



# News & Views

Newsletter of the Nautical Institute

- New Zealand Branch -

January 2007, Issue 100

## BRANCH NEWS

### At last - a note from the Chairman

Dear fellow mariners,

The old saying of 'time flies when you're having fun' (or probably a little closer to the mark - 'my how quickly the years go by as one get older'), but whichever you fancy, 2006 has been and gone as has been my first year as the New Zealand Branch Chairman.

Regrettably, throughout 06, due to the busy workloads and professional lifestyles (now there's an interesting phrase), the opportunity has not been found for the Committee to meet since the AGM. That said, our Branch Secretary, Capt Kees Buckens, has continued to manage and represent the interests of the Branch, financially and administratively. An area where he has been active was in lobbying LINZ to take up their responsibility in producing approved electronic charts, something that they most certainly are dragging their heels over. Thank you for your efforts Kees.

For those of you who do not know me, here is a quick run down of my year which has been predominantly spent at sea, an aspect which I am

most certainly not complaining about, as it has been challenging first year in command of HMNZS MANAWANUI. She is a fairly elderly 44m North Sea diving/work boat (ex MV STAR PERSEUS) which was purchased for the RNZN at Dundee in 1988. Due to the nature of her design and employment the variety of work has been varied and interesting throughout the year.



**Manawanui entering Westport**

Tasks undertaken have included some of the following activities:

- mixed gas diving ops at 94m to repair seafloor hydrophones;
- side scan sonar surveys in the entrance to Wellington Harbour (dodging our mates on the ferries and Pencarrow Rocks) and the approaches to Lyttelton Harbour along with trials for an new upgraded SSS in the Hauraki Gulf;
- fisheries protection duties in the Cook Strait;
- taskings for DoC in various areas on the NZ coast, including an attempt at Auckland and Campell Is (sought shelter as the seas climbed towards 12m with the ship rolling in excess of 55 degrees);
- a passage to Sydney then on up to Gladstone and Shoalwater Bay (aptly named) to assist with a major RAN/RNZN clearance diving exercise;
- a platform for diving trainees of differing levels; and
- a spot of flag waving (as we do) at Westport, Dunedin, Tauranga and Bluff.

It appears that 2007 will also be another busy one for the Navy's "Holden Ute".

On my travels I have tried to get in touch with the various Port Liaison Officers but have only managed to find Capt David Barnes at Westport and the Harbourmaster, Capt John Taylor, with whom it was great to share their collective knowledge and experiences. At Wellington I visited Maritime NZ offices and met with a recently joined member, Harkesh Grover who has taken over from Robin Bourne in the role of managing nautical qualifications. Whilst at Sydney, it was good to meet up again with the NSW Branch Secretary (and everything else going), Capt Richard Lorraine, who was on duty in the Sydney Ports Control Tower. He is still hail and hearty but finding that the numbers of younger mariners who would normally be our new membership are not there (or not really interested). Of note is that this year, stand fast the odd tanker and cruise ship visiting Sydney, all other commercial traffic will now be catered for at Botany Bay, another end of an era in commercial shipping.



**Manawanui & Bluff's new pilot cutter  
Taktimu II**

Retaining existing membership let alone recruiting new members is certainly a difficult task for this Branch. Admittedly the fees are somewhat daunting and I don't believe there is the same need/desire to belong to organisations today as there was with previous generations, all of which makes for a steadily aging and diminishing membership. As such you are all urged to discuss the value of membership in this

professional organisation with any young likely contender, highlighting in particular the information that can be gleaned from the monthly Seaways magazine and other NI publications, while espousing the potential value that knowledge found in these publications will surely be of value for anyone choosing seafaring as their career.

I believe that the way forward for this organisation will be communication through email and the internet as this is generally how we all communicate today and as stated earlier, the majority of us are away from home for various periods of the year preventing the ability to be able to meet. E-comms greatly enhances the ability for Out Port members to be involved and to contribute. I have myself used the NZ Branch web site to gain port information for planning purposes, generally through links. I believe it would be a real bonus if we were able to continue to populate our site with a very extensive link menu, making it **the** site of choice for locating nautical information, with the added bonus of raising our profile and reputation.

Enough raving from me, I do hope you all have a very productive year and by all means, please write in to me or Kees if you have any issues or information you think others may be interested in.

