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GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 1945

16 August 1991

MERCHANT SHIPPING ACT, 1951
(ACT No. 57 OF 1951)

EXAMINATION REGULATIONS FOR CERTIFICATES OF COMPETENCY AS COXSWAIN (RESCUE VESSELS), 1991

The Minister of Transport has, under section 356 (1) (xiii), read with section 75 (3), of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), made the regulations contained in the Schedule hereto.

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GOEWERMENTSKENNISGEWING

DEPARTEMENT VAN VERVOER

No. R. 1945

16 Augustus 1991

HANDELSKEEPVAARTWET, 1951
(WET No. 57 VAN 1951)

EKSAMENREGULASIES VIR BEKWAAMHEIDSERTIKATE AS STUURMAN (REDDINGSVAARTUIE), 1991

Die Minister van Vervoer het kragtens artikel 356 (1) (xiii), gelees met artikel 75 (3), van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), die regulasies vervat in die Bylae hiervan uitgevaardig.

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CHAPTER 1**GENERAL****1. DEFINITIONS**

In these regulations any word or expression to which a meaning has been assigned in the Act shall bear such meaning and, unless the context otherwise indicates—

“**approved**” means approved by the Director-General of Transport;

“**coxswain**” means a person who holds a certificate of competency issued in terms of section 75 (3) of the Act;

“**coastal waters**” means the area of sea along the coast of South Africa and South-West Africa from the Kunene River in the west to Ponta do Ouro in the east, up to a distance of 50 nautical miles from the shore;

“**Department**” means the Marine Division of the Department of Transport;

“**Electronic Navigation System (Operations) Certificate (E.N.S.)**” means a certificate of that name issued by an approved institution;

“**examiner**” means a person appointed as such in terms of section 77 (4) of the Act;

“**fire-fighting course certificate**” means a certificate of that name issued by a recognised school or institution providing training in fire fighting;

“**first aid certificate**” means a certificate of that name issued by an institution approved by the Director-General;

“**Health Certificate**” means a certificate issued by a medical practitioner certifying that the candidate is in good health and does not suffer from any physical or other disability;

“**identity document**” includes a passport or any other lawful document which shows the full names and date of birth of the candidate;

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HOOFSTUK 1**ALGEMEEN****1. WOORDOMSKRYWING**

In hierdie regulasies het enige woord of uitdrukking waaraan daar in die Wet 'n betekenis geheg is, dié betekenis, en tensy uit die samehang anders blyk, beteken—

“**Beperkte Radiotelefoonoperateursertifikaat (Marine)**” 'n sertifikaat met dié naam wat deur die Posmeester-generaal uitgereik is;

“**Brandbstrydingskursussertifikaat**” 'n sertiikaat met dié naam uitgereik deur 'n goedgekeurde skool of inrigting wat opleiding in brandbstryding bied;

“**Departement**” die Marine-afdeling van die Departement van Vervoer;

“**die Wet**” die Handelskeepvaartwet, 1951 (Wet No 57 van 1951);

“**eksaminator**” 'n persoon wat as sodanig aangestel is kragtens artikel 77 (4) van die Wet;

“**gesigstoetsertifikaat**” 'n sertifikaat wat uitgereik word by slaging in die gesigstoets ingevolge die vereistes uiteengesit in Aanhangsel C van die Eksamenregulasies vir Bekwaamheidsertifikate vir Dekoffisiere, 1985;

“**getuigskrif**” 'n getuigskrif uitgereik deur die Stasiebevelvoerder of, in sy afwesigheid, deur die waarnemende Stasiebevelvoerder van die stasie waar die kandidaat diens doen, betreffende die karakter (met inbegrip van soberheid), ondervinding, bekwaamheid en algemene goeie gedrag van die betrokke kandidaat, en sodanige getuigskrif moet die laaste 12 maande kwalifiserende tyd dek wat die datum van die aansoek om eksaminering onmiddellik voorafgaan;

“**gesondheidsertifikaat**” 'n sertifikaat deur 'n mediese praktisyn uitgereik waarin hy sertifiseer dat die kandidaat in goeie gesondheid verkeer en nie liggaamlik of andersins ongeskik is nie;

“N.S.R.I.” means the National Sea Rescue Institute;

“rescue vessel” means a vessel, boat or craft exclusively used for rescue operations in South African coastal waters;

“Restricted Radiotelephone Operator’s Certificate (Marine)” means a certificate of that name issued by the Postmaster-General;

“sight test certificate” means a certificate issued upon passing of the sight test in terms of the requirements set out in Annexure C of the Examination Regulations for Certificates of Competency for Deck Officers, 1985;

“testimonial” means a testimonial issued by the Station Commander or, in his absence, by the Acting Station Commander of the station where the candidate has served as to the character (including sobriety), experience, ability and general good conduct of the candidate concerned, and such testimonial shall cover the last 12 months of qualifying time immediately preceding the date of application for examination;

“the Act” means the Merchant Shipping Act, 1951 (Act No. 57 of 1951);

“tons” means gross tons;

2. REQUIREMENTS FOR CERTIFICATES OF COMPETENCY

The requirements for certificates of competency as Coxswain (Rescue Vessels) in respect of age and service and the examination syllabuses for the various grades of certificates are set out in Annexure 1.

3. FORM OF APPLICATION AND DOCUMENTS TO BE SUBMITTED WHEN APPLYING FOR EXAMINATION

(a) A candidate for an examination for a certificate of competency as Coxswain (Rescue Vessels) shall apply for an examination on the approved form and shall cause it to reach the examiner at the port at which he wishes to be examined at least 14 days before the date on which he wishes to be examined in terms of regulation 4.

