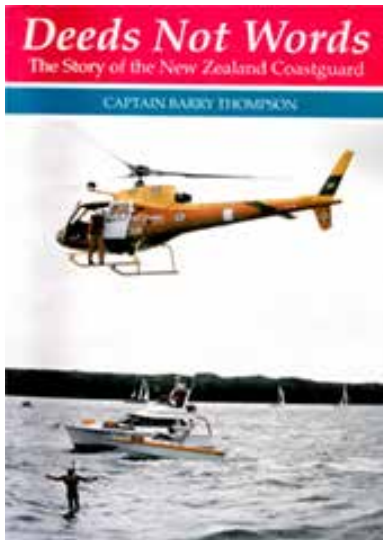


8

Education Not Legislation



*The History of NZ Coastguard by
Captain Barry Thompson*

1991

Although the rescue operations of Coastguard were perhaps the first to attract public attention and are certainly the most glamorous, education very early formed a part of its work.

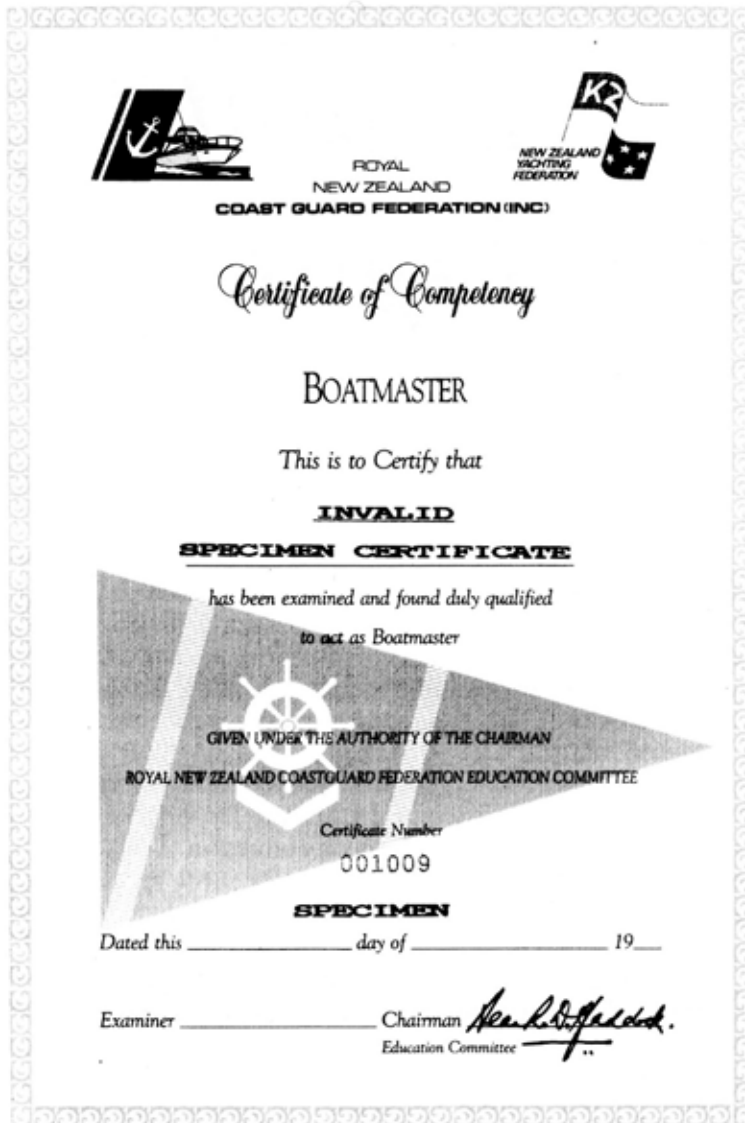
Over the years boat registration and the licensing of owners has regularly been raised as a solution to irresponsible boating. It becomes an issue again and again when a tragic accident occurs, when the cry goes out by some sectors of the maritime fraternity for the Government to 'do something'.

It is a subject which Auckland Coast Guard and the Federation have considered many times and have debated with other amateur, as well as professional organisations, and with the Ministry of Transport and its predecessor the Marine Department. Every time the 'professionals' call for the introduction of registration, the Government shows its reluctance to become involved and the boating organisations - the Coastguard in particular - cry 'education, not legislation'.