Regards

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*Sincerest apologies from the branch secretary for the long delay before this 100<sup>th</sup> edition of our newsletter found its way to your mailbox. Mark is very generous with his comments and we have every intention to bring the branch activities back to our accustomed level.*

*One of the difficulties that our branch faces is the small number of volunteers for Committee*

*membership. To comply with the Institute's regulations each committee meeting must have a quorum of 4 members in order to make decisions. Due to various work commitments it proved difficult in the last year to schedule meetings with the minimum members in the same place at the same time. We are asking for volunteers to fill the three vacancies in the branch committee.*

*We also ask your input for suggestions how to make the general meetings more attractive. Over the years the number of members that regularly participates in these meetings has steadily dropped and now sits typically well below the required quorum for these meetings to be able to make decisions.*

## **ENC Concerns**

On instruction from the AGM the Committee submitted below letter of concern to LINZ, outlining the Branch's view point on the lack of Electronic Navigation Charts of the NZ coast.

Dear Sir,

As a representative body of New Zealand Master Mariners, the NZ branch of the Nautical Institute is concerned that there are currently no ENCs available of the New Zealand coast or adjacent areas. It is our understanding that to date the project is back at the User Needs Analysis phase. We also regret to note that the Hydrographic User's Group was apparently suspended without notification to its members.

In March 2001, the *Baltic Carrier* and *Tern* collided in the Belt area between Denmark and Germany causing an oil spill of 2,700 tonnes of heavy fuel. An extraordinary meeting of Ministers of Transport and the Environment from the countries surrounding the Baltic Sea was convened in Copenhagen and a declaration was adopted containing a large number of measures to improve the safety of navigation in the Baltic Sea and to increase response capacity to accidents. This was the Copenhagen Declaration. Due to its unique characteristics, ECDIS was identified as one of the major contributors to increased navigational safety.

As a result the Helsinki convention was amended to include the binding measures for contracting Governments to develop ENCs for both primary and secondary ports and

shipping lanes. This requirement was fulfilled by all parties by late 2004.

At a global level, a number of research projects dealing with various aspects of safety of navigation have identified ECDIS as a system that will have a considerable positive impact on safety of navigation. Projects such as THALASSES, SAFECO II and TECHNISECC all lead to the same deductions that ECDIS has a significant potential for increasing safety of navigation.

References to ECDIS are also made in a proposed EU directive following the *Erika* accident in 1999. In the communication from the Commission to the European Parliament the following is stated: "ECDIS offers a unique level of service in contributing to improved conditions of navigability and safety."

The *Erika* incident, though caused by a structural fault rather than a navigational error, brought the significant environmental risks inherent in shipping to the notice of the world community.

On a worldwide scale we are in the company of the west coast of Mexico, south-west Australia and a few Pacific Islands as only major sea areas without any ENC coverage. While a comparison of world-ports show that port-cities in East Africa, Philippines and Peru all have ENC coverage.

In a practical example of how the shipping industry has adopted this technology, in December 2001 Maersk decided to retrofit 160 vessels with ECDIS following extensive trials conducted by senior navigators with extensive experience of navigation on traditionally equipped bridges: "One of the core reasons was the decision support provided by using the ECDIS in all phases of the voyage, from route planning to the end of the voyage. Particularly during passage of shallow and trafficked waters, ECDIS significantly reduces the workload of the navigator and enhances the situation awareness on the bridge. The system's unique ability to combine the radar image with the chart image by a single action gives an immediate and constant confirmation of the navigators' decisions. The information about other ships provided by AIS, which will be implemented in accordance with the new SOLAS Chapter V, will most naturally be displayed on the ECDIS display to further increase the knowledge about other ships in the area.

During ocean passage, the ability to combine forecasts on weather, sea and swell with the planned route allows for on site weather routing quickly and easily resulting in fuel response savings. The subsequent amendments to the route planning are carried out in a matter of minutes. The ECDIS software takes care of checking for dangers to navigation automatically, provided a vector chart is used. Charts can be updated quickly and accurately saving navigators' time to making the corrections and avoiding errors in the process. Also, NAVTEX messages are automatically scanned for position information and a NAVTEX symbol appears in the referenced position allowing the navigators quick access to safety critical information without having to go through a manual plotting procedure." The overall conclusion reached by the A.P. Moller Group is that ECDIS will increase the safety of navigation significantly.