(b) A candidate shall submit the additional documents as tabled hereunder for the various grades of certificates of competency.

**COXSWAIN
(RESCUE VESSELS)
Grades**

	3	2	1
1. Testimonial	x	x	x
2. Identity document.....	x	x	x
3. Health certificate	x	x	x
4. Sight test certificate.....	x	x	x
5. Proof of service	x	x	x
6. First aid certificate	x	x	x
7. Fire-fighting course certificate (4 hours’ theory and 2 hours’ practical)	x	x	x
8. Restricted Radiotelephone Operator’s Certificate (Marine)	x	x	x
9. N.S.R.I. rescue operations certificate	x	x	x
10. Electronic Navigation System Certificate (E.N.S.)	—	x	x
11. Engine Manufacturer’s Maintenance Course Certificate	x	x	—

“goedgekeurde” goedgekeur deur die Direkteur-generaal van Vervoer;

“identiteitsdokument” ook ’n paspoort of enige ander wettige dokument wat die volle naam en geboortedatum van die kandidaat verstrekk;

“kuswaters” die seegebied langs die kus van Suid-Afrika en Suidwes-Afrika tussen die Kunenerivier in die weste en Ponta do Ouro in die ooste, tot ’n afstand van 50 seemyl van die kus;

“Noodhulpsertifikaat” ’n sertifikaat met dié naam uitgereik deur ’n inrigting wat deur die Direkteur-generaal goedgekeur is;

“N.S.R.I.” die Nasionale Seereddingsinstituut;

“reddingsvaartuig” ’n vaartuig, boot of kleinvaartuig uitsluitlik gebruik vir reddingsoperasies in Suid-Afrikaanse kuswaters;

“Sertifikaat in Elektroniese Navigasiestelsels (Operateurs) (E.N.S.)” ’n sertifikaat met dié naam wat deur ’n goedgekeurde inrigting uitgereik is;

“stuurman” iemand wat die houer is van ’n bekwaamheidsertifikaat wat kragtens artikel 75 (3) van die Wet uitgereik is; en;

“ton” bruto ton.

2. VEREISTES VIR BEKWAAMHEIDCERTIFIKATE

Die vereistes vir bekwaamheidsertifikaate as Stuurman (Reddingsvaartuie) ten opsigte van ouderdom en diens en die eksamenleerplanne vir die onderskeie grade sertifikaate word in Aanhangsel 1 uiteengesit.

3. AANSOEKVORM EN DOKUMENTE WAT VOORGELÊ MOET WORD WANNEER AANSOEK GEDOEN WORD OM EKSAMINERING

(a) ’n Eksamenkandidaat vir ’n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) moet op die goedgekeurde vorm aansoek doen en hy moet toesien dat dit minstens 14 dae voor die datum waarop hy ooreenkomstig regulasie 4 geëksamineer wil word, die eksaminator bereik in die hawe waar hy die eksamen wil aflê.

(b) ’n Kandidaat moet die bykomende dokumente in die tabel hieronder aangedui vir die onderskeie grade van bekwaamheidsertifikaate voorlê.

**STUURMAN
(REDDINGSVAARTUIE)
Grade**

	3	2	1
1. Getuigskrif.....	x	x	x
2. Identiteitsdokument.....	x	x	x
3. Gesondheidsertifikaat	x	x	x
4. Gesigtoetsertifikaat	x	x	x
5. Bewys van diens	x	x	x
6. Noodhulpsertifikaat	x	x	x
7. Brandbestrydingskursus-sertifikaat (4 uur teorie en 2 uur prakties)	x	x	x
8. Beperkte Radiotelefoone-operateur-sertifikaat (Marine)	x	x	x
9. N.S.R.I.-sertifikaat vir reddingsoperasies.....	x	x	x
10. Sertifikaat in Elektroniese Navigasiestelsels (E.N.S.)	—	x	x
11. Sertifikaat in masjienvervaardigers-onderhoudskursus	x	x	—

(c) A candidate who holds a certificate of competency issued before the commencement of these regulations, who presents himself for an examination for a certificate of competency as Coxswain (Rescue Vessels), shall submit the additional documents as required by the above table for the lower grade of certificate.

4. DATES AND PLACES OF EXAMINATION

The dates on which and the places where examinations are to be held shall be published annually by the Director-General in Marine Notices.

5. CANDIDATES' KNOWLEDGE OF ENGLISH AND AFRIKAANS

(a) Candidates shall have the option of undertaking the examination in either English or Afrikaans.

(b) Candidates shall be required to prove to the satisfaction of the examiners their ability to speak and write English or Afrikaans sufficiently well to perform the duties required of them on board a South African rescue vessel.

6. PHYSICAL OR OTHER DISABILITIES

(a) Notwithstanding the production of a health certificate in terms of regulation 3 (b), if the examiner finds in the course of the examination that a candidate suffers from deafness, an impediment in speech or with some other mental or physical defect, and upon further investigation is satisfied that the degree of infirmity is such as to render the candidate incapable of discharging adequately the ordinary seagoing duties of the holder of a certificate of competency as Coxswain (Rescue Vessels), the examiner shall terminate the examination forthwith and report the matter to the Director-General.

(b) If such a candidate is the holder of an existing certificate of competency, that certificate shall be forwarded with the report.

