successful rescue, the master of the **Hellespont Trooper** said it was the "most significant event" his crew had been involved in, and that they had shown courage in rescuing the men in extremely difficult conditions. These included strong winds and 3–4m swells, causing heavy rolling on board the vessel. The oil tanker reached the pair at night, but after initial unsuccessful attempts, it was decided to wait until morning to effect a rescue. Because of the challenging conditions, it took several attempts to get the men safely on board.

The successful rescue prompted a thank you letter to Nigel from Italian Ambassador Gioacchino Trizzino, who wrote: "Mindful of the difficult conditions under which this particular operation was conducted, due to the remote location in which the **Onitron** capsized and was left stricken, I commend the outstanding efforts of you and your staff in skillfully guiding the operation to its successful conclusion".

Nigel said the success of the rescue was testament to the Italian sailors' preparedness, and the teamwork of the various agencies and organisations involved. "Both men, who maintained good spirits throughout their ordeal, were well-equipped and experienced sailors who did all the right things. Thanks to the support of Italian rescue agencies, and with the help of an interpreter from the Italian Embassy in Wellington, RCCNZ was able to maintain contact with the men throughout their ordeal and see them brought to safety."



Giovanni and Vittorio Fresi climb to the safety of the **Hellespont Trooper**, after their 3-day ordeal at sea. Photo: courtesy of the master of the **Hellespont Trooper**.



Crew of the tanker **Hellespont Trooper** braved heavy seas and strong winds to rescue the crew of the Italian yacht. Photo: courtesy of **Hellespont**.





The three new SAROs, Kevin Banaghan (left), Chris Henshaw and Greg Johnston.

RCCNZ continues to boost operational capacity

The appointment of three new search and rescue officers (SAROs) has further boosted operational capacity at the Rescue Coordination Centre New Zealand (RCCNZ).

In April last year, the Government announced an additional \$8.4 million for search and rescue agencies and volunteer groups over the next 2 years. Part of that funding is going to RCCNZ, allowing it to upgrade technology and increase staff resources.

“The funding provided to RCCNZ has been an extremely welcome boost, which has allowed us to expand our training opportunities for existing staff, modernise equipment, and appoint three new full-time SAROs,” RCCNZ Group Manager Nigel Clifford said. “The appointment of three new staff in particular increases our general operational capacity, and will help to provide additional coverage during large-scale incidents.”

The new SAROs are former Maritime Operations Centre (maritime radio) operator Greg Johnston, ex-Australian army officer Kevin Banaghan, and Coastguard volunteer Chris Henshaw – all of whom have made it through an intensive 5-month training programme to qualify as SAROs.

Chris, whose background includes 20 years’ experience in the Royal New Zealand Naval Volunteer Reserves, and who is a current member of the Mana Coastguard, says the RCCNZ role is an ideal opportunity to bring together his long-standing involvement and interest in the maritime environment.

Greg says that after previously working at the Maritime Operations Centre, which involved working closely with RCCNZ, the new role as a SARO is a “natural progression” in his career. “After 5 months training I am really enjoying being in the operations room at RCCNZ, and find it rewarding doing a job that helps people in such a direct way. Every day is different and I enjoy working with the wide variety of other agencies and individuals.”

Kevin, whose 20-year army career included service as a rifleman, mortarman, section commander, recruit instructor, platoon sergeant, indirect fire controller – forward observer, senior range instructor, and training warrant officer – says the 20-week course to become a SARO was as “intense as any military course” he’s attended. “Completing the course was enormously satisfying, and I’m looking forward to applying those skills to helping others,” says Kevin.

“The skills brought by the trio complement the wide range of expertise and experience already in the RCCNZ team. We welcome the appointment of Chris, Greg, and Kevin, who are a valuable and important addition to our team,” says Nigel.



Aids to navigation – new application forms

Maritime New Zealand (MNZ) has improved the process for gaining consent to work on an aid to navigation (AtoN).

Anyone intending to install a new AtoN, or to alter or remove an existing one, must apply to the Director of MNZ for approval, using application form “MNZ 16006”. A new form has been added to the MNZ website, which allows application details to be completed electronically. This change will improve the legibility of information received from applicants.