We trust that on completion of your user needs analysis phase you will have come to the conclusion that:

- There is a significant need for both the protection of the New Zealand environment and the national and international shipping fraternities that New Zealand develops ENC's for all sea areas in its portfolio.
- That you will take notice of the developments around the world and will priorities the major ports of New Zealand based on the volume of dangerous goods and number of passengers.
- There is a need for a public forum, such as the HUG, to canvass the mariner's views

In response I met with Adam Cooper, Product & Service owner LINZ and Adam Greenland, Senior Hydrographic Surveyor, LINZ. The meeting had two objectives, the first one was for them to assess how many seafarers the NZ branch of Nautical Institute represents and with what qualifications. The reason for this was that they would like feedback from the industry but did not like the HUG format. They both stated that they were very happy with our letter and that this would help to move the production of ENC's forward.

The second objective of the meeting was to explain LINZ's position with regards to the production of ENC's. They explained the different approach that LINZ is taking from the majority of the world. The rest of the world is maintaining the existing chart-borders as the borders for the ENC, which limits the way the way these charts can be used and integrated in future use. LINZ approach is to divide the areas in ENC-cells (they have currently 40 in the 4 trial areas). This offers many future advantages however it is more costly and time consuming to produce.

LINZ is working through these issues and I was assured that LINZ will produce ENC but could not put a date on when.

LINZ is also reviewing the NZ nautical almanac and tables and would like to receive feedback from our members on the current issues before finalizing the new documents.

If you have any comments please sent these to me for forwarding.

## PROJECT PROTECTOR

### Keel Lay For Second Inshore Patrol Vessel

The keel was formally laid for the second Inshore Patrol Vessel, **HAWEA**, in Whangerei on Wednesday 13 December. HAWEA is affiliated to the Greymouth/Westport – WestCoast region and is one of four In Shore Patrol Vessels being built for the Navy under Project Protector.



A giant truck and trailer unit gently moved module 3 of IPV2 (HAWEA) on to the consolidation bay on Wednesday. Module 3 is the central module of five which make up the HAWEA's hull. HAWEA will be the second of New Zealand's multi agency fleet of Inshore Patrol Vessels which form part of **Project PROTECTOR**, a project which will provide a significant capability for a range of Government agencies and the Navy to protect New Zealand's maritime borders. After Module 3 was placed in position, the central dock block was lowered, and a coin was placed into a special cavity carved into the wooden dock block; the block was then hammered home.

The Keel Laying Ceremony dates back hundreds of years to when a talisman was inserted into the keel of a vessel at the start of the build to protect the ship builders and future seafarers from bad luck. This tradition takes many forms in modern shipbuilding today. At Tenix Group the talisman is a coin placed under the keel of the vessel, in this case a special edition New Zealand silver five dollar coin which was retrieved at launch and will be presented to the ship's company at a later date.

## AROUND NEW ZEALAND

### Cook Strait Ferry Review

The independent review into the operational and safety practice on Cook Strait ferries was initiated by the Director of Maritime New Zealand, after several incidents during 2004/2005. In October the steering committee published its report. Below is the Chairman's foreword. The full report is available from Maritime NZ's website: [www.msa.govt.nz](http://www.msa.govt.nz)

#### Chairman's Foreword

The Cook Strait Ferry trade, currently serviced by two dedicated operators, the Interislander and Strait Shipping, is a critical strategic link in the transport network between the North and South Islands of New Zealand. This trade is demanding not only of the ships and people who sail in them, but also of the supporting infrastructure, shore based management and regulatory authorities who stand behind it.

High standards are demanded in safety and efficiency, service levels and regulatory compliance in an environment encompassing the physical demands of Cook Strait itself, tight navigational constraints in the Marlborough Sounds, and a relatively high level of recreational and small commercial vessel activity.

Over recent years, the number of reported serious incidents and accidents involving Cook Strait ferries has increased, though partly because of a more intense incident reporting practice. These were of serious concern to all involved – the ships' officers and crews, their company managements, other users of the waters, regional government, and Maritime New Zealand - and attracted considerable media attention. While a collision between a ferry and a small boat tragically resulted in a loss of life in one accident, there were other 'near miss' incidents where the safety of the ferries themselves were at risk. This was unacceptable to the operators and the regulators alike, and in September 2005 the Director of Maritime NZ directed that a review of the trade be undertaken to determine whether these incidents constituted a trend in respect of which there were common contributing factors, and whether

additional measures were required to assure optimal levels of navigational and operational safety in this trade.