7. UNSATISFACTORY CONDUCT PRIOR TO EXAMINATIONS

In the case of a candidate who—

(a) has been convicted by a legal tribunal of an offence for which he has been sentenced to imprisonment without the option of a fine or which the examiner considers to be of a serious nature; or

(b) has been found guilty of an offence in respect of which an entry has been made in the official logbook of any vessel in terms of paragraph (b) of section 183 of the Act and which the examiner considers to be of a serious nature;

the testimonials required in terms of regulation 3 (b) shall cover the period of two years subsequent to such offence: Provided that upon application by the candidate the Director-General, after having investigated the matter, may in his discretion reduce such period.

8. ATTEMPTED BRIBERY

(a) Any candidate who offers a gratuity to any officer of the Department shall be regarded as having committed an act of misconduct and shall not be admitted to the examination concerned.

(b) Such a candidate shall not be admitted to any examination for any certificate of competency until a period of at least two months has elapsed.

(c) 'n Kandidaat met 'n bekwaamheidsertifikaat wat uitgereik is voor die inwerkingtreding van hierdie regulasies, wat hom aanmeld om geëksamineer te word ter verwerwing van 'n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie), moet die bykomende dokumente voorlê wat ooreenkomstig bostaande tabel vir die laer graad van die sertifikaat verlang word.

4. DATUMS WAAROP EN PLEKKE WAAR EKSASENS AFGENEEM WORD

Die datums waarop en plekke waar eksamens afgeneem word, word elke jaar deur die Direkteur-generaal in Marinekennisgewings gepubliseer.

5. KANDIDATE SE KENNIS VAN AFRIKAANS EN ENGELS

(a) Kandidate kan kies of hulle die eksamen in Afrikaans of Engels wil aflê.

(b) Kandidate moet ter bevrediging van die eksaminatore bewys lewer dat hulle Afrikaans of Engels goed genoeg kan praat en skryf om hul pligte aan boord van 'n Suid-Afrikaanse reddingsvaartuig te verrig.

6. LIGGAAMLIKE OF ANDER ONGESKIKTHEID

(a) Nieteenstaande die voorlegging van 'n gesondheidsertifikaat ooreenkomstig regulasie 3 (b) moet die eksaminator, as hy tydens die eksamen agterkom dat 'n kandidaat doof is of 'n spraakgebrek of 'n ander geestes- of liggaamsgebrek het, en na verdere ondersoek oortuig is dat die gebrek van so 'n aard is dat dit die kandidaat onbekwaam maak om die gewone pligte ter see as die houder van 'n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) na behore te verrig, die eksamen summier staak en die saak aan die Direkteur-generaal rapporteer.

(b) Indien die kandidaat reeds oor 'n bekwaamheidsertifikaat beskik, moet dié sertifikaat saam met die verslag aangestuur word.

7. ONBEVREDIGENDE GEDRAG VOOR EKSASENS

In die geval van 'n kandidaat wat—

(a) deur 'n gereghof skuldig bevind is aan 'n misdryf waarvoor hy tot gevangenisstraf sonder die keuse van 'n boete veroordeel is of wat, na die mening van die eksaminator, 'n ernstige misdryf is; of

(b) skuldig bevind is aan 'n misdryf ten opsigte waarvan 'n inskrywing in die amptelike skeepsjoernaal van enige vaartuig gemaak is kragtens paragraaf (b) van artikel 183 van die Wet en wat, na die mening van die eksaminator, 'n ernstige misdryf is;

dek die getuigskrifte wat ingevolge regulasie 3 (b) verlang word, die tydperk van twee jaar wat volg op sodanige misdryf: Met dien verstande dat op aansoek van die kandidaat die Direkteur-generaal, nadat hy die saak ondersoek het, sodanige tydperk na goeddunke kan verkort.

8. POGING TOT OMKOPERY

(a) 'n Kandidaat wat 'n beambte van die Departement 'n gif aanbied, word geag hom aan wangedrag skuldig te gemaak het en word nie tot die betrokke eksamen toegelaat nie.

(b) So 'n kandidaat word nie tot enige eksamen vir enige bekwaamheidsertifikaat toegelaat voordat 'n tydperk van minstens twee maande verloop het.

9. ISSUE OF CERTIFICATES

(a) A candidate who passes the examination shall receive from the examiner a form which must be produced when collecting the certificate of competency at the port designated on the application form.

(b) A candidate who is partially successful or who is unsuccessful in his examination shall receive from the examiner a form stating the results of the examination.

(c) The candidate shall retain such form and produce it to the examiner when next making application for examination.

(d) Members of the N.S.R.I. who have been acting as permanent coxswains of rescue craft for a period of more than three years and who produce the certificates required in terms of regulation 11 of these regulations may apply to the proper officer at the nearest commercial harbour for an exemption certificate to be issued.

(e) The holder of a valid certificate of competency as Coxswain (Rescue Vessels) Grade 3 will be issued with certificate of competency as Coxswain (Rescue Vessels) Grade 2 on application to the Director-General provided that—

(i) he has successfully completed the E.N.S. course and is in possession of an E.N.S. (Operator's) Certificate;

(ii) he complies with the age and service requirements for a Coxswain (Grade 2) Certificate; and

(iii) he passes an oral examination on the use of the Decca navigator and radar in navigation.

10. COPIES OF LOST CERTIFICATES

(a) An application for a certified copy of a lost certificate of competency shall be directed to the proper officer together with the fee prescribed in regulation 27.

(b) A declaration as to the circumstances in which the certificate was lost shall be made by the applicant before the proper officer, who shall transmit the declaration together with the application to the Director-General.

CHAPTER 2**CALCULATION OF SEA SERVICE****11. GENERAL**

(a) In all cases where sea service referred to in Annexure 1 is to be calculated, the onus of producing acceptable proof of sea service shall rest upon the candidate.