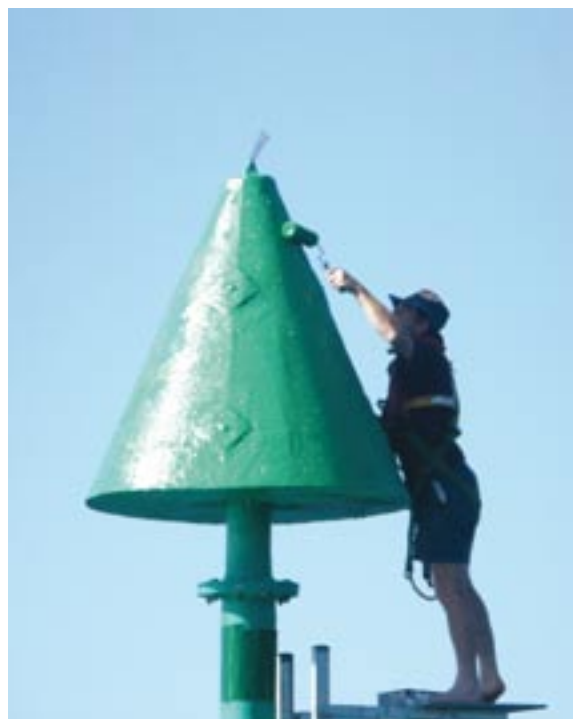
At this stage, the form will still need to be printed off and signed, then submitted in hard copy or via email to MNZ, but we aim to have a complete online application in the future.

The information contained in the new form has been expanded to allow a more detailed description of the AtoN and to reflect changes in AtoN technology, such as AIS transponders. This additional information, including a more precise position or location, is required for the new electronic navigation charts (ENCs) now being produced by Land Information New Zealand.

The main change to the process is that you now must also complete form “MNZ 16006C”. This form is issued by MNZ to the applicant, and then must be returned to MNZ once the AtoN is installed or modifications are completed. In the past, accurate information on what has actually been installed has not always been provided. This new requirement to submit a completion form will ensure that charts and other records of installed AtoN accurately reflect what is there.

Form MNZ 16006 and other explanatory material can be found on the MNZ website www.maritimenz.govt.nz under Commercial/ Shipping safety/Aids to navigation.

If you have any queries, contact the Senior Nautical Advisor at MNZ, phone **0508 22 55 22** or email operations@maritimenz.govt.nz



A starboard lateral mark in Bark Bay in the Tasman District undergoes routine maintenance and painting.



NAVIGATION

Navigational charts for Foveaux Strait are being updated to include a warning about potentially dangerous sea conditions in the area.



Foveaux Strait charts updated to reflect wave hazards

Navigational charts for Foveaux Strait are being updated in response to a safety recommendation from Maritime New Zealand (MNZ) about the dangers of overfalls and tidal rips in the area.

MNZ Manager of Recreational Boating, Jim Lott, says Land Information New Zealand has agreed to add a warning note to its charts for the area, following concerns raised by MNZ, after several accident investigations and feedback from mariners.

Jim says the dangers of overfalls and tidal rips in Foveaux Strait had been highlighted in the tragic incident involving the 14m fishing vessel **Kotuku**, which capsized in May 2006 with the loss of six lives, after being overwhelmed by unexpected steeply breaking waves. Conditions at the time gave little indication of the potential danger, with the wind about 12 to 15 knots from the north-west and a 1m south-west swell. This accident occurred about 500m off North Isles, around 1 hour after high water.

In a similar incident in November 2008, the 6.5m “Stabicraft” **Magic 1** was swamped by waves that “came over the side of the boat and the cabin top at the same time”.

Its position was about 600m west of Edwards Island. As the boat foundered, there was a north-west wind of about 10 knots and a 1m swell from the north-east at the time. It was approximately 2 hours after low water. The six occupants were later rescued.

There were a number of similarities between the two incidents:

1. Both vessels were relatively close to the north-west of the Muttonbird Islands, with their positions about 1 nautical mile apart.
2. The wind was light from the north-west, with a slight swell.
3. Both skippers were very familiar with Foveaux Strait, and had often made voyages in the area over many years.
4. A very confused sea state with steep seas developed in moments, with no warning from the benign weather conditions at the time.