The Coastguard, working with the Government, has made enormous efforts to raise standards on the water and has been reasonably successful when the numbers involved in boating in New Zealand are considered. It is argued by those who wish to see registration and licensing introduced that the educators are preaching only to the converted, and there is some truth in this view.

However, nothing has diverted Coastguard from its determination to encourage the best possible boating safety education and to promote its application on the water. In the last few years there has been some change in the public attitude regarding legislation, to the extent that many now see some merit in a requirement for those in charge of a boat to demonstrate a satisfactory standard of competence.

There is certainly no general acceptance of any proposals for pleasure boats to be compulsorily surveyed, and registered, but a recent survey carried out by the magazine *Boating World* indicated that there was a significant shift in public thinking regarding the benefits of mandatory licensing to operate a boat. The magazine reported that 72% of those who replied to a readers' poll said they supported skipper licensing. As the magazine pointed out, 'It is clear that, like most people who take part in a hobby or sport, boating people like to take a pride in their ability. The survey showed that the majority are quite



The certificate of competency as a Boatmaster, issued by the Royal New Zealand Coastguard Federation

happy to prove that they have the necessary knowledge in an exam room’.

However, these comments have to be considered with the realisation that the average reader of a boating magazine is probably not the average boating ‘cowboy’, and those who replied to the survey may well be the more responsible boat owners anyway.

This suggested change of attitude is, no doubt, largely the result of the Federation’s efforts in education.

The possession of a voluntary boating certificate is now becoming quite a common occurrence, showing that the acquisition of at least a basic knowledge of safe boating is both desirable and reasonably achievable, for the benefit of all afloat. In the late 1930s the New Zealand Coastguard’s involvement with education was largely as seamanship training for the young men who joined the Service.

The former Auckland Ex- Sea Scouts Association brought to Coastguard the operation of the breeches buoy life-saving apparatus, for which its team required constant training and exercise. The old Coastguard had always made a point of drawing attention in its publicity to the fact that nautical training and discipline was an essential part of its operation and the acquisition of these skills was to stand in good stead all those who, after the war broke out, joined the armed forces and the Merchant Service.

Internally, too, there was instruction, specifically aimed at equipping Coastguard members with the knowledge to pass the Coastguard's own exams for promotion within the Service. Rank was generally dependent upon obtaining Coastguard's qualifications. There are early references to Coastguard's officers giving instruction to yachtsmen in the use of bends and hitches and in basic navigation and seamanship, one of the earliest being a session which took place at the premises of the Tamaki Yacht Club.

About Captain Bradley's time the Service ran some classes for the Yachtmaster Certificate. However it was not until the 1960s that boating safety became the 'buzz word' and the Coastguard was quick to take up the challenge by running courses for the wider boating public. Clive Dadson, already mentioned as one of those who significantly assisted Coastguard by making its plight known to members of the public, did so at these boating courses when he was teaching in the 'tin shed' at Mechanics Bay in the early 1960s.

Clive Dadson was essentially a practical person and his courses were all about practical boat handling and boating safety. They were full of yarns and experiences from which many a good lesson could be learned, but they were not structured towards any objective other than equipping new boat owners with a better understanding of the sea and of their craft.

