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Marine

Southern
Star

Inside:
Safety
Guides &
Our Latest
Updates

FIRST EDITION:
MAY 2021

sunderlandmarine.com

Sunderland Marine Pier, Nelson

Welcome to Southern Star!

Hello and welcome to our first edition of Southern Star.

I hope that you enjoy reading this newsletter, which will hopefully provide you with some useful information and an interesting insight into the activities of Sunderland Marine.

As a significant contributor to New Zealand's annual export earnings, the fishing sector bears a responsibility to maintain the highest of safety and environmental standards, consistently and transparently. Given that the commercial impact of unexpected incidents can be devastating for operators involved, insurance is a crucial consideration. We aim to offer the highest standards of service as well as expert advice on keeping your crew and vessels safe.

We've rounded up a few updates and articles written by our in-house experts that we hope you will find useful and enjoy reading. We would love to hear your thoughts on this edition and your ideas for future content you would like to see. You can email us at newzealand@sunderlandmarine.com.

Best wishes,

Chris Barrett

Chris Barrett

Branch Manager & Hull Underwriter



Chris has worked for Sunderland Marine since 1989, beginning his tenure in the Claims Department, before switching to the Underwriting Department ten years later. In 2006 Chris relocated to New Zealand with his family and soon took on the position of Branch Manager at the Nelson office.

Having grown up in the English fishing town of Whitby, served as a Navigating Officer in the Merchant Navy and obtained a Nautical Studies degree at university, Chris has seafaring in his blood and an ongoing interest in fishing.

Guide for fishing vessels returning from lay-up



After weeks or even months in lay-up during the COVID-19 pandemic, an increasing number of fishing vessels are preparing to resume operations. Attention to detail during recommissioning will pay dividends, advises Sunderland Marine's Risk Management Surveyor, Alan Ure.

Vessel inspection inevitably includes its share of box-ticking but there are specific areas that the experienced inspector knows demand special attention. In the same way, vessels coming out of lay-up undergo a set of standard checks, but some details require extra scrutiny.

Some steps are self-evidently necessary before any mothballed vessel re-enters service: safety equipment – including life rafts, life jackets, personal beacons, flares, man-overboard smoke floats and first-aid kits – should be checked thoroughly, especially for service and expiry dates.

However, with more and more fishing vessels laid-up as a result of the coronavirus pandemic now being considered for reintroduction to service, there are good reasons to give additional attention to the condition of fuel systems, for example. To help ensure that the system remains in good working order after period of lay-up, water and sediment need to be drained from the tanks, while the 'sediment' bowl should be drained and cleaned.

New filter elements and engine-mounted fuel filters should also be fitted, with the tank full to reduce the risk of condensation and bacterial growth, using an additive in accordance with the machinery manufacturer's specifications. Running the engine is also advisable, to bleed fuel through the filters. Check that all filler caps are fitted, sealed and secured.

But fuel systems are not the only areas where extra care is recommended. Batteries should be fully charged, and their fluid levels checked, while electronic equipment, such as navigation and communication systems, should be powered up and tested to assess its condition.

Again, in the freshwater cooling system, the right combination of water and anti-freeze is needed to protect against internal corrosion, which is why manufacturer specifications recommend corrosion inhibitors. In sea water systems, inactivity can render rubber impellers brittle and prone to failure or cause the impeller blades to take on the folded shape of the cam – this can greatly reduce pump efficiency. Rubber impellers should be replaced if left unused for extended periods.

Clearly, responsible owners whose vessels are on the verge of departure will not need reminding to consult or check with the harbour office (traffic-wise) for clearance to do so for abnormalities within the harbour that could damage the hull.

However, before doing so, they are advised to take other proactive steps, including;