“Added to this, local seafarers have said that the sea state in the area can change very suddenly, and be very dangerous, particularly when the tide changes. Since the **Kotuku** tragedy, MNZ has received anecdotal reports from a number of sources about sea and wave conditions near the Muttonbird Islands. All who commented described waves standing up steeply for no apparent reason in relatively calm conditions,” says Jim.

Hazards on charts

There are a number of places around the New Zealand coast with well-known tidal or overfall hazards, including Cape Reinga, the Karori rip, Colville Channel and Nugget Point – any exposed headland where tidal flows are strong can be affected.

Many mariners have experienced the steep waves caused by strong tides opposing fresh winds. These waves are much higher and closer together, causing uncomfortable, and sometimes dangerous, sea conditions. When these conditions occur over shallow water or an uneven seabed, the ingredients for a disaster are present, and the turbulent conditions are called “overfalls”.

Coastal charts for New Zealand (and around the world) contain warnings of potentially dangerous conditions, with notes often added in reference to hazards such as “tide rips” or “tide races”. In some charts, the symbol for overfalls provides a warning for skippers to be extra vigilant and to check conditions carefully before approaching an area.



Kiwi responders roll up sleeves to help in Australian oil spill

In March, two New Zealand Marine Pollution Response Service (MPRS) staff flew to Australia to assist with a large oil spill off the coast of Queensland.

The Hong Kong registered cargo vessel ***Pacific Adventurer*** spilled around 280 tonnes of fuel oil into the sea near Moreton Island, just north of Brisbane, on 11 March. The spill occurred amid fierce seas whipped up by cyclone Hamish, and oil washed up on some 70km of coastline, including the Sunshine Coast, and the seaward sides of Moreton Island and nearby Bribie Island.

On 15 March, Maritime New Zealand (MNZ) was formally asked to provide assistance, in the form of trained oil spill responders capable of supervising shoreline clean-up operations. This request shows the collaborative nature of oil spill response, as well as New Zealand's obligations under the international convention (IMO convention OPRC 1990) for oil spill preparedness and response, signed by New Zealand in 1998.

MPRS Planning and Training Manager Rob Service and National Response Team Member James Harvey from Northland Regional Council left for Queensland on 17 March, followed later by MPRS Oil Spill Equipment Technician Scott Read, and National Response Team member Dave Marshall from Marlborough Regional Council.

The two responders from MPRS were tasked with a wide range of responsibilities, and gained valuable experience from participating in a significant incident. Arriving in boots and shorts ready to get out in the field, Rob found himself amongst the suits in the incident control centre, and was assigned as advisor to the incident controller. He assisted with response planning, information, and incident management.

When he arrived the beaches were closed, which had "huge economic implications". Cleaning the beaches was of utmost priority.

One challenge the clean up presented was a significant amount of "buried" oil. "The recent cyclone had effectively removed sand from the beaches – the oil washed up, and then the natural coastal processes replaced the sand, burying the oil. Heavy machinery used to clear the beaches in the initial response had also pushed the oil deep into the sand," Rob says.

As part of the second team, which arrived in Queensland on 21 March, Scott was dispatched with the brief to take over from Rob. However, upon arrival, it became clear the incident was evolving from a response into a managed project, and following two days in the incident control centre, including one as local incident controller, his practical experience resulted in a redeployment to field operations.

His primary role was to record the extent of oiling along 20km of affected beaches in the Sunshine Coast area. The dynamic nature of the shoreline and ongoing clean-up operations meant continual reassessment was necessary, with the buried oil adding a challenging dimension.

"It is important to establish a systematic assessment method. This information is then used to direct operations and measure their success," Scott says.

The two National Response Team members were assigned as team leaders, directing field teams that were conducting the actual clean up. Both James and Dave say they learnt a lot, but hope they don't need to put this experience into practice on New Zealand's beaches.

"New Zealand has built a reputation for competent and effective oil spill response," Scott says. "People remember the work you did on the last response, and they know you know what you are doing."





The exercise provided a valuable opportunity for various agencies to practise using their oil spill equipment – including floating booms (pictured).

Simulated oil spill tests responders

A simulated oil spill from a shipping accident turned Otago Harbour into a hive of activity in early April, as trained spill responders from Maritime New Zealand (MNZ) and the Otago Regional Council (ORC) were put through their paces.