(b) All service rendered in terms of an agreement with the crew entered into in terms of section 102 of the Act shall, subject to the provisions of regulation 7, be acceptable.

(c) If no agreement with the crew has been entered into, only service from the commencement of a voyage to its termination shall be reckoned.

12. MIXED SERVICE

(a) Where a candidate has performed his service in more than one capacity, proportionate allowance shall be made for each kind of service, provided that in other respects such service complies with the regulations.

9. UITREIK VAN SERTIFIKATE

(a) 'n Kandidaat wat in die eksamen slaag, ontvang 'n vorm van die eksaminator wat hy moet indien wanneer hy die bekwaamheidsertifikaat gaan aflaai by die hawe wat op die aansoekvorm aangedui word.

(b) 'n Kandidaat wat net gedeeltelik in die eksamen geslaag het of daarin gedruip het, ontvang 'n vorm van die eksaminator waarop die eksamenuitslae verstrekkend word.

(c) Die kandidaat moet dié vorm hou en dit by die eksaminator indien wanneer hy weer om eksaminering aansoek doen.

(d) Lede van die N.S.R.I. wat al langer as drie jaar as permanente stuurmanne van reddingsvaartuie optree en wat die sertifikaat vereis by regulasie 11 van hierdie regulasies kan toon, kan by die bevoegde beampte by die naaste kommersiële hawe aansoek doen om die uitreiking van 'n vrystellingssertifikaat.

(e) Die houer van 'n geldige sertifikaat van bevoegdheid as Stuurman (Reddingsvaartuie) Graad 3 kan by die Direkteur-generaal aansoek doen om die uitreiking van 'n sertifikaat van bevoegdheid as Stuurman (Reddingsvaartuie) Graad 2 op voorwaarde dat—

(i) hy die E.N.S.-kursus suksesvol voltooi het en die houer van 'n E.N.S. (Operateur)-sertifikaat is,

(ii) hy aan die ouderdoms- en diensvereistes vir 'n Stuurman (Graad 2)-sertifikaat voldoen, en

(iii) hy 'n mondelinge eksamen oor die gebruik van die Decca-navigator en radar in navigasie slaag.

10. AFSCRIFTE VAN VERLORE SERTIFIKATE

(a) 'n Aansoek om 'n gesertifiseerde afskrif van 'n verlore bekwaamheidsertifikaat moet aan die bevoegde beampte gerig word, tesame met die geld voorgeskryf by regulasie 27.

(b) 'n Verklaring betreffende die omstandighede waarin die sertifikaat verlore geraak het, moet deur die applikant voor die bevoegde beampte afgelê word, wat die verklaring tesame met die aansoek aan die Direkteur-generaal moet deurstuur.

HOOFSTUK 2**BEREKENING VAN SEEDIENS****11. ALGEMEEN**

(a) In alle gevalle waar seediens bedoel in Aanhangsel 1 bereken moet word, rus die onus om aanvaarbare bewys van seediens te lewer op die kandidaat.

(b) Alle diens wat gelewer is ingevolge 'n ooreenkoms wat met die bemanning aangegaan is kragtens artikel 102 van die Wet, is, behoudens die bepalings van regulasie 7, aanvaarbaar.

(c) As daar geen ooreenkoms met die bemanning aangegaan is nie, word slegs diens vanaf die aanvang van 'n seereis tot by die beëindiging daarvan in berekening gebring.

12. GEMENGDE DIENS

(a) Indien 'n kandidaat sy diens in meer as een hoedanigheid verrig het, moet elke soort dien na verhouding in aanmerking geneem word, mits sodanige diens in ander opsigte aan die regulasies voldoen.

(b) Where a candidate has been engaged for service on deck but the time at sea has been predominantly in the engine room, the whole term may be accepted as qualifying time for an examination on engineering knowledge when applying for examination for a certificate of competency as Coxswain (Rescue Vessels) Grade 1.

13. SERVICE ON FOREIGN SHIPS

(a) Where a candidate claims service in a ship not registered in the Republic of South Africa, he shall produce proof of such service to the satisfaction of the examiner.

(b) If the sufficiency of the proof given appears to be at all doubtful, all papers relating thereto shall be referred to the Director-General for decision.

14. RECOGNITION OF SERVICE PERFORMED IN VESSELS OTHER THAN RESCUE VESSELS

(a) Service performed in trading vessels or in naval ships shall be accepted in full towards sea service.

(b) Service performed in vessels operating in partially smooth water, such as harbour tugs, dredgers and offshore supply launches, shall be accepted towards qualifying time for a certificate of competency as Coxswain (Rescue Vessels) in the proportion of one month of service for every two months of actual service on such vessels.

(c) Notwithstanding anything contained in regulation 14 (a) and (b), any candidate for a certificate of competency as Coxswain (Rescue Vessels) shall produce evidence of at least six months' service as a crew member on a rescue vessel.

15. INSUFFICIENT SERVICE

(a) If, after a candidate has passed the examination, it is discovered that his service is insufficient to entitle him to receive a certificate of competency of the grade for which the examination has been passed, a certificate of competency of the grade shall not be granted to him.

(b) If it is found that an error has occurred in the calculation of such candidate's service and that it did not occur through any fault or wilful misrepresentation on the part of the candidate, the certificate of competency shall be granted when the candidate has made up the deficiency in service.

(c) If it is found that such error occurred through the wilful misrepresentation of the candidate, the certificate of competency shall be granted only when the candidate has made up the deficiency in service, together with such extra service as the examiner in his discretion may decide.