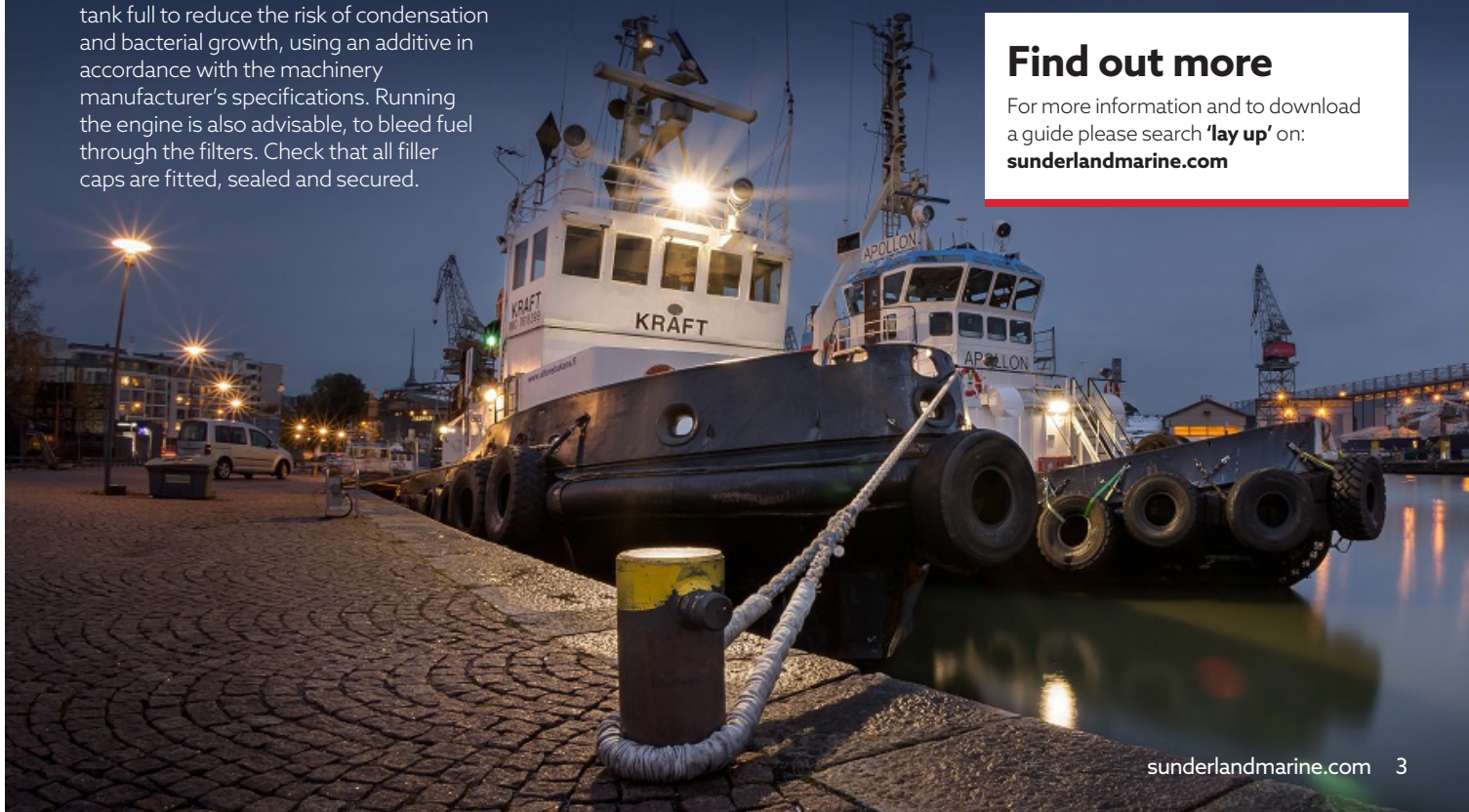
- clearing bilges of debris, equipping all pumps for immediate use and testing the bilge alarm manually;
- draining the engine/gearbox oil to remove impurities, replenishing the oil and filters and operating the engine and gearbox to distribute the clean oil through the system;
- thoroughly checking the internal shaft seal arrangement of the stern gear for condition and any trace of seawater ingress;
- operating the steering system, checking its oil levels and lubricating mechanical steering, rudder linkages and rudder post tube; and lubricating deck machinery.

By following the above guidance, owners can help to ensure that their vessels return to service safely, resuming fishing operations with reduced risk of additional enforced downtime.

By Alan Ure
Risk Management Surveyor

Find out more

For more information and to download a guide please search 'lay up' on: [sunderlandmarine.com](https://www.sunderlandmarine.com)



Keeping new crew safe



Alvin Forster, Loss Prevention Executive, looks at how training of a new crew member can start before they even join the vessel and the other steps that should be taken in order to prepare new crew to work as safely as possible.

It'll come as no surprise that a fair chunk of injuries involve new and inexperienced crew. It stands to reason why they will be more likely to be involved in an incident; it takes time to become familiar with all the dangers that are present in a tough working environment.

"Teaching someone to stay safe is time well spent."