The exercise, which involved MNZ, ORC, staff from various other regional councils, and Massey University's specialist oiled wildlife team, centred around the "spill" of 60 tonnes of heavy fuel oil from the vessel **Portland Bay**, after a simulated collision with the tug **Otago** about 2.5km east of Port Chalmers. The incident began as a "Tier 2" spill requiring a localised response, then escalated to a "Tier 3" response, requiring mobilisation of the National Spill Response Team co-ordinated by MNZ's Marine Pollution Response Service (MPRS).

MPRS General Manager Nick Quinn said the 2-day exercise had provided an important opportunity for all agencies to fully test their response systems, staff and equipment.

"There were some key learnings for the spill response team, but the big success was the introduction of a new incident management system, which greatly reduced the amount of paperwork and cellphone calls," says Nick.

Members of the Australian Maritime Authority observed the exercise and provided a valuable assessment of the response. "This will help us to identify any further gaps in our training, systems or knowledge, which will inform our response to any future 'real' spill incidents," says Nick.



The 2-day spill exercise involved National Response Team members from throughout New Zealand.

Safe Ship

MANAGEMENT REVIEW

Training assistance available to SSM operators

Six months into his new role as Industry Technical Trainer with Maritime New Zealand (MNZ), former fisherman Darren Guard says he is making encouraging progress in helping operators to better understand safe ship management (SSM) – and hopes to assist others to get the best out of the system.

“As it’s now been 6 months working in the thick of it for MNZ, I thought it about time to get some of my findings out to the industry. Basically my role is to assist owners and operators with their SSM and health and safety systems on their vessels – and my goal is simply to give everyone a better understanding of how to meet their obligations and create a simple, practical SSM manual that all on board can understand.

“So far I have visited more than 70 companies, which together represent over 450 commercial vessels – and I’d like to encourage any other vessel owners or operators who require SSM training help to get in touch with me, and I can come and sit down with them. This doesn’t cost them a thing,” says Darren.

Darren says the purpose of his visits is purely educational with no compliance role, and he will arrange a visit if requested, or if a need is identified by an SSM company, an operator, or a visiting maritime safety inspector.

“When offering assistance I will always try to visit the vessel, run through the operator’s SSM and health and safety in employment (HSE) systems, and recommend and assist with

any necessary changes to help them comply with the SSM requirements. I’m also happy to provide staff any SSM or HSE training if requested by the operator.”

Darren says if the SSM manual is not clear and simple to understand – so that an outsider could pick it up and get a good idea of how the operation runs – it is not doing the job.

“There are a few useful tips for getting your SSM manual to work better for your operation – for example, a picture saves a thousand words, so get out your camera and take photos of the hazards or maintenance checks on your vessel, and include these in place of pages of text in your SSM manual. But remember, no matter who creates the SSM manual, the maintenance plan and safety equipment list must be approved by your SSM company.

“MNZ also has some basic templates that are useful for helping operators to customise their manuals – and of course I am always here to assist anyone, at no charge.

“I can also offer further training and information for operators once they’ve met their SSM company requirements,” says Darren.

For more information or assistance, contact Darren on **027 2371 456** or email: darren.guard@maritimenz.govt.nz.



MNZ Industry Technical Trainer Darren Guard is available to help SSM operators get the best out of the system.

THE KEY THINGS FOR OPERATORS TO REMEMBER ABOUT SSM:

- Once you have completed your 4-year survey, you cannot operate until a copy of the SSM certificate is on the vessel.
- There are no longer survey extensions readily available, so ensure you complete the survey prior to the expiry date on the SSM certificate. If you require the SSM company to extend your survey, then you must also apply for an exemption from having the current SSM certificate on board.
- Make sure the owner details and all other details are correct on your SSM certificate. If they are not, then the certificate may not be valid and this can affect your insurance.
- The person with control over the operational documents must complete a fit and proper person application prior to the issue of an SSM certificate. Generally this person is the managing director, owner, vessel manager or skipper. Talk with your SSM company or MNZ to get advice on who that will be in your organisation.
- MNZ will do a safety inspection of the vessel within 6 months of a new SSM certificate being issued. If this does not occur, the certificate becomes invalid. The safety inspection check is on your new SSM certificate at the bottom.
- The SSM manual must be customised to reflect what the vessel actually does. Your SSM company and MNZ can assist with this.
- MNZ now issues SSM certificates. This can only occur once all of your information has been received from the SSM company. Ask your SSM company how many days they will need to process the papers and get them to MNZ, then allow 5 working days for the certificate to be issued. If you are experiencing delays with your SSM certificate, contact Minnie Locke at MNZ on **0508 22 55 22** or email minnie.locke@maritimenz.govt.nz.
- Amendments to the Health and Safety in Employment Act 1994 (HSE Act) makes a ship a place of work. All ships are subject to health and safety obligations under the HSE Act.
- Any major vessel alterations require a design approval from a naval architect. Talk to your SSM company or MNZ if you are not sure which alterations are major.