CHAPTER 3

EXAMINATION PROCEDURE

16. GENERAL

(a) Examinations shall begin on each day at a time appointed by the examiner.

(b) Candidates are expected to present themselves at least 15 minutes prior to the appointed time.

(c) A candidate who fails to present himself at the appointed time for any part of the examination may be failed by default in the absence of reasonable proof that failure to attend was unavoidable.

(b) Indien 'n kandidaat vir dekdien aangesteel is maar hy sy dienstyd ter see hoofsaaklik in die masjienkamer deurgebring het, kan die hele dienstydperk erken word as kwalifiserende diens vir 'n eksamen oor ingenieurswese wanneer daar aansoek gedoen word om 'n eksamen vir 'n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) Graad 1.

13. DIENS OP VREEMDE SKEPE

(a) Indien 'n kandidaat aanspraak maak op diens op 'n skip wat nie in die Republiek van Suid-Afrika geregistreer is nie, moet hy bewys van sodanige diens tot tevredenheid van die eksaminator lewer.

(b) As die genoegsaamheid van die bewys enigsins twyfelagtig blyk te wees, moet alle tersaaklike dokumente vir beslissing na die Direkteur-generaal verwys word.

14. ERKENNING VAN DIENS OP ANDER SKEPE AS REDDINGSVAARTUIE

(a) Diens op handelsvaartuie of op vlootskepe word ten volle erken as seediens.

(b) Diens op vaartuie wat deels op kalm water bedrywig is, soos hawesleepbote, baggerbote en kusvoorraadarkasse, word erken as kwalifiserende diens vir 'n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) in die verhouding van een maand diens vir elke twee maande werklike diens op sodanige vaartuie.

(c) Ondanks die bepalings van regulasie 14 (a) en (b) moet elke kandidaat vir 'n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) bewys lewer van minstens ses maande diens as bemanningslid op 'n reddingsvaartuig.

15. ONVOLDOENDE DIENS

(a) Indien daar nadat 'n kandidaat in die eksamen geslaag het, ontdek word dat sy diens onvoldoende is om hom geregtig te maak op 'n bekwaamheidsertifikaat van die graad waarvoor die eksamen geslaag is, word 'n bekwaamheidsertifikaat van daardie graad nie aan hom toegeken nie.

(b) Indien daar bevind word dat 'n fout ingesluit het in die berekening van die kandidaat se diens en dat dit nie te wyte is aan die toedoen van of opsetlike wanvoorstelling deur die kandidaat nie, word die bekwaamheidsertifikaat uitgereik sodra die kandidaat die ontbrekende dienstyd uitgedien het.

(c) Indien daar bevind word dat die fout vanweë 'n opsetlike wanvoorstelling van die kandidaat begaan is, word die bekwaamheidsertifikaat uitgereik slegs nadat die kandidaat die ontbrekende dienstyd uitgedien het, tesame met sodanige bykomende dienstyd as wat die eksaminator na goeddunke bepaal.

HOOFSTUK 3

EKSAMENPROSEDURE

16. ALGEMEEN

(a) Die eksamens begin elke dag op 'n tyd wat die eksaminator bepaal.

(b) Daar word van kandidate verwag om hulle minstens 15 minute voor die bepaalde tyd aan te meld.

(c) 'n Kandidaat wat versuim om hom op die bepaalde tyd vir enige deel van die eksamen aan te meld, kan druipe weens nie-verskyning, tensy hy redelike bewys voorlê dat sy nie-verskyning onvermydelik was.

(d) If the candidate fails owing to default the examination fee shall be forfeited.

(e) No persons other than those whose duties require them to be present shall be allowed in the examination room.

(f) Complete silence shall be maintained for the full duration of a written examination.

17. USE OF BOOKS AND INSTRUMENTS

(a) All papers, books, tables and charts which are necessary for the examination shall be supplied by the examiner.

(b) The candidate shall provide his own pen and pencil.

(c) A candidate who wishes to use tables other than those provided by the examiner may do so provided that he submits them to the examiner for scrutiny and approval before the commencement of the examination, and such tables shall not contain any manuscript noted.

(d) All instruments required for the examination shall be supplied by the examiner, but a candidate may use his own drawing and calculation instruments, subject to the discretion of the examiner.

18. SOLUTIONS

(a) A candidate may solve problems by any method that he is accustomed to use, provided that such method is correct in principle, affords the required degree of precision and that all work is shown on the answer sheet.

(b) A candidate who uses a calculating instrument for his calculations shall show on his answer sheet the full working statement necessary to arrive at the results, and if any such statement is not shown no marks shall be awarded.

19. DEGREE OF PRECISION REQUIRED

(a) Candidates are required to work to a degree of precision consistent with the data available and the type of problem in question.

(b) Information from tables should be extracted as accurately as the inherent accuracy of the tables allows, and final answers should be as precisely as is practicably possible.

(c) When making calculations to obtain a ship's position, candidates are expected to work to 0,1 of a minute of arc and to the nearest second of time. Any method of calculation used to obtain a position line should be capable of giving an answer within a maximum of one half of a nautical mile.

(d) In the calculation of compass errors, bearings and courses, the answer should be worked to the nearest whole degree.

(e) Tidal calculations should be worked to provide an answer within 150 mm of a precise result.

20. ORAL EXAMINATIONS

(a) In the case of examinations which consist of both written and oral sections, the examiner may ask the candidate oral questions arising from the written work produced by the candidates.

(d) As 'n kandidaat weens nie-verskyning drup, verbeur hy die eksamengeld.

(e) Niemand word in die eksamenkamer toegelaat nie behalwe diegene wie se pligte dit van hulle vereis om teenwoordig te wees.