It is of course impossible to teach a new crew member everything before taking up duties. This learning takes time and relies on the teaching and guidance from the more experienced crew. The first things the experienced crew should pass on are the basics of staying safe when working on deck and making sure the new joiner is a help, not a hindrance in an emergency.

In an industry where so much of the learning process is on-the-job, what can owners and skippers do about this?

Prior to joining

Is there anything you can give to new joiners to read before they actually join the vessel? This might include your policies on health and safety or drugs and alcohol. Or perhaps some simple 'dos and don'ts' that reflect what standards and behaviour you expect on your boat?

A handy checklist

It might be useful to create a familiarisation checklist. **See our new joiners' guide, "Safe Out, Safe Home", for some ideas:**

sunderlandmarine.com/latest/all-publications

Show them the ropes

A crew member's first day is very important for safety learning. It's easy to overwhelm someone new, so think about what the essentials are and what can wait a little. For example, before sailing make sure the new crew member knows his emergency duties: how to raise the fire alarm, the location and use of life saving appliances etc. Before taking up work duties, does the crewmember understand which PPE to use and when to wear it?

Having the more experienced crew talk the new member through the risk assessments for the jobs he will be doing could be helpful. They should explain what to expect, what can go wrong and how he can protect himself. An inexperienced crew member might not know he mustn't stand near the net when it's moving, or to stand in a bight.

Also, does your vessel introduce unique or less obvious risks that an inexperienced fisherman might not immediately recognise, such as ammonia refrigeration equipment?

This does require the help from the rest of the crew. New joiners will rely on the wisdom of the old hands to show them these basic tasks. Time is of course tight, and people are busy, but teaching someone to stay safe is time well spent.

Emergency drills

It's very easy to fall into the trap of treating emergency drills as a tick-box exercise, but these can be very effective ways for new crew to learn about simple acts that could save people's lives, such as firefighting, rescuing a MOB and launching liferafts.

Get new crew members involved and let them get hands-on experience of using emergency equipment. Familiarity breeds confidence and this could make the difference if emergency action is ever needed.

By Alvin Forster

Loss Prevention Executive

Find out more

We have some simple safety training material on our website that is free to download. **Read more:**

sunderlandmarine.com/latest/publications

New Vessels



Introducing "Manakai" from Messina Trust



Built for owners Adam and Nat Davey from Russell, Sunderland Marine is proud to insure "Manakai" and wish all concerned every success in their new venture

Introducing "Vanguard" from MacLab (NZ) Ltd



Based in Nelson, "Vanguard" will harvest and service mussel farms in the local area. We are pleased to assist MacLab (NZ) Ltd with the important insurance cover for this recent new build

Cheque Payments

We don't receive many payments via cheque nowadays but for those who still own a chequebook, we must advise you that **our bank will no longer accept cheques as of 25th June 2021** and therefore we require payment via an alternative method. If you have any questions please don't hesitate to get in touch.

Happy Retirement

Diane Green

Diane Green joined SMI in 1991, and we would like to congratulate her on her career working in our New Zealand office and wish her all the best for the future when she retires in April 2021 after thirty years of service.

Diane has seen many changes throughout the years including three office moves and the introduction of computers! The height of technology in 1991 was a typewriter and fax machine.

Diane is a walking encyclopedia of knowledge and a warm welcoming personality who has provided reliable support to colleagues and clients throughout her career.

Thank you Diane, for all your hard work and commitment over the last 30 years.



Keith Howes

We would also like to wish a happy retirement to Keith Howes, a local marine insurance assessor. Pictured above with Chris Barrett, Keith is well known throughout the marine industry and has had connections with Sunderland Marine for over thirty years.

Prepare to be alarmed



Alvin Forster, Loss Prevention Executive, explores the issue of fatigue and how a watch alarm can help to prevent serious incidents, when used correctly.

We at Sunderland Marine insure fishing vessels all around the world and everywhere has one thing in common – fishermen get tired.

Whether you fish in Australia, New Zealand, the USA or the UK, the hours are long, weather is volatile and the work is physical. Fatigue is a serious risk. If fatigue is not properly managed, the chance of falling asleep whilst on watch in the wheelhouse is high. Unfortunately there have been a number of fishing vessel casualties that led directly from falling asleep at the wheel – most commonly groundings.

