

# Harbours Department Report

## Mike Pryce, Manager

September 1999

### 1. Harbour Navigation Aids

The Kings Wharf steel pile replacement was driven by contractors on 4 August 1999, and the topmark and navigation light was restored on 13 August 1999.

A new navigation light was installed at Goat Point, Porirua Harbour, on 9 August 1999. The light is fitted with a standard automatic lamp changer and has a battery back-up to the power supply.

The insurance company called for tenders for the repair of Steeple Rock light which was damaged in May this year by the fishing vessel *Atlantic Elizabeth*. Tenders have been received and Juno Construction and New Zealand Diving and Salvage Ltd. have been awarded the contract. The work is expected to commence during September.

### 2. Oil Pollution Activities

Five reports were received of oil pollution in the harbour. One required clean up action. This was a fishing vessel which accidentally spilled a few litres of engine oil when the engine started, requiring application of some approved dispersant. Clean-up costs have been charged to the owners.

Work on auditing and approving Tier 1 plans for marine oil transfer sites is progressing. The majority of companies have submitted their plans. Many still need to be resubmitted with amendments. Nine are already approved.

### 3. Departmental Activities

- On 28 July the Deputy Harbourmaster attended the Hazardous Substances Technical Liaison Committee
- On 30 July the Manager attended the Oil Pollution Advisory Committee meeting in Wellington which included discussion about the *Dong Won 529 Oil Pollution Response Report*.
- On 6 August the Manager attended a third meeting in Picton organised by the Maritime Safety Authority and Marlborough District Council to discuss issues relating to navigational safety in Tory Channel.
- On 1 September, the Manager attended the Pleasure Boat Safety Advisory Committee meeting in Auckland. The final report of the recommendations of future

options for recreational boating safety in New Zealand will be released on 20 December 1999.

## **4. Y2K Compliance**

### **4.1 MSA Co-ordination**

The issue of “Y2K Compliance” as regards shipping has been raised at several forums. After discussions with the Maritime Safety Authority (MSA) the situation in New Zealand waters is as follows.

MSA have recently set up the “MSA Y2K Co-ordination Project” to ensure a co-ordinated approach to Y2K issues in view of a lack of an industry leader. An external consultant with extensive nautical and project management skills has been appointed as the Project Manager. He will be visiting all New Zealand ports during September 1999 to meet with harbourmasters, regional council environmental managers, oil industry representatives, passenger ferry operators, owners/agents/operators of large fishing vessels, cruise liner agents and ship owners/agents/operators.

Following the above meeting, I will report back to Council on the measures to be taken. Obviously, decisions need to be taken carefully, bearing in mind the high cost of any unnecessary delays to commercial shipping.

### **4.2 Harbourmasters Role**

Regional Councils have powers, exercised through their harbourmasters, to direct shipping operations and ensure navigational safety within their harbour limits.

The exercise of these powers could include:

- Temporary closure of a port to commercial shipping
- Requiring ships to test critical on-board systems before entering or leaving port
- Requiring the use of tugs/extra tugs
- Prohibiting the transfer of fuel oil or bulk liquid cargoes

The critical times during which these measures need to be implemented will be between 6.00pm on 31 December 1999 to 6.00pm on 1 January 2000. This longer period of Y2K risk for shipping is because ships are built in different countries, with different time zones, and likely to be fitted with various equipment also manufactured in different time zones.

### **4.3 Y2K Insurance Issues**

Marine insurance companies have indicated that normal marine insurance policies will be invalid for “Y2K events” on ships. This also includes Council’s wreck removal insurance for harbour waters.

## **5. General Events/Information**

At the present time there are 53 standard Pilotage Exception certificates and 23 Extended Pilotage Exemption certificates in use by masters of vessels using the harbour. Ten new certificates have been issued this year since January 1999.

Mike Pryce  
MANAGER, HARBOURS