(f) Algehele stilte moet vir die volle duur van 'n skriftelike eksamen gehandhaaf word.

17. GEBRUIK VAN BOEKE EN INSTRUMENTE

(a) Alle papier, boeke, tafels en kaarte wat vir die eksamen nodig is, word deur die eksaminator verskaf.

(b) Die kandidaat moet sy eie pen en potlood bring.

(c) Die kandidaat wat ander tafels wil gebruik as dié wat die eksaminator verskaf, kan dit doen mits hy die tafels voor die aanvang van die eksamen eers deur die eksaminator laat ondersoek en goedkeur. Daar mag geen geskrewe aantekeninge op die tafels aangebring wees nie.

(d) Al die instrumente wat vir die eksamen nodig is, word deur die eksaminator verskaf, maar 'n kandidaat kan sy eie teken- en rekeninstrumente na goeddunke van die eksaminator gebruik.

18. OPLOSSINGS

(a) 'n Kandidaat mag probleme oplos volgens enige metode wat hy gewoon is om te gebruik, mits sodanige metode in beginsel korrek is en akkuraat genoeg is, en mits al die werk op die antwoordstel uiteengesit word.

(b) 'n Kandidaat wat 'n rekeninstrument vir sy berekenings gebruik, moet op sy antwoordstel 'n volledige uiteensetting gee van hoe hy die antwoord verkry het. As so 'n werkuiteensetting nie verstrekkend word nie, word geen punte toegeken nie.

19. VERLANGDE GRAAD VAN AKKURAAKHEID

(a) Kandidate moet so akkuraat werk as wat die beskikbare gegewens en die betrokke tipe probleem toelaat.

(b) Inligting uit tafels moet so noukeurig wees as wat die inherente akkuraatheid van die tafels toelaat, en finale antwoorde moet so noukeurig wees as wat prakties moontlik is.

(c) Wanneer hulle berekenings doen om 'n skip se posisie te bepaal, word daar van kandidate verwag om dit tot 0,1 van 'n boogminuut en tot die naaste sekonde in tyd te doen. Enige berekeningsmetode waarvolgens 'n standlyn bepaal word, behoort 'n antwoord korrek tot hoogstens 'n halwe seemyl te gee.

(d) By die berekening van kompasfoute, liggings en koerse moet die antwoord tot die naaste volle graad bereken word.

(e) By die berekening van getye moet die antwoord binne 150 mm van die presiese antwoord wees.

20. MONDELINGE EKSAMENS

(a) Waar 'n eksamen deels mondeling en deels skriftelik is, kan die eksaminator mondelinge vrae na aanleiding van die kandidaat se skriftelike antwoorde aan hom stel.

(b) A candidate who fails the oral part of the examination through serious weakness in practical knowledge may, at the examiner's discretion, be required to perform further service at sea before being re-examined. Such service shall not exceed six months.

(c) Candidates for a certificate of competency as Coxswain (Rescue Vessels) Grade 1 may attempt the oral examination for this grade at any time within 12 months of having achieved a pass in the written examination.

21. PENALTIES

(a) The documents referred to in regulation 17 of a candidate who defaces or otherwise damages any book, instrument or other property of the Department shall be retained until he has rectified the damage or replaced the damaged article.

(b) Subject to the provisions of regulation 17, a candidate may not have in his possession during any part of a written examination any books, notes, memoranda or papers.

(c) A candidate may not leave the examination room during a written examination without the permission of the examiner and without handing in the paper upon which he is engaged.

(d) A candidate may not leave the building in which the examination room is situated while the examination is in progress.

(e) A candidate may not, during any part of a written examination, refer to any unauthorised book or paper, or copy any work from another person or afford any assistance or give any information to another person, or accept assistance or information from another person, or communicate in any way with another person other than the examiner, or copy any part of the questions or answers for the purpose of taking them out of the examination room.

(f) A candidate who contravenes the provisions of subregulations (b), (c), (d) or (e) or who is guilty of insolence to the examiner, or of disorderly or improper conduct in or about the examination room, shall be deemed to have failed the whole of the examination and shall not be accepted for re-examination for a period of six months.

22. TIME LAPSE BETWEEN FAILURE AND RE-EXAMINATION

(a) A candidate who has failed in any part of an examination shall not be eligible for re-examination until the following scheduled date of examination. Such arrangements may be varied by the examiner concerned at his discretion, but the candidate shall not be re-examined before the expiry of at least the week following the week in which he had failed.

(b) Where any part of an examination which consists of more than one part is passed the candidate shall receive credit for the part he has passed and such credit shall hold good for six months, during which time the remaining parts must be passed: Provided that a pass in the written section for a certificate of competency as Coxswain (Rescue Vessels) Grade 1 shall remain valid for a period of 12 months.

(b) Van 'n kandidaat wat vanweë 'n ernstige gebrek aan praktiese kennis die mondelinge deel van die eksamen druip, kan die eksaminator na goeddunke verwag om verdere diens ter see te verrig voordat hy hereksamineer word. Sodanige diens mag nie langer as ses maande duur nie.

(c) Kandidate vir 'n sertifikaat van bevoegdheid as Stuurman (Reddingsvaartuie) Graad 1 mag die mondelinge eksamen vir hierdie graad affê op enige tydstop binne 12 maande vanaf die datum waarop in die skriftelike deel geslaag is.

21. STRAWWE

(a) Die dokumente bedoel in regulasie 17 van 'n kandidaat wat enige boek, instrument of ander eiendom van die Departement skend of andersins beskadig, word teruggehou totdat hy die skade herstel of die beskadigde artikel vervang het.