The review was entrusted to a Steering Committee of representatives of all involved in the trade – the operators, the Marlborough and Wellington harbour authorities and Maritime New Zealand itself – with an independent chairman. It was decided that the review should be initiated by benchmarking the Cook Strait trade against international practice. This exercise was undertaken by Captain Robin Plant, an international expert in ferry operations.

The review was not conducted as a public inquiry, but rather an exercise in which the participants could collectively, comprehensively and candidly, review their practices and procedures to establish whether and where they could be improved. The issues raised in Captain Plant's report encompass operational policies – navigation and safety practices, the recruitment, training and supervision of personnel at all levels, the appropriate use of technology in the Cook Strait waters, communication between ship and shore management, incident and accident reporting and investigation, and regulatory enforcement – to name some. They go to the very heart of the cultures of the enterprises involved in the trade.

Correspondingly, Captain Plant's report and the Steering Committee's responses to it are primarily for the parties themselves and their staff. The intent is that they use these as a platform for developing and improving their policies and procedures to ensure that these represent best practice, and that the inherent risks of maritime operations in the Cook Strait waters are minimised and continuously managed.

Nonetheless, because of the wider interest in these matters the parties have agreed that the Steering Committee's report should be available to the public. Captain Plant did not review the accidents and incidents reported during the period under review, and neither his report to the Steering Committee, nor the Steering Committee's responses draw judgements on the navigational and operational safety of the trade. However the Steering Committee reached the following conclusions from its work:

1. the incidence of accidents and incidents involving ferries in the Cook Strait trade during the period from 2002-2005 was unacceptably high;
2. no single cause lies behind this phenomenon – the causes include a number of equipment failures on a single vessel, failure by small boats to follow navigational requirements, and human error;
3. the operators' navigational and operational policies throughout the period were to international standards, but were not matched by a sufficient culture of implementation;
4. the operators moved quickly to rectify deficiencies as these became apparent, and over the past two years there has been a marked upgrading of vessels, and navigational and operating policy and practice, backed by peer review and audit procedures;
5. all of Captain Plant's operational recommendations had been actioned by the time the review had been completed;
6. the review did not identify any requirement for Maritime New Zealand to introduce new regulations, or the Harbour Authorities to introduce new by-laws. Maritime New Zealand has amended its safety audit procedures to reinforce improved shipboard practice and shore support by the operators;
7. there will be a continuing requirement for training and education of recreational boat owners in navigational safety on the ferry routes;
8. the review has served as a platform for closer cooperation and collaboration between the operators on safety issues, and amongst the operators and the regulators. It has given traction to their interactive roles in achieving the highest standards of navigational and operational safety in the Cook Strait trade on an ongoing basis;
9. the review also revealed an inhibition to this cooperation arising from the several roles of Maritime New Zealand in safety promotion, safety audits, accident and incident investigation, and regulatory enforcement. Quite simply, the early, candid and full reporting of incidents which is essential to understanding their causes can be compromised where the focus of the regulator is on attributing blame rather than establishing causes. While regulatory enforcement in itself cannot be compromised, Maritime New Zealand will ensure that best practice operational and

navigational safety is the outcome from its safety promotion and incident investigation functions;

10. the proposition that a designated inshore small boat passage be established within Picton Harbour is the subject of on-going assessment by the Marlborough District Council. However more data is required before its practical feasibility can be determined;
11. the proposition that the introduction of a vessel traffic service covering the entire Cook Strait ferry route be accelerated is under review by the Marlborough and Wellington Councils as part of their risk assessment plans, but the timescales will turn on capital and operator resource availabilities.

The Steering Committee has now concluded its work. However, given the ongoing nature of the issues the review has raised, the parties have agreed to continue to address certain technical issues identified by Captain Plant, and importantly, to maintain the effective dialogue which now exists between the parties. This, above all, will provide the most significant contribution to safety in this trade and the successful and effective continuation of a critical transport link.

*William J Falconer, Chairman*

**New MaritimeNZ Director appointed**  
**Susie Staley, Chairman of Maritime New Zealand, has much pleasure in announcing the appointment of Catherine Taylor to the position of Director/Chief Executive of Maritime New Zealand recently.**



“This announcement came at the end of an extensive international search which allowed us to consider a number of international candidates, and it is pleasing that Catherine Taylor, who is currently Deputy Director Development and

Business Services for Maritime New Zealand, has been appointed”, says Susie Staley.