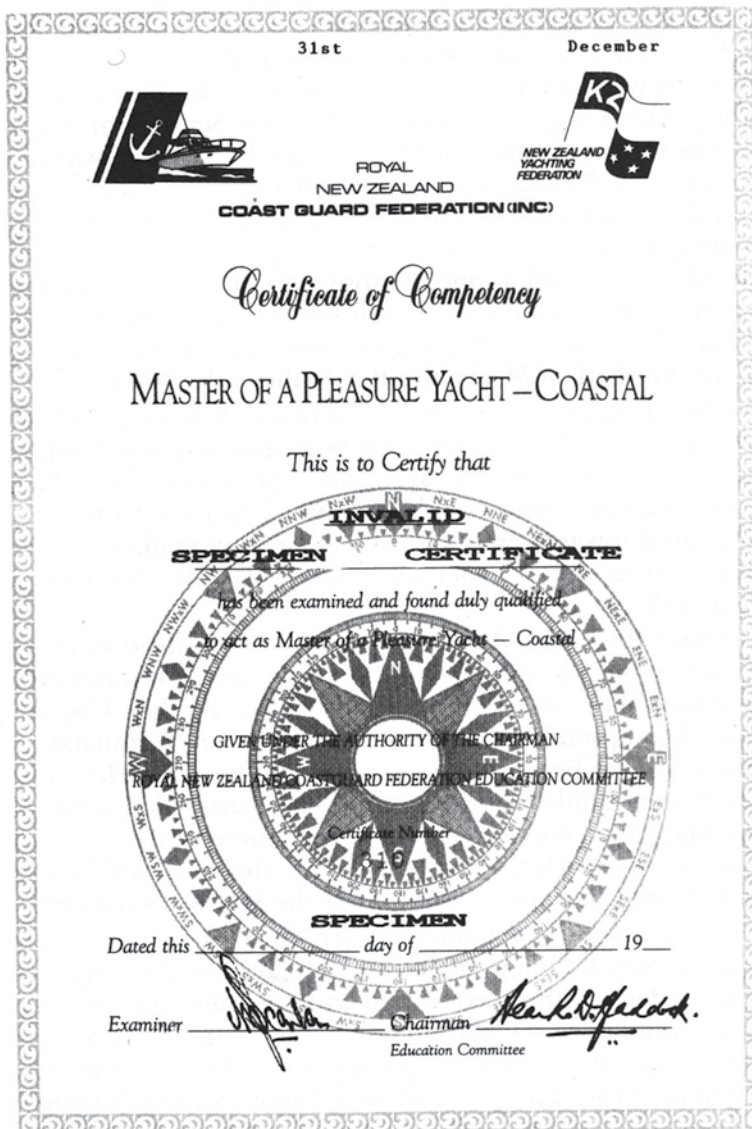
About 1965 these boating courses were in need of more suitable premises, and thanks to New Zealand Breweries they then took place in a hall on Khyber Pass. By then Captain Barry Thompson had been appointed as the new commanding officer and he began to take part with Clive in the lectures, introducing a little more navigation and chartwork into them. Gradually the courses became more tailored to the needs of boat owners who wanted to pass the Yachtmaster (2nd Grade) examinations recently introduced by the Marine Department. By the time the Coast Guard moved into its new headquarters building in Okahu Bay and the 1969 courses were underway these education programmes had assumed major importance in Coast Guard's public image and its annual winter programme. The organisation now had good lecture rooms in its own premises and attracted other capable people with an ability to teach.

This helped to convince the public of the merits of the voluntary exams and prepared them for their new interests on the water.

About 1970 Ron Elvidge, an executive committee member then

responsible for the promotion of the courses, handed over to Barry Thompson the full responsibility for the Coast Guard education programme which, about this time, was beginning to offer three structured courses, each with an advertised syllabus.

There was a Boating Course consisting of 12 two-hour lectures at a cost of \$6 to members and \$12 to non-members, with a Yachtmaster (2nd. Grade) Course of a further 12 two- hour lectures as an extension of the Boating Course at the same price. For those wanting to learn more on navigation there was also a Coastal Navigation Course of 11 lectures at \$10 for members and \$15 for non-members. The pattern did not change very much over the next two or three years although in 1971 the second course was renamed Boatmaster to reflect the Ministry of Transport’s renaming of the Yachtmaster (2nd Grade) Certificate.



The certificate awarded for success in the examinations for Master of a Pleasure Yacht - Coastal. This examination has been renamed New Zealand Coastal Skipper to recognise the number of powerboat owners who also do the course.

Another course was added, also to recognise the importance of another aspect of safe boating, with the introduction of the Engine Operation and Maintenance Course. By 1975 Auckland Coast Guard was running no less than eight different courses, some of which were being repeated up to three times during the year, such was the demand.

For the very beginner there was now a one-night, free-of-charge, Introduction to Boating lecture which was intended to do little more than whet the appetite and put those attending it on the right track to acquiring more knowledge of boating safety.