(b) 'n Kandidaat mag behoudens die bepalings van regulasie 17 nie tydens enige deel van 'n skriftelike eksamen enige boeke, aantekeninge, memoranda of dokumente by hom hê nie.

(c) 'n Kandidaat mag nie die eksamenkamer tydens 'n skriftelike eksamen sonder toestemming van die eksaminator en sonder dat hy die vraestel waarmee hy besig is, ingelewer het, verlaat nie.

(d) 'n Kandidaat mag nie die gebou waarin die eksamenkamer geleë is, verlaat terwyl die eksamen aan die gang is nie.

(e) 'n Kandidaat mag nie tydens enige deel van 'n skriftelike eksamen enige ongeoorloofde boek of geskrif raadpleeg of enige werk van iemand anders afskryf of aan iemand anders enige hulp verleen of inligting gee of hulp of inligting van iemand anders aanvaar of op enige manier met iemand anders as die eksaminator kommunikeer of enige deel van die vrae of antwoorde afskryf met die doel om dit uit die eksamenkamer te neem nie.

(f) 'n Kandidaat wat die bepalings van subregulasies (b) (c) (d) of (e) oortree of met die eksaminator parrantig is of hom aan wanordelike of onbehoorlike gedrag in of by die eksamenkamer skuldig maak, word geag die hele eksamen te gedruip het en kom vir 'n tydperk van ses maande nie vir 'n hereksamen in aanmerking nie.

22. TYD WAT TUSSEN DRUIPING EN HEREKSAMINERING MOET VERLOOP

(a) 'n Kandidaat wat 'n deel van 'n eksamen gedruip het, kom nie voor die volgende aangegewe eksamen-datum vir hereksaminering in aanmerking nie. Hierdie reëling kan na goeddunke van die betrokke eksaminator verander word, maar die kandidaat mag nie hereksamineer word voor die verstryking van minstens die week wat volg op die week waarin hy gedruip het nie.

(b) Indien 'n kandidaat slaag in enige deel van 'n eksamen wat uit meer as een deel bestaan, ontvang hy krediet vir die deel waarin hy geslaag het. Sodanige krediet bly ses maande lank geldig en in dié tydperk moet die kandidaat in die oorblywende dele slaag: Met dien verstande dat 'n slaagpunt in die skriftelike deel van die eksamen vir 'n bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) Graad 1 vir 'n tydperk van 12 maande geldig bly.

(c) If such remaining parts are not passed within such period of six months or 12 months, as the case may be, the candidate shall be required to be re-examined in the whole examination.

(d) In the case of a second failure in the written or oral part of any examination the candidate shall be penalised by having to serve a further three-month period at sea. In the case of a third failure the candidate shall be penalised by having to serve a further six-month period at sea.

23. DEPTH OF KNOWLEDGE REQUIRED

(a) Where the depth of knowledge required of the candidate is not evident from the prescribed syllabus, the required depth shall be established by a working committee consisting of a representative of the Department, the N.S.R.I. and each approved nautical training establishment.

(b) Oral and signals examinations shall be conducted by the examiner, following the written part, if any, at a time determined by the examiner.

CHAPTER 4

FEES

24. WHEN FEES ARE PAYABLE

A candidate for examination for a certificate of competency shall pay the examination fee prior to the date of the examination and no candidate shall be allowed to sit for the examination unless he produces to the examiner the receipt for the fee paid.

25. WHERE FEES ARE PAYABLE

The fee for examination shall be paid to the nearest proper officer, who shall issue a receipt stating—

- the name of the candidate;
- the amount paid; and
- the name and grade of the examination.

26. REFUND OF FEES

(a) If, through circumstances beyond the control of a candidate, he is unable to undergo the examination for which fees have been paid he may apply in writing to the proper officer for a refund of such fees.

(b) If the proper officer considers that the application is based upon reasonable grounds he shall transmit it to the Director-General, who may authorise the refund.

27. FEE FOR A LOST CERTIFICATE

A fee of R10,00 shall be paid for a certified copy of a lost certificate of competency: Provided that no such fee shall be payable if the certificate was lost through shipwreck or fire on board ship.

28. TABLE OF FEES

(a) The fees payable for examinations for certificates of competency as Coxswain (Rescue Vessels) are as follows:

- Grade 3—R20,00.
- Grade 2—R30,00.
- Grade 1—R40,00.

(c) Indien sodanige oorblywende gedeeltes nie binne ses of 12 maande, na gelang van die geval, suksesvol afgelê word nie, word die kandidaat in die hele eksamen hereksamineer.

(d) As 'n kandidaat 'n tweede keer die skriftelike of mondelinge deel van 'n eksamen drui, word hy gepepenseer met 'n verdere drie maande ter see. As hy 'n derde keer drui, word hy gepepenseer met 'n verdere ses maande diens ter see.

23. OMVANG VAN KENNIS VERLANG

(a) Waar die omvang van die kennis wat van die kandidaat verlang word nie uit die voorgeskrewe leerplan blyk nie, moet dit bepaal word deur 'n werkkomitee wat uit 'n verteenwoordiger van die Departement, die N.S.R.I. en elke goedgekeurde seevaartopleidingsinrigting bestaan.

(b) Mondelinge eksamens en eksamens in seinwerk word na aflegging van die skriftelike gedeeltes, as daar is, deur die eksaminator afgeneem op 'n tyd deur die eksaminator bepaal.