“Catherine is a Chartered Accountant and has been involved in the transport sector since 1990, holding senior management positions at Wellington Airport and the Civil Aviation Authority before joining Maritime New Zealand two years ago. As well, she has been a Director of the Civil Aviation Authority and the New Zealand Institute for Crop and Food Research Limited.” The appointment became effective on 30 November 2006. *Safe Seas/Clean Seas, December 2006*

### **Giant cranes complete journey from China**

They stand 73m tall - 8m higher than the Auckland Harbour Bridge - on a ship the size of 2 1/2 rugby fields. So boaties and North Shore residents could be forgiven for thinking they were looking at a small city on the sea instead of three huge cranes bound for Ports of Auckland. The three \$9 million cranes sit in waiting on the **Zhen Hua 11**, anchored five miles off Browns Bay. They are due at the Axis Fergusson container terminal early tomorrow morning (*17 December*).



*Photograph NZ Herald, 11 January 2007*

The vessel looks top heavy now - but it dropped three other cranes in Australia on its way here. Weighing 1250 tonnes each, the cranes were made by the Zhenhua Port Machinery Company on the Yangtze River in Shanghai. They will be unloaded one by one over five days. Though the ship may look ungainly and liable to overbalance, it stays upright in high seas by a process known as re ballasting. The ship contains a number of cells that can be filled with water to give it extra stability.

Ports of Auckland corporate communications manager Karen Bradshaw said the new cranes would be the fastest, biggest and most productive container cranes in the country. Each crane has longer booms and increased lifting power and speed and at full stretch rises to a height of 103m.

The diesel-electric straddle carriers are more efficient, give out fewer exhaust emissions and can be used as generators to power critical refrigerated cargo in the case of power failure.

Zhenhua Port Machinery Company is the largest container crane manufacturer in the world and can produce up to 125 similar behemoths in one run, with one crane completed every two days.

The 244m **Zhen Hua 11** can raise itself to dock level, allowing an easy transfer of the cranes using a computerised system that allows it to pump water in and out of the hull.

### **Jody F. Millennium aground again**

Bulker Millennium Bright (15071 gt, built 2000), ex Jody F. Millennium, ran aground near the port of Nepoui, a town built to cater to the mineral industry, mainly nickel mining, off the west coast of New Caledonia in the latter half of November and two tugs were used to pull it free at high tide. The salvage operation was overseen by the Noumea MRCC. It seems that Millennium Bright will be continuing to work in Pacific waters in the near future, as it is booked to berth in the Port of Newcastle, Australia, at the beginning of next month. It arrives there from Noumea and will return to Noumea, presumably carrying nickel ore for processing in Australia. Although the Jody F. Millennium is now called Millennium Bright, it is still owned by Twin Bright Shipping of Japan, under parent company Soki Kisen. It is operated by Taiyo Sangyo Trading and Marine Service Ltd.. The name change took place after the former logship was repaired at dockyards in Japan. As Jody F. Millennium, it stranded on the beach at Gisborne on Feb 6, 2002 and was finally pulled free after an 18-day salvage operation. Court action is still ongoing, with Twin Bright Shipping suing to recover the costs incurred in the salvage. (Note - Millennium Bright was last reported to have arrived New Caledonia Nov 8 and according to Lloyd's MIU AIS was in lat 22 13 28S, long 166

18.03E, at 0712. UTC, Jan 7, speed 13.1 knots, course 283 degrees.) - *Fairplay*, 8 January 2007

### **Maersk chooses Auckland over Tauranga**

AUCKLAND 22 November – Maersk Line has chosen Auckland over Tauranga to handle most of its North Island New Zealand services in what is seen locally as the country's most significant shipping news for many years. Competition between New Zealand's two largest ports has always been fierce, and more so during the past year when Maersk's major NZ customer, Fonterra, appeared to be driving the withdrawal of some Maersk services from Auckland in favour of Tauranga. These now return, with the Maersk/Auckland service changes taking effect in mid-January. At that time the following services will be phased in: a new weekly South East Asia service, an Oceania ECNA service connecting to Europe calling Auckland weekly and a Pacific Island and feeder service calling at Auckland weekly and fortnightly to other ports. In the middle of merger negotiations with Ports of Auckland, the Port of Tauranga today expressed disappointment at the decision, which leaves it with three Maersk services to North Asia, WCNA and the Pacific Islands. Tauranga chief executive Mark Cairns said its Maersk business currently represents about 4,600 containers a month and monthly revenue of NZ\$1M (\$670,000). He said the port was currently putting "a lot of effort into merger discussions" and that if anything, the Maersk decision serves to underline the necessity for NZ port rationalisation. The fact that POAL has played down the decision and issued only a brief comment would suggest that it has no wish to alienate its probable future stablemate, and that both ports looks forward to a merger taking effect in the first half of 2007.