A three-lecture Boating Safety Course was then available to progress the beginner a little further and, with the growth of outboard motors which often replaced inboard engines on smaller boats, there was an Outboard Care and Maintenance Course. Finally, for the yachtsman with 'blue water' aspirations, there was now an Astro Navigation Course too.

Altogether, a very comprehensive range of courses was being offered by the Auckland Coast Guard and, when Barry Thompson became president in 1976 he wanted to limit his educational workload to lecturing only, booking around for a replacement to run the education programme, the organisation was fortunate in finding Geoff Rowarth. Over the years the Auckland Coast Guard has made a major contribution to boating safety, principally on the Hauraki Gulf, through its courses.

Those who have attended them have also helped the finances of the Service. Originally the lecturers gave their time voluntarily but as the courses grew and the input became more professional it was felt necessary to pay for their services as was also the case for those who taught in the many night schools which were beginning to include boating safety courses in their curricula.

By the mid-1970s Coast Guard courses were running very smoothly. A call was made for the award of a certificate after an exam at the end of a course. However, Barry Thompson strongly resisted any such move, believing the Ministry of Transport Boatmaster Certificate was evidence of a nationally recognised standard whereas an Auckland Coast Guard Certificate might result in the watering-down of the overall value of the Boatmaster Certificate, and he felt that if individual institutional certificates were to proliferate then the whole system might become discredited.

Meanwhile the Federation, soon after its founding in 1976, was seeing education as an important national role for Coastguard. Among those who had taken an active part in the Auckland Coast Guard lecture programme under Barry Thompson was Alan Haddock a person who had the ability to obtain very high pass rates from his participants and who was a popular and very successful lecturer. Over the following 25 years he was to have a major influence on boating safety education in New Zealand. He was already no stranger to the Federation, having been its the first president.

Alan Haddock's involvement in Coastguard has already received more than one mention in the account of his service as president of both Auckland Coast Guard and of the Federation. Now he was to embark upon a long and successful association with the Federation in education. As chairman of the Federation's Education Committee he was to 'steer it through some challenging waters' from which it has emerged with enormous credit and, if the metaphors will stand mixing, with the proverbial 'tiger by the tail'. Alan Haddock quickly raised the standard and extent of the lectures being run beyond Auckland, both by the member units of the Federation and in the night schools, many of which were inland and far from the sea.

New Zealand boating was fortunate at this time to have as the Principal Examiner of Masters and Mates in the Marine Division of the Ministry of Transport a conscientious and likeable Irishman by the name of Captain Frank Stollberger. His office was also responsible for the examination of candidates for the voluntary Boatmaster and Yachtmaster exams, the latter of which had been split into two sections, Coastal and Ocean, a few years earlier. Captain Stollberger proved to be a good friend of the Coastguard movement. He was an understanding man who, although not a boat owner himself, was also not a 'dyed in the wool' big ship man unappreciative of a small-boat owners' interests, and was able to understand the practical aspects of small boat operation.

Under Frank Stollberger, with the assistance of a supportive Director of Marine in Hugh Jones and an enthusiast in Alan Haddock, great strides were made in the late 1970s and early 1980s in raising the level of competence and boating safety awareness in small craft in New Zealand. The Yacht Navigators' Society, formed about this time, played an active part from about 1979 in bringing together the tutors from the Ministry of Transport school, the Coast Guard and the night schools to discuss mutual problems with the syllabus and conducting exams. Their assistance was also of inestimable value, especially that of Jim Fott, who has long had a happy knack of earning the respect of both amateur and professional mariners. Sadly Frank Stollberger died at the young age of 54 but fortunately the impetus created in his time, and with his support, carried the movement forward into the era of commercial deregulation and the ending of Ministry of Transport responsibility for conducting the examinations. Back in Auckland the AVCG's courses went from strength to strength with a succession of capable education officers. Geoff Rowarth developed the courses further and continued to run them most efficiently until he left Auckland to reside in Whangarei. He, in turn, handed over to his deputy, David Pitham. This was just about the time that the Federation's Seven steps to safety at sea.

impact on boating education was really becoming evident and David Pitham's association with Alan Haddock was helpful in his efforts to direct the Auckland Coast Guard's courses for several years.