Tackling fatigue is a big subject on its own. It's not just about feeling sleepy after a hard couple of days – the cumulative effects are just as damaging. But an effective means of stopping you from dropping off at the wheel is the watch alarm. It's important to remember that a watch alarm does not prevent tiredness or alleviate fatigue, but the findings of a number of fishing vessel incident investigations have noted that if used properly, it can prevent a catastrophic collision or grounding.

Different rules apply to different parts of the world, so it might not be compulsory to have a watch alarm fitted to your vessel. It could, however, prove to be a worthy investment, particularly on those vessels where there is only one person on watch during the night and the conditions are conducive to sleepiness.

However, just having a watch alarm installed is no guarantee of safety. Clearly it has to be switched on and set up with the appropriate time interval. For example, in 2017 an Alaskan fishing vessel ran aground when the skipper fell asleep. The watch alarm was operational but the skipper failed to reset the interval to 3 minutes – as was usual during the night – from 10 minutes which was the interval used during daylight fishing.

Location of the watch alarm is important too, as highlighted in the 2010 UK MAIB investigation report on the crabber Kerloch. The report considered the watch alarm was ineffective as the 'silence' button was too close to the skipper's chair – perhaps like a snooze button on an alarm clock. If the alarm is activated, it should mean that the person on watch has to physically get up and accept it.

Our claims team see all too many grounding incidents which could have been averted if there was a fully operational watch alarm. It's tempting to say the takeaway messages from all this is that if you don't have a watch alarm, think about fitting one; if you have one already, make sure its switched on; and if it is switched on, make sure the interval is appropriate and crew know how to use it. But it shouldn't detract from the principle of 'prevention is better than cure' – managing fatigue in the first instance is key. Watch alarms are your safety net.

Find out more

To learn more and read other health & safety guides, search '**safety**' on:

sunderlandmarine.com





Sunderland Marine in the Community

The Kids Foundation

We are proud to have been supporting this fantastic charity for several years and have recently made a donation of \$1,000 via the North 150 charity fund. The Kids Foundation are dedicated to helping children and adults with suspected or diagnosed Primary Immune Deficiencies (PID) as well as bone marrow and liver transplant children. You can find out more about the invaluable work they do and how you can support them here: idfz.org.nz

VHF Users Association

The ability to communicate at sea is of utmost importance for many reasons, in particular safety. Sunderland Marine continues to proudly sponsor payment of the premium for the insurance policy which covers three vital VHF Communication Repeaters in the Fiordland National Park.



New Zealand Federation of Commercial Fishermen Conference 2021

The NZFCF Conference is heading South and will be taking place in Dunedin across 3rd - 4th June 2021. Sunderland Marine will once again be principal sponsor of this great event and we hope to see you there!

For more information visit:
nzfishfed.co.nz

Your team

Contact our underwriters and claims handlers on: **+64 3 546 8830**,
at **newzealand@sunderlandmarine.com**, or via the details below.

New Zealand Office



Chris Barrett

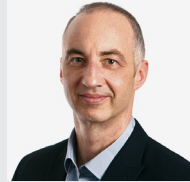
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Graham Wilkie, Senior Claims Adjustor, is one of our most experienced team members. He joined Sunderland Marine back in 1996 and is based at North's head offices in Newcastle upon Tyne, UK. Graham first started working on New Zealand claims in 2017, handling claims from notification to completion with expertise in hull & machinery, P&I property claims and aquaculture. He last visited our office in Nelson at the end of 2019 and is looking forward to being able to visit again when it is possible.

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Our new office

After operating from three previous locations in central Nelson, our team has moved to an office in **Level 1, 4 Akersten Street, Port Nelson**. The relocation means staff are closer to the port and more readily available to service local policy holders and visitors. Please pop in and say hello if you're passing.



Disclaimer

The purpose of this publication is to provide information which is additional to that available to the maritime industry from regulatory, advisory, and consultative organisations. Whilst care is taken to ensure the accuracy of any information made available (whether orally or in writing and whether in the nature of guidance, advice, or direction) no warranty of accuracy is given and users of the information contained herein are expected to satisfy themselves that it is relevant and suitable for the purposes to which it is applied or intended to be applied. No responsibility is accepted by Sunderland Marine or by any person, firm, corporation or organisation who or which has been in any way concerned with the furnishing of data, the development, compilation or publication thereof, for the accuracy of any information or advice given herein or for any omission herefrom, or for any consequences whatsoever resulting directly or indirectly from, reliance upon or adoption of guidance contained herein.

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