*Lloyd's Register - Fairplay web links*

### **New ferry plies Cook Strait**

Bluebridge's newest ferry, **Monte Stello**, is scheduled to begin carrying travellers across Cook Strait from today (22 November 2006). The ferry arrived in New Zealand in June but its introduction was delayed after engineers discovered engine problems during sea trials. **Monte Stello** has been

doing cargo-only crossings of the Strait in recent weeks.



**Monte Stello**

Bluebridge will now offer up to four passenger sailings a day from Wellington to Picton - double the present number. Bluebridge owner Strait Shipping bought the 126-metre **Monte Stello** last year and has spent six months refitting its engine and interior. It will carry up to 370 passengers and 150 cars, a similar number to its sister ship **Santa Regina**.

### **Shipboard protest in Ports of Auckland**

Members of the Maritime Union are staging a protest on board a vessel at the Ports of Auckland. Maritime Union Auckland Seafarers Branch Secretary Garry Parsloe says the crew members started their protest on the trans-Tasman freighter **Rotoiti** at the Ports of Auckland Bledisloe Terminal at 7am this morning Saturday 4 November 2006.

He says the crew are drawing attention to the fact that when the **Rotoiti** is withdrawn from service on 26 November, it will be the end of the last New Zealand crewed ship working on the trans-Tasman trade. "The vessel is going yet the cargo remains, but the jobs are threatened, and these New Zealand seafarers want to have some work in their own trans-Tasman trade." Mr Parsloe says it was not a redundancy situation as the work was still there, but would be going to other vessels – none of which have any New Zealand crew members.

He says the crew want jobs for New Zealand seafarers on the trans-Tasman trade and were staging their action to get dialogue with the employer.



**Rotoiti passes under the Sydney Harbour Bridge on her last sailing from Sydney on 24<sup>th</sup> November.**

*Photograph courtesy of SE Australia branch newsletter*

The vessel is currently owned by international shipping line Hapag Lloyd but since 1999, crew have been under Anglo-Eastern ship management. Mr Parsloe says the situation is a shocking one, considering the importance of shipping to New Zealand as an economically and environmentally efficient transport mode. "We are in a situation where New Zealand cargo is being carried, but there is no work for our own people."

New Zealand seafarers had worked on the **Rotoiti** since 1975. He says that the national conference of the Maritime Union in October had committed to action on the issue. The Maritime Union had been in contact with overseas maritime unions for assistance with the matter. The Maritime Union has challenged all shipping companies to recognize their social responsibility towards New Zealand crews, and has determined to maintain New Zealand seafarers on vessels that carry cargo on the trans-Tasman and international trade. - *Lloyd's List, 4 November 2006.*

*Rotoiti was renamed Gulf Strait in Melbourne on 1 December. She sailed for Dubai for further trading in Europe (or to be scrapped) – Sec.*

### **NZ commercial fleet**

At the financial year-end (June 2005 to June 2006), the number of New Zealand registered trading ships over 100 gross tons and over 24 metres in length was 189 (192 in 2004/05). The total gross tonnage was 232,191.

There were 13 New Zealand crewed ships operating predominantly in the New Zealand coastal trades.

The small commercial vessel population grew over the year with 3,797 vessels (3,648 in 2004/05) being in Safe Ship Management Systems or operating under Safe Operational Plans (including 1,229 fishing boats, 270 rafts and 97 jet boats). *Safe Seas/Clean Seas, 18 December 2006*

### **Rules amendments**

**In recent months the Minister for Transport Safety has signed changes to the following rules or rule amendments.**

Below is a list of rules which have been amended. They list the rule parts and what they are about. However, to read the full amendments to those rules, please visit Maritime New Zealand's website at:

<http://www.maritimenz.govt.nz/rules/rules legislation.asp>

#### *maritime rules*

##### **Part 22 Amendment Rules**

The objective of the Part 22 Amendment Rules 2006 is to give effect to recent amendments to the International Regulations for Preventing Collisions at Sea (COLREGS) 1972 as adopted by the International Maritime Organisation (IMO) through Assembly Resolution A.910(22).

Changes became effective on 21 September 2006.