THE ROYAL NEW ZEALAND COASTGUARD FEDERATION INC. EDUCATION COMMITTEE Promoting safe boating through education FOR PASSENGERS WHO ARE "JUST ALONG FOR THE RIDE" Suddenly In Command (a Coastguard booklet outlining the seven steps to safety at sea for passengers who are just along for the ride). The booklet is part of the Royal New Zealand Coastguard Federation's campaign for promoting safe boating through education.

His successor in 1987 was no stranger to Coast Guard. It is amazing that, with all his other involvements, he managed to find time to become involved in the AVCG education programme. It was however typical of Kevin O'Sullivan that having largely put the challenge of the Auckland communications project behind him he required another challenge. So he stepped into the education officer role and has maintained the same high standard of boating courses for which the Auckland Coast Guard has been known for many years.

Having worked to raise teaching standards, Alan Haddock was successful in getting the Ministry of Transport, in August 1986, to pass over to the Federation the major responsibility for the examining of candidates for the Boatmaster Certificate. He arranged for competent individuals to take on the conduct of the exams throughout New Zealand. It was felt that taking on this role would be a help in avoiding boat registration, which neither the private boat owner nor the Ministry of Transport wanted.

At first the Ministry kept a hand on the reins but gradually it backed off as it saw the exams being properly conducted. A little while later, as deregulation gathered momentum, all the voluntary recreational boating exams were passed over to the Federation which assumed responsibility in much the same way as had occurred in the United Kingdom where the Royal Yachting Association is the organisation concerned with the standards of teaching and the examination of yachtsmen.

With the Government committed to the new 'user pays' policy, the charge for the Boatmaster exam was expected to more than treble to more than \$60 whereas the Coastguard was able to restrict it to \$25 and so keep it within the bounds acceptable to private boat owners. This was largely because the Federation did not require the same bureaucratic structure, and also because of the part that volunteers were to play in the scheme. Other savings could be made because the examiners, although financially rewarded for their work, were pleased to enter into the spirit of working for reduced fees for a worthwhile cause.

The Small Boat Safety Committee of the Ministry of Transport has already received a mention earlier in this book for the support it has given to the Federation and because of its regular representation through Captain Geoff Wearing at the Federation's annual conferences. This committee introduced the Awards Evening which was first held in the premises of the Royal New Zealand Yacht Squadron in the early 1980s. Its object was to highlight the importance attached to the voluntary certificates and to take the opportunity of presenting an award to the candidates achieving the highest marks in the examinations during the year.

After Captain Stollberger's death it also introduced a Frank Stollberger Memorial Award, given to those who have made a special contribution to boating safety. In 1986 this was, appropriately, awarded



The pamphlet for the New Zealand Day Skipper certificate course, outlining the syllabus for trailer boat skippers and other beginners



Two young 'awardees' with their instructors and their Safe Boating certificates (now New Zealand Day Skipper).

to Alan Haddock. The same year the Small Boat Safety Committee's own award went to the Spirit of Adventure Trust, on whose ships boating safety is also taught.

Alan Haddock felt there was a need to introduce a rather more basic exam than the Boatmaster Certificate. Following Barry Thompson's lead in the Auckland Coast Guard in the early 1970s, he brought in a syllabus for which a reasonable standard of comprehension could be achieved more easily and with less hard swot.

This course leads to the granting of a Safe Boating Certificate, which was introduced in 1979. This was the Federation's first syllabus of its own but, being a national one, and being for a lower grade of certificate, it did not conflict with the Boatmaster certificate. It has proved to be a great success.

Although the syllabus is quite basic, it provides a good introduction to boating safety and is taught by Coastguards and in night schools throughout the country. The Federation arranges for local examiners to conduct the examination for the Safe Boating Certificate, now known as the New Zealand Day Skipper's Certificate. This consists of a written paper containing 40 multi-choice questions followed by a short oral test using models of boats and buoys.

Arrangements are also made for young trainees in the sail training ships Spirit of Adventure and Spirit of New Zealand to sit this exam near the end of their voyages.