New training resources for stevedores

New DVDs that focus on injury prevention have been produced for stevedores by Maritime New Zealand (MNZ) with support from the stevedoring industry.

MNZ Health and Safety Co-ordinator Lynn Irving says the DVDs have been produced with the willing assistance of stevedore companies at the ports of Tauranga and Auckland. Two DVDs focus on hazards involved in the lashing and de-lashing of containers, and a third covers hearing loss prevention in the industry.

“The purpose of these DVDs is to back up existing educational resources, and provide training or refresher resources that are specific to New Zealand,” Lynn says. It is planned that the new DVDs and resource notes will be released mid-year, and MNZ hopes to promote these at training seminars at New Zealand ports.

Lynn says production of these resources follows the establishment of an industry-led steering group in mid-2007 to develop programmes to reduce injuries in the stevedoring industry. These injuries tend to be serious and consistent in frequency – rather than showing a downward trend.

“Once the steering group got underway, it was found that comprehensive data about stevedore injuries was not available. Consequently, the Stevedore and Ports Association (SPA) offered to sponsor the collection of data from all ports for 12 months,” Lynn says.

Analysis of this data shows that the major cause of injuries to stevedores is associated with the loading and unloading of containers – a process that involves lashing and de-lashing containers. The ACC database has been another source of injury data, and shows that, from July 2002 to 2007, the highest number of ACC claims for stevedores has been for permanent hearing loss – an injury known as noise induced hearing loss (NIHL).

“Unfortunately MNZ does not receive any reports of NIHL, as people do not regard it as an ‘injury’,” Lynn says. “This may be because there is no visible physical trauma, and because it occurs over a long period of time and is painless. However, hearing loss is permanent – despite being preventable. It is essential that the younger generation of stevedores appreciate the disabilities of hearing loss, and take the right steps to protect their hearing at all times.”



Preventing hearing loss and accidents during the lashing and de-lashing of containers is the focus of new DVDs produced by MNZ with support from the stevedoring industry.

Many boaties took advantage of the free boat checks available throughout the day – a high level of lifejacket compliance was pleasing.

Free boat safety check pilot a hit

A free boat safety check day piloted in Nelson recently has proven a hit, with many boaties taking the opportunity to check their vessels and equipment.

Discussions with a view to developing the concept into a larger annual event are now underway between the various agencies responsible for organising the day.

Co-ordinated by Maritime New Zealand (MNZ) Small Craft Safety Advisor Jim Lilley, Coastguard Boating Education's Joanne Glassford and Water Safety New Zealand's Pip Savage, the day was also supported by a host of other organisations, including Police and local harbourmasters, the New Zealand Fire Service, local councils, Sport and Recreation New Zealand, the Kiwi Association of Sea Kayakers, the Nelson Coastguard, West Winds Yachting School, Nelson Boating Education and Swim Magic.

"One of the great things about the day was that once the concept was put on the table, the local Nelson maritime community stepped up and took over – our role from then on was simply to help with co-ordination, and provide any information, advice and other resources as required," says Jim.

Held at the launching ramp on Akersten Street, a marshalling area was set up to allow boaties arriving to launch their vessels to take advantage of a free boat safety check, and also be provided with information on safety equipment, such as lifejackets, marine VHF radios and EPIRBs (Emergency Position Indicating Radio Beacons). Boaties returning to the ramp were also given the opportunity to undertake a check and receive information.

"The free checks were very well-received. Of all the boaties spoken to on the day, only one declined the offer of a check – and most we engaged with were very receptive and positive about the observations made," says Jim.

Activities observed over the course of the day included fishing, sightseeing, waka ama, a Sea Scouts outing, and kayaking demonstrations.



MNZ's Jim Lilley, Coastguard Boating Education's Joanne Glassford (centre) and Water Safety New Zealand's Pip Savage were the team behind the recent boat safety check day.