##### **Maritime (EPRIB) Amendment Rules 200**

On 1 February 2009, the International Cospas-Sarsat system will cease satellite processing of 121.5/243 MHz beacons in response to guidance from the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO).

Changes are effective from 23 November 2006.

##### **Part 32 (Certificated Deckhand) Amendment Rules 2006**

The Part 32 (Certificated Deckhand) Amendment Rules will amend Part 32 of the Maritime Rules to provide for the Certificated Deckhand (CDH) qualification. Part 32 (Ships' Personnel—Qualifications) was made and came into force in 1999. Among the new qualifications introduced by Part 32 was the Advanced Deckhand (ADH) certificate. The Certificated Deckhand certificate is

being introduced as an entry-level qualification, below the Advanced Deckhand certificate.

This amendment came into force on 21 September 2006.

### *marine protection rules*

#### **Marine Protection Amendment Rules (Parts 120, 121A, 123A, 132 and 170)**

The amendments to Parts 120, 121A, 123A and 170 of the marine protection rules bring those Parts in line with amendments to the International Convention for Prevention of Pollution from Ships 1973/78 (MARPOL 73/78) that have been made since the rules came into force.

Changes will be effective from 14 December 2006.

#### **Marine Protection Amendment (No 2) Rules (Parts 121A and 123A)**

The Marine Protection Amendment (No 2) Rules amend Parts 121A and 123A of the marine protection rules to bring those Parts in line with changes to the International Convention for Prevention of Pollution from Ships (MARPOL) 1973/78.

Changes are effective from 14 December 2006.

#### **Part 130B, Oil transfer site marine oil spill contingency plans**

The objective of Part 130B is to prescribe requirements for operators of oil transfer sites to develop contingency plans for dealing with oil spills into New Zealand's internal waters, territorial sea or exclusive economic zone.

Changes to this Part are effective from 14 December 2006.

#### **Part 200 (Offshore installations – Discharges)**

The objective of Part 200 is to provide rules for offshore installations to prevent pollution of the marine environment by substances used or produced in offshore mineral exploration and exploitation. Part 200 is concerned with discharges of oil, other harmful substances and garbage.

Changes to Part 200 are effective from 14 December 2006.

*Safe Seas/Clean Seas, 18 December 2006*

## IMO CORNER

### **New sub-division focuses on Security**

MARITIME security has been pushed further up the political agenda with the creation of a new sub-division within the International Maritime Organization.

Created by IMO Secretary-General Efthimios Mitropoulos in a bid to reinforce the high priority given by the organisation to matters of maritime security, it will address the issue of maritime traffic facilitation.

The department will be headed by Nicolaos Charalambous, who becomes deputy director.

Meanwhile, Miguel Palomares of Spain has become director of the secretariat's Marine Environment Division following the retirement of Jean-Claude Sainlos. Stefan Micallef of Malta becomes deputy director of that division and head of its sub-division for Pollution Response and Technical Co-operation Co-ordination. – *Fairplay, 9 January 2007*

## PIRACY REPORTS

### **ALERT**

**Chittagong anchorage, Bangladesh**  
**Forty six incidents have been reported since 28.01.2006. Pirates are targeting ships preparing to anchor. Ships are advised to take extra precautions.** *Weekly Piracy Report, 2-8 January 2007*

### **Global piracy decreasing but hotspots remain deadly**

A recent study conducted by the ICC International Maritime Bureau (IMB), notes that reported piracy attacks world-wide are on the decline. Statistics documented in the latest edition of the Kuala Lumpur-based organization's report "Piracy and Armed Robbery Against Ships" found that the number of attacks through to the end of the 3rd quarter 2006 decreased to 174. This is 31 less attacks than the 205 that occurred in the first three quarters of 2005.

Of the 174 total attacks listed in the report, vessels were boarded in 113 cases and 11 ships were