Apart from giving the youngsters encouragement to work towards their Boatmaster Certificate later on, it also helps to strengthen the association between Coastguard and the Spirit of Adventure Trust begun in 1976, when the Spirit of Adventure carried up to 25

Coastguard members on weekend voyages with Coast Guard's own lecturers helping as crew.

These voyages provided 48 hours of practical navigation and seamanship experience to follow the students' winter classroom instruction. In the 1980s the Federation made great strides in its education programme which proved to be some of the earliest and most positive evidence of its work.

The Federation was assisted with grants, including \$12,000 over three years from 1987 by the Auckland Maritime Foundation, especially made to enable it to appoint field officers for schools. In 1987 the Insurance Council donated \$9000 towards the Federation's safe boating projects, and some of this was used for publications. I

n 1988, the Federation introduced a junior Safe Boating Course into schools, thereby helping young people to a good start on the water. This has often proved to be the catalyst for their parents adopting a more responsible attitude afloat, with a desire to obtain the same information themselves at Coastguard or night school courses. By 1989 the annual report of the Federation recorded that the junior courses were going well and that there were 72 examiners for the higher grades of certificate around the country.

As the Ministry of Transport divested itself of its teaching and examining responsibilities it passed all the professional mariners exams to technical colleges. On 1 January 1991 it passed over the Yachtmaster Coastal and Yachtmaster Ocean examinations to the Federation to administer. With this extra involvement the load on the Federation became excessive, but its Education Committee was in high spirits and was quickly aware that someone was desperately needed who could take on the role of Federation education officer .

Fortunately David Pitham, who had held the role in the Auckland Coast Guard a short while earlier, was now available. The Federation was most fortunate in gaining his services from September 1990, as he was able to give the requisite time to these duties which developed to a full-time involvement within 12 months.

He was almost certainly one of the most experienced people in the country in this field. He had also the benefit of a wife who was familiar with Coastguard work having served the AVCG for several years as a radio operator and as its communications officer from 1985 to 1988.

The Pithams had already proved to be a good 'husband-and-wife' team. As an encouragement and to provide some visible recognition of a successful candidate's prowess, recognition of a successful candidate's prowess, the Federation introduced an attractive blue and red pennant in November 1990 to be flown from the boats of owners who obtained their Boatmaster certificate.

For some time the Federation's Education Committee had doubts whether the name 'Safe Boating Certificate', obtained after passing the Safe Boating Course, was being well received by the public. They suspected its almost-too-pure connotation might be meeting some

'consumer resistance'. So in 1992 the name, but not the syllabus, was changed to 'New Zealand Day Skipper Certificate' and the next two years saw the numbers taking the course and sitting the exam increase rapidly. The New Zealand Water Safety Council endorsed this change, and in support made a donation of \$170,000 to the Federation's education programme, principally to promote the Day Skipper Course. In the 1994-95 year it increased this to a sum in excess of a \$250,000.

After talks with the administrators of the Duke of Edinburgh Award scheme it was agreed that the certificate should also be made one of the requirements for entry into this programme. Such had been the public interest in boating courses and the success of the Auckland Coast Guard in this field that by November 1991 it was planning for 20,000 hours of student education in the 1992 year. At its May meeting the executive was told the AVCG was teaching 15% of the total national candidates for the voluntary boating exams. To help keep up with the demand, they introduced a day-time Boatmaster course. This was something which they had not previously done although the Service had run some day-time 'mates' courses with a woman instructor several years earlier for women who wanted to show their husbands they were capable on a boat, but never a Boatmaster course.

In the early 1970s, and even before, some of the lecturers had chartered one of the 'Blue Boats' and taken their classes afloat for some practical tuition to supplement earlier theoretical teaching. The Spirit of Adventure was in 1976, used for the same purpose manned partly by Coast Guard lecturers but about 1985 a novel alternative was arranged by the executive when a fast passenger boat was chartered for the day to show boat-owning members the yacht harbours and anchorages of the gulf. On the first occasion two very experienced yacht owners with a vast knowledge of the gulf, Dr Mary Hamilton and Mr D'Arcy Whiting, were the commentators. In about three hours small craft anchorages, as far afield as Te Kouma and Kawau Island, were visited and explained. Others with extensive knowledge of the Hauraki Gulf were to follow as commentators, including Len Gilbert, a long-time Auckland Coast Guard and commercial boat operator.