"One of the great things we noted was that lifejacket compliance was very high, with most boaties wearing theirs. The carriage of reliable communications was, however, a little light across the board – so this provided us with an opportunity to promote the use of handheld VHF radios, which are cheaper than a lot of cellphones," says Jim. "Many boaties spoken to assured us they would then follow this up."

"All in all the day was a great success, with participating organisations and groups believing it should become a larger-scale event, which could be widened out to include recreational boaties in other parts of the country. The next step for the organising team will be to develop a model that can be taken further afield, because harbourmasters and other key stakeholders have expressed a desire to host this event in their own area. This means that free boat safety checks will be available across the entire South Island, hopefully by this coming summer," says Jim.





Flares discharged at a demonstration in Wellington Harbour earlier this year.

Photos: courtesy of Ian MacFarlane.

Flare demonstrations

Coastguard Boating Education holds flare demonstration and training exercises from time to time around the country, using flares that are close to their expiry date.

These exercises are co-ordinated with appropriate national and local authorities, and official approval must be sought from the Director of Maritime New Zealand through the Rescue Coordination Centre New Zealand at least 2 weeks prior to the demonstration (in accordance with Maritime Rule 23.48(5)). It is the responsibility of the requester to inform all relevant parties, as outlined on the approval form.

Demonstrations act as a training session for new recruits to Coastguard, and for boat owners – so they appreciate the importance of carrying flares and learn how to use them. Distress situations often occur at night and the ability to operate flares by feel when no light is available is a skill needed by all who carry flares as a means of distress communication. They are also a good way for people to see first-hand how flares work, and the effectiveness of different types of flares.

Along with VHF radio and locator beacons, flares are a very effective and reliable means to communicate distress. Cellphones carried in a sealed plastic bag can also be effective in some situations.

Operation “flarex”

Wellington Volunteer Coastguard co-ordinated a flare demonstration earlier this year, with candidates studying for Coastguard certificates setting off 100 distress flares in Wellington Harbour.

Disposal of old flares

Out-of-date flares must be disposed of appropriately by handing them in to your local Police station, harbour police, sea rescue headquarters, Ministry of Defence, or a life raft service station. Do not incinerate old flares or put them in the rubbish. If they ignite, they can cause fires, and parachute flares fired horizontally are very powerful and can cause serious, even fatal, injuries and burns.

STATEMENT OF INTENT RELEASED

The Maritime New Zealand (MNZ) Statement of Intent (SOI), setting out the strategic direction of the organisation for the next 3 years, has now been released.

MNZ's 2009–12 SOI continues the strategic priorities highlighted in our 2008–11 SOI, reflecting current and future risks identified across the maritime community, and our vision of safe, secure, and clean seas.

The SOI emphasises how MNZ will deliver effective and efficient services, with clear, easily understood and consistent policies and procedures, to make certain that legal obligations are implemented appropriately. Key goals will be to continue work on Maritime Rules Part 21 and Part 46 governing safe ship management, to ensure these are consistent with the regulatory framework, along with a major review of maritime qualifications

and operational limits, to ensure that these are appropriate for safe vessel operation.

An equally important theme to our strategic direction over the next 3 years is to provide effective leadership to the maritime community, while at the same time encouraging the maritime industry and recreational sectors to take greater responsibility and accountability for safety, security and marine protection in carrying out their activities.

The SOI is on our website: www.maritimenz.govt.nz
Hard copies are also available on request.



Roll out of kayaking and canoeing safety initiatives

Maritime New Zealand (MNZ) will partner with national bodies to promote the adoption of qualifications and safety systems for commercial kayak and canoeing operators, as part of a range of new safety initiatives being rolled out.

The initiative follows the release of MNZ's safety in kayaking and canoeing strategy earlier this year, which sets out a range of initiatives to be developed over the next 3–5 years, covering both recreational and commercial kayaking and canoeing activities.

MNZ Safety Auditor Colin Sonneveld says promoting the uptake of qualifications and safety management systems outlined in the strategy to commercial operators will be a key focus, with the rate of uptake by the industry an important indicator of the success of the strategy. MNZ is very clear about its expectations for managing safety in commercial operations in fulfillment of statutory duties under the Maritime Transport Act 1994 and the Health and Safety in Employment Act 1992.