hijacked. 163 hostages were taken, 20 crew members were kidnapped, and six were killed. Director of the ICC International Maritime Bureau, Captain Pottengal Mukundan, stated: "While piracy continues to be a serious concern, credit for this welcome reduction in attacks must go to those law enforcement agencies responding to incidents in high risk areas. The IMB Piracy Reporting Centre (PRC) plays an important role by providing law enforcement with detailed information regarding the type and volume of attacks, as well as analyzing specific trends. In order to provide this information, the PRC relies on seafarers and ship owners to report piracy attacks, and we thank them for their cooperation." Although the number of attacks world-wide has declined, piracy continues to plague hotspots such as Bangladesh and Nigeria. Bangladesh recorded an alarmingly high 33 incidents – 22 actual and 11 attempted. The majority of these attacks occurred in and around the port of Chittagong, making it the world's most dangerous port. Attempts have been made to deal with the problem in Bangladesh, notably a recent joint coast guard and navy operation to capture pirates in the Bay of Bengal. This large-scale operation involved 17 naval vessels and 3,000 coastguard personnel who sought to clear pirate infested areas of the bay. Two pirates were killed in a fire fight that occurred during the operation. Nigerian waters also remain extremely dangerous. Despite a relatively small number of attacks, six actual and three attempted, three of these attacks led to 17 crew members being kidnapped and held for ransom. Nigerian attacks had great potential for violence, with pirates recorded as carrying guns, knives or both in most instances. A growing trend in Nigeria is the large number of pirates involved in attacks. In one instance, 40 people attacked a vessel from three canoes and kidnapped four crew members. In another, a ship was attacked by 23 pirates armed with knives. These attacks are symptomatic of a rise in the number of incidents against foreign oil workers in Nigeria. Eight attacks were reported off the eastern coast of Somalia where pirates armed with guns and grenades attacked ships and fired upon them. Although there have been no recent incidents, the eastern and north-eastern coasts of Somalia

continue to be high-risk areas for hijackings. IMB warns that ships not making scheduled calls to ports in these areas should stay at least 75 miles or as far away as practical from the coast. One area that has seen a reduction in piracy attacks is Indonesia. Incidents of piracy and armed robbery in Indonesian waters dropped from 61 to 40 in 2006, versus the same period in 2005. However, Indonesia still accounted for more attacks than any other country, consolidating its position as the world's hottest piracy hotspot.

Elsewhere, the IMB report notes that the Malacca Straits have been dropped from Lloyd's of London's list of dangerous waterways. This decision is thought to be largely the result of improvements to security implemented by the littoral states bordering the Straits. Worldwide, there have been more attacks on container ships (37/24) and fishing boats (15/3) in the first nine months of 2006 compared with the same period last year, while the number of attacks on bulk carriers, general cargo ships and tankers have diminished.

The IMB's latest report on piracy seeks not only to list the facts, but also to analyze developments in piracy and to identify piracy-prone areas so that ships can take preventive action. On a trial basis, IMB is offering "Piracy and Armed Robbery Against Ships" free of cost. A copy of the report can be requested at [www.icc-ccs.org](http://www.icc-ccs.org).

*London, 31 October 2006*

### **Fishing for pirates**

TECHNOLOGY designed to stop speedboat terrorists from blowing holes in the sides of ships has been ordered by the US Department of Defense Joint Non-Lethal Weapons Directorate. QinetiQ subsidiary Foster-Miller has been awarded a \$1m contract to develop Boat Trap, a project involving the US Coast Guard.

Boat Trap is a "non lethal, ballistic net" to be deployed from a helicopter into the path of a threatening speedboat travelling at high speed.

It is designed to entangle the propeller and cause the craft to stop immediately. The attacks on USS Cole in 2000 and the French tanker Limburg in 2002, both off Yemen, demonstrated the

destructive potential of surface attacks and the vulnerability of ships in port.

“Our non-lethal Boat Trap system is an effective solution against suspect surface vessels,” said William Ribich, Foster-Miller president. “Attack or stray bullets pose a real risk to bystanders and infrastructure. As a company located near a major port in a densely populated city we are acutely aware of the importance for protecting these waterways.”

The Boat Trap system was tested last year, stopping 100% of its targets, according to Foster-Miller. The tests were conducted at the US Coast Guard Special Mission training centre at Camp Lejeune, North Carolina, South Padre Island, Texas, and Honolulu. – *By Hugh O’Mahony, Lloyd’s List, 15 December 200*

## NOTICES

### **New website for SE Australia Branch**

We are pleased to announce that the branch website: [www.nisea.org](http://www.nisea.org) is now up and running. There is also a new email address for contacting the secretary: [sec@nisea.org](mailto:sec@nisea.org)



The New Zealand Branch of the Nautical Institute wishes to acknowledge the assistance of the New Zealand Maritime School in printing this newsletter. For enquiries on all courses please call +64 9 379 4997, email [maritime@manukau.ac.nz](mailto:maritime@manukau.ac.nz) or visit the School at <http://www.nzmaritime.com>