The first gulf cruise was well received; similar ones have been repeated several times since then, all with great success. Once again Auckland Coast Guard had 'got it right' and had Competency, to suit pleasure booties of oil types.

provided a novel and popular means of increasing its educational value with no fewer than 700 people taking advantage of the 1991 cruise in Fullers' Quickcat.

The association with Fullers arising from these gulf cruises has strengthened the ties between the two organisations, and helped to bring about the Fullers' 1993 sponsorship of the Auckland Coast Guard education programme.

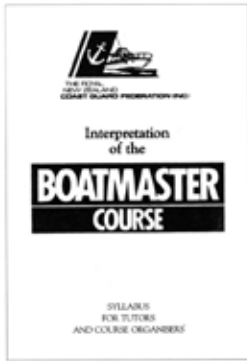
Meanwhile, the Federation's education programme was going from



The Royal New Zealand Coastguard Federation publishes this booklet to publicise its full spectrum of courses and certificates of competency to suit 'pleasure boaters' of all types.



Len Gilbert, cutter skipper par excellence' in the 1980s helped Coastguard skippers find the best anchorages.



Interpretation of the syllabus for tutors and course organisers of the Boatmaster course.

strength to strength. A full-time field officer, Sarah Watchman, was taken on in mid-1992 to carry on the good work of Basil Irwin, who assumed responsibility for the Safe Boating programme when Alan Haddock took over the conduct of the Boatmaster examinations in 1986. Sarah Watchman was to visit Coast Guard units to encourage them to run courses if they were not already doing so. She also visited schools to support their safe boating teaching.

Statistics told a heartening story and the 1993 annual report showed 1798 candidates passed the Boatmaster exam (86% of the total, 167 failed (8%), 29 did not complete the exam (1%) and 102 were still incomplete (5%). The average mark was 81.9%, almost 3% higher than in the previous year, but the overall numbers of candidates examined was 1% down. The courses involved 79 tutors and 62 examiners. Half the activity took place in Auckland.

Yachtmaster Coastal attracted 461 applicants with a pass rate of 69.2%. Yachtmaster Ocean attracted 87 more candidates this year than in 1992, the total number being 211. The provision of posters, pamphlets and training aids had long been a part of the education programme. Currently the Federation supplies thousands of such items to various groups to assist in teaching and generally creating an awareness of boating safety.

In 1988 the Ministry of Transport handed over the copyright of the excellent book 'Safety in Small Craft', the 'Bible' of small boat safety in New Zealand to the Federation. Following a complete revision by Mike Scanlan, the Federation now publishes it and derives the profit from its sales, which goes back into the promotion of boating safety. Videos are often very helpful in teaching some subjects and the committee has worked closely with the Small Boat Safety Committee which produced a number of excellent ones.

In the 1993-94 year the education administration officer handled 3539 examination applications but the exact number of students attending courses is not known, although estimates suggest nearly 5000 students enrolled during this period. This figure does not include the 1527 Safe Boating and 759 Junior Safe Boating certificates issued through the schools programme. The year to mid-1994 saw an increase of 6% in those attending the Boatmaster courses, and a 65% increase in attendance at the New Zealand Day Skipper courses - altogether a dramatic increase in those seeking to obtain these two grades. Yachtmaster Coastal again showed a decline, however, and Yachtmaster Ocean was also down on 1993 numbers.

As with the Safe Boating course, the committee again asked itself whether the name of the Yachtmaster Coastal course might be putting off launch owners because, in New Zealand, the term 'yacht' is invariably applied only to craft with sails. With this in mind the name has now been changed, to New Zealand Coastal Skipper Certificate, without a significant alteration of the syllabus.

Following the restructuring of the Water Safety Council some

experienced people became redundant.

Two were immediately snapped up by the Federation as part-time field officers; Jenny White in Rotorua and Brian Tear in Nelson. This brought to three, the number field officers employed, and made a valuable contribution to the education programme.

In February 1995 the Pithams left Auckland for the peace and quiet of the Coromandel Peninsula. This brought to an end their many years of active association with the Coastguard's education programme. The role of administration officer was taken over by Gerry Wright who, following many years in the Navy, had been the Ministry of Transport's oil pollution control officer in more recent years. The future certainly suggests that he has moved from one growth industry to another.