“For commercial operators, the strategy adopts a co-regulatory approach, where MNZ recognises national leader, instructor and guide qualifications issued by Skills Active, the New Zealand Outdoor Instructors Association, and the Sea Kayak Operators Association of New Zealand. National quality systems for safety management provided by OutdoorsMark and Qualmark are also recognised, as are the services provided to operators working

to “in-house” safety systems by auditors on the Register of Outdoor Safety Auditors.

“Other initiatives envisioned in the strategy include guidelines for accommodation providers supplying paddle craft for their guests’ use; safety material for beginner and intermediate kayakers, and experienced visiting overseas paddlers; and also developing standards for participants in kayaking multisport and adventure racing activities,” Colin says.

The development of guidelines for canoe rentals on the Whanganui River will be another early task to be tackled under the strategy. As with all the strategy's initiatives, MNZ will be partnering with sector bodies and enrolling opinion-leaders in the safety project. The Whanganui iwi is a key partner in this particular initiative, and work with the iwi is currently being facilitated by the Whanganui River Maori Trust Board.

More information on the strategy is available from the MNZ website, along with MNZ's general guidelines for commercial kayaking and canoeing.

Maritime New Zealand logo

Recently a handful of commercial operators approached us requesting the Maritime New Zealand (MNZ) logo for use on their publications, websites and other promotional material to show that they comply with safe ship management requirements.

These requests have been declined. The MNZ logo can only be used by:

- staff and Authority members on official correspondence, presentations and publications
- suppliers to MNZ, working on official business, eg printers, signwriters, publishers and advertisers.

The only exceptions may be organisations and businesses working in partnership with MNZ who have been granted prior permission to show the MNZ logo in specific ways, and where no commercial endorsement is made.

Requests regarding use of the MNZ logo should be forwarded to publications@maritimenz.govt.nz



Coming events

Coasts and ports the focus for conference

"Coasts and ports in a dynamic environment" is the theme of a conference to be held in Wellington in September.

Held every 2 years, the 2009 Coastal Society Conference draws together a wide range of disciplines from the maritime sector, including local and central government, environmental agencies, engineering and maritime industries, and port operations.

Three broad topics will be covered in presentations to the conference:

- the challenges of environmental change as it affects coasts and ports
- innovation in maritime industries
- policy and planning for dynamic coastal and port environments.

The conference will be held at Te Papa Tongarewa, Museum of New Zealand, Wellington, from 16–18 September 2009. More information is available at:
www.coastsandports2009.com

National water safety conference – charting the future

Charting the future direction of water safety in New Zealand is the subject of a national conference being held in Wellington in November.

Water Safety New Zealand will host the 2-yearly conference, with assistance from Maritime New Zealand.

The conference will feature keynote speaker Michael Tipton, Professor of Human and Applied Physiology at the University of Portsmouth in the United Kingdom. Professor Tipton has spent 17 years researching and advising in the areas of thermo-regulation in hot and cold water and survival in the sea.

The conference will be held at Te Papa Tongarewa, Museum of New Zealand, Wellington, from 26–27 November 2009.

To register, or to find out more, go to:
www.watersafety2009.org.nz

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MNZ has recently upgraded its light beacon tower at Separation Point, Golden Bay.



Separation Point tower replacement

Improvements have recently been made to one of Maritime New Zealand's (MNZ) navigation aids at Separation Point, Golden Bay.

The existing light beacon tower and power supply at the site have been replaced and upgraded with new technology. "The key drivers for the upgrade were the age and condition of the original structure, lightning damage to the solar power supply, and safety issues around maintaining the original solar panels," says MNZ Lighthouse Engineer Jim Foye.

Jim said the upgrade project was staged over 3 days and involved cutting the original tower into manageable pieces,

transporting the new tower to the site via helicopter, and configuring the light and new solar supply on site.

"The light remained fully operational during the project, and the improvements will result in a site that is easier to maintain and extremely reliable," says Jim.

From 1 January
to 31 March 2009

11

MARITIME FATALITIES FOR 2009

From 1 January to 31 March 2009, there were **11** fatalities – **1** in the **commercial sector** and **10** in the **recreational sector**.

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, please contact the publications team by email: publications@maritimenz.govt.nz or phone **0508 22 55 22**.



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