

South African Maritime Safety Authority



Marine Notice No. 7 of 2005

Conditional exemption for engineer officers serving on National Ports Authority harbour tugs of 3 000 kW propulsion power or more engaged on voyages between South African ports

TO HARBOUR MASTERS, ENGINEER OFFICERS ON NPA HARBOUR TUGS, AND PRINCIPAL OFFICERS

Summary

This marine notice establishes the conditions and procedure for granting exemption to engineers on NPA harbour tugs engaged on voyages between South African ports. The exemption relates to the requirement of the *Merchant Shipping (Safe Manning) Regulations, 1999*, for the chief engineer, second engineer and third engineer to hold respectively certificates of competency as Chief Engineer Officer $\geq 3\ 000$ kW, Second Engineer Officer $\geq 3\ 000$ kW and Engineer Officer.

Introduction

1 Harbour tugs belonging to the National Ports Authority (NPA) are classed as a Class VIII harbour tug engaged on occasional voyages between South African ports. These vessels are issued with two Minimum Safe Manning Documents, one for port operations and the other for near-coastal voyages. From time to time operational reasons require NPA to move tugs between ports. This notice deals with the certification requirements for engineer officers on these between-port voyages.

Minimum competency requirements for engineer officers

2 The majority of chief engineers and second engineers currently manning NPA harbour tugs hold respectively certificates of competency as Chief Engineer (Port Operations) and Marine Motorman Grade 1. For between-port voyages (i.e. near-coastal voyages), the *Merchant Shipping (Safe Manning) Regulations, 1999*, require the chief engineer, second engineer and third engineer to hold respectively certificates of competency as Chief Engineer $\geq 3\ 000$ kW, Second Engineer $\geq 3\ 000$ kW and Engineer Officer.

Conditional exemption

3 Careful consideration has been given to the competence requirements for engineer officers on NPA harbour tugs engaged on voyages between South African ports. SAMS, in consultation with knowledgeable and experienced tug marine engineers, has determined that engineer officers on NPA harbour tugs engaged on voyages between South African ports may be exempted from the prescribed manning requirements. Because of operational differences between an NPA harbour tug on a port

operations voyage and one on a near-coastal voyage, and so as not to compromise safety, the following conditions will apply:

- .1 The chief engineer on an NPA harbour tug engaged on a voyage of less than 12 hours duration may be exempted in terms of this notice from the requirement to hold the certificate of competency as Chief Engineer Officer $\geq 3\ 000$ kW on condition that he/she:
 - holds either:
 - a valid certificate of competency as **Second Engineer Officer $\geq 3\ 000$ kW** and has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Second Engineer Officer $\geq 3\ 000$ kW; or
 - a valid certificate of competency as **Chief Engineer Officer (Port Operations)** and has at least 6 months sea/port operations service as chief engineer on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Chief Engineer Officer (Port Operations); and
 - has passed a SAMSAs level 3 assessment (oral examination). This assessment will cover the correct use of equipment provided for the safety of the ship and the protection of the marine environment, and with the legal and management responsibilities associated with the certificate of competency as Chief Engineer Officer $\geq 3\ 000$ kW. Annex 1 outlines the syllabus for the assessment.
- .2 The chief engineer on an NPA harbour tug engaged on a voyage of 12 or more hours duration may be exempted in terms of this notice from the requirement to hold the certificate of competency as Chief Engineer Officer $\geq 3\ 000$ kW on condition that he/she:
 - holds a valid certificate of competency as **Second Engineer Officer $\geq 3\ 000$ kW** and has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Second Engineer Officer $\geq 3\ 000$ kW; and
 - has passed a SAMSAs level 3 assessment (oral examination). This assessment will cover the correct use of equipment provided for the safety of the ship and the protection of the marine environment, and with the legal and management responsibilities associated with the certificate of competency as Chief Engineer Officer $\geq 3\ 000$ kW. Annex 1 outlines the syllabus for the assessment.
- .3 The second engineer on an NPA harbour tug may be exempted in terms of this notice from the requirement to hold the certificate of competency as Second Engineer Officer $\geq 3\ 000$ kW on condition that he/she:
 - holds a valid certificate of competency as **Chief Engineer Officer (Port Operations)** or **Second Engineer Officer $< 3\ 000$ kW**; and
 - has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the

certificate of competency as Chief Engineer Officer (Port Operations) or Second Engineer Officer < 3 000 kW.

- .4 The third engineer on an NPA harbour tug may be exempted in terms of this notice from the requirement to hold the certificate of competency as Engineer Officer on condition that he/she:
- holds a valid certificate of competency as **Marine Motorman Grade 1**; and
 - has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Marine Motorman Grade 1.

This exemption applies only to NPA harbour tugs on non-trading, non-operational voyages between South African ports. It does not apply to voyages to foreign ports. The exemption is valid from the date of issue for the period, not exceeding 5 years, specified in the exemption.

Control

4 Application for exemption, accompanied by the relevant documentation, is to be made to the local Principal Officer by the harbour master at the relevant port. If the application is successful, the Principal Officer will issue, in the name of the engineer officer concerned, an exemption certificate in the appropriate form set out in Annex 2. The Principal Officer is to forward copies of the certificate to the harbour master and the Registrar of Seafarers and is to retain a copy for record-keeping. The engineer officer is to retain the original certificate.

Charge

5 The fee to be raised for the issue or renewal of the exemption is equivalent to the charge for the issue of the certificate of competency to which the exemption relates.