In 1995 AVCG is offering, through the year, seven Boatmaster, two Ocean and two New Zealand Coastal Skipper, three Day Skipper and eight Radio Operator courses — quite an undertaking for Kevin O'SuUivan, its director of education, and his group of dedicated lecturers. The increase in demand for these AVCG courses has reflected a rise in the general public interest in boating safety as promoted by the Federation. It has also been fostered by the improved public image since the building of the Marine Rescue Centre in Auckland.

Kevin O'SuUivan says that since the move to the MRC from Okahu Bay the numbers wanting to take the courses has trebled — and the Auckland contribution to national figures was already significant. According to Kevin O'SuUivan, who is supported in this by David Pitham, statistics show that there appears to be a worthwhile reduction in the number of people getting into trouble on the water.

This trend certainly encourages the educators in their view that 'education not legislation' provides the real solution to boating safety (although, of course, it is not the sole reason for the improvement). Even if there is a general acceptance of compulsory licensing for individuals this is still a far cry from compulsory boat registration, which could become an administrative nightmare. Any form of mandatory compliance faces the problem of 'who is going to enforce it, how and at what cost?'

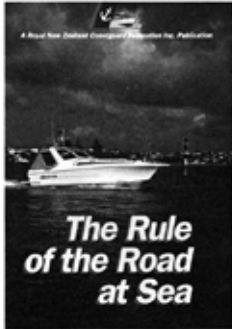
Perhaps New Zealand's approach to the matter is proving effective, and is an improvement on some bureaucratic attempts overseas. There is every indication that the numbers attending boating courses around the country will continue to increase.

The seven national certificates offered by the Federation, although having their syllabuses altered from time to time to keep pace with changes in requirements, are likely to remain substantially intact for some time to come. The efforts of the Education Committee have unquestionably been worthwhile. In 1995, the Federation is applying to have its courses fully accredited by the New Zealand Qualifications Authority.

The Boating Safety Forum, set up by the New Zealand Water Safety



A working chart on the basic 'rules of the road' at sea, abbreviated for the safe skipper at sea.



*The Royal New Zealand Coastguard Federation published this pamphlet on *The Rule of the Road at Sea*, in 1994.*

Council in 1994 and comprising representatives from most of the organisations concerned with boating safety, including the Maritime Safety Authority, does not consider recreational registration and licensing as options. It sees it as an income-generating programme, not a water safety programme. It believes that currently there are sufficient laws, regulations, and bylaws to control recreational boats and their operators so, the introduction of new laws is unlikely to reduce the number of accidents. The enforcement of and compliance with current regulations are seen to be greater concerns. There is a strong case for the strengthening of boating education as a better solution, and this is being done.

Gerry Wright, the new education manager of the Federation, recently stated that although the output and national coverage of ‘Coastguard Education’ (the name by which this division of the Federation is being marketed) has steadily increased over the years there had been a spectacular increase of about 60% in the numbers of students attending Day Skipper courses since 1994. He described it as ‘a five-legged camel with 16 humps and still loping down the road.’ ‘One did not have to be very bright’, he said, ‘to see that the show was close to getting out of control — 5000 students from Kaitaia to Stewart Island in 1994 being administered by a few volunteers and a couple of part-time education officers’.

This was the situation until recently. The Federation, whose education arm is self-funding, has now employed three extra part-time education support officers, and has reviewed its procedures and methods. There has been a recent move to make it a separate corporate entity, with its own office and facilities.

In February 1995 an office was opened at Westhaven, at 23B Westhaven Drive. The current staff of Coastguard Education comprises a manager, an administrative assistant, one full-time and five part-time education field officers. Such is the growth of boating safety education that the Federation’s new education office at Westhaven does seem to be a logical progression.

The Federation has done well to have prepared itself so adequately to carry on the good work, started back in the middle of this century, by the Marine Department and its successor the Marine Division of the Ministry of Transport.



Sealord Rescue, the most modern of the lifeboats in New Zealand, is operated by Nelson Volunteer Coastguard.