HOOFSTUK 4

GELDE

24. WANNEER BETAALBAAR

'n Kandidaat wat 'n eksamen vir 'n bekwaamheid-sertifikaat wil aflê, moet die eksamengeld voor die eksamendatum betaal, en geen kandidaat word tot die eksamen toegelaat nie tensy hy 'n kwitansie vir die eksamengeld aan die eksaminator toon.

25. WAAR BETAALBAAR

Die eksamengeld moet aan die naaste bevoegde beampete betaal word, wat 'n kwitansie moet uitreik met vermelding van—

- die naam van die kandidaat;
- die bedrag wat betaal is; en
- die naam en graad van die eksamen.

26. TERUGBETALING VAN GELDE

(a) As 'n kandidaat weens omstandighede buite sy beheer nie die eksamen kan aflê waarvoor hy gelde betaal het nie, kan hy skriftelik by die bevoegde beampete aansoek doen om die terugbetaling van die gelde.

(b) As die bevoegde beampete van mening is dat die aansoek op redelike gronde berus, stuur hy dit deur na die Direkteur-generaal, wat die terugbetaling kan magtig.

27. HEFFING VIR 'N VERLORE SERTIFIKAAT

'n Heffing van R10,00 is betaalbaar vir 'n gesertifiseerde afskrif van 'n verlore bekwaamheid-sertifikaat: Met dien verstande dat geen heffing betaalbaar is as die sertifikaat verlore geraak het weens skipbreuk of 'n brand aan boord nie.

28. GELDETABEL

(a) Die volgende eksamengelde vir 'n bekwaamheid-sertifikaat as Stuurman (Reddingsvaartuie) is betaalbaar:

- Graad 3—R20,00.
- Graad 2—R30,00.
- Graad 1—R40,00.

(b) The above fees include the fee for the examination in signalling, if it is taken at the same time as the rest of the examination.

(c) If a candidate is re-examined in the written part only or the oral part only of any examination contemplated in subregulation (a), including a re-examination in signalling, if taken at the same time, one half of the applicable fee prescribed in subregulation (a) shall be payable in respect of such re-examination.

(d) If a candidate is re-examined in the signalling part of the examination separately a fee of R15,00 shall be payable in respect of each examination.

(e) A fee of R3,00 shall be paid to undergo the sight test referred to in Annexure 2, unless such test is taken at the same time as an examination for a certificate of competency, in which case no fee shall be payable in respect of such test.

(f) Where a candidate is issued with a Grade 2 certificate in terms of regulations 9 (e) a fee of R15,00 shall be paid.

ANNEXURE I

AGE, SERVICE REQUIREMENTS AND SYLLABUSES FOR EXAMINATION FOR CERTIFICATE OF COMPETENCY AS COXSWAIN (RESCUE VESSELS) GRADES 3, 2 AND 1

GRADE 3

FOR CLASS 3 INSHORE RESCUE VESSEL—8 METRES OR LESS IN LENGTH WITHOUT RADAR

Minimum age—19 years

- (a) **STATION SERVICE** At least two years' service as a member of an N.S.R.I. station, or at least six months service as a member of an N.S.R.I. station with the balance of the two years' service consisting of acceptable sea service on vessels other than rescue vessels.
- (b) **CREW SERVICE** At least 100 hours' service as a crew member of any rescue vessel, of which service at least 20 hours shall have been served at sea during the hours of darkness.

SYLLABUS

1. ORAL EXAMINATION IN NAVIGATION

(a) The practical use and limitation of navigation systems currently found on rescue vessels, e.g. echo sounder, radio direction finder, electronic logs.

(b) The principle and use of the magnetic compass and the causes and application of variation and deviation.

(c) Finding a course to steer and the distance between two points on a chart.

(d) Converting compass bearings to true bearings and vice versa.

(e) Position fixing by means of—

(i) cross bearings obtained visually;

(ii) cross bearings obtained by radio direction finder;

(iii) a bearing obtained visually or by radio direction finder, and a sounding;

(iv) any combination of the above methods.

(f) The interpretation of a chart, particularly information given about buoys, lights, radio beacons, navigational aids, depth and height contours, ocean currents, nature of bottom, chart correction and updating and lattice charts.

(g) The use and upkeep of a deck logbook.

(b) Bogenoemde gelde sluit dié vir die eksamen in seinwerk in as dit gelyktydig met die res van die eksamen afgelê word.

(c) As 'n kandidaat 'n hereksamen net in die skriftelike of net in die mondeling deel van 'n eksamen bedoel in subregulasie (a) af lê, met inbegrip van 'n hereksamen in seinwerk indien dit gelyktydig afgelê word, is die helfte van die toepaslike gelde voorgeskryf in subregulasie (a) betaalbaar ten opsigte van sodanige hereksamen.

(d) As 'n kandidaat in die seinwerkdeel van die eksamen afsonderlik hereksameneer word, is 'n bedrag van R15,00 vir elke eksamen betaalbaar.

(e) 'n Bedrag van R3,00 is betaalbaar vir die af lê van die gesigstoets bedoel in Aanhangsel 2, maar as dié toets gelyktydig met die eksamen vir 'n bekwaamheidsertifikaat afgelê word, is geen gelde ten opsigte van sodanige toets betaalbaar nie.

(f) Waar 'n Graad 2-sertifikaat ingevolge regulasie 9 (e) aan 'n kandidaat uitgereik word, is 'n bedrag van R15,00 betaalbaar.

AANHANGSEL 1

OUDERDOM, DIENSVEREISTES EN EKSAMENLEERPLANNE VIR BEKWAAMHEIDCERTIFIKAAT AS STUURMAN (REDDINGSVAARTUIE) GRADE 3, 2 EN 1

GRAAD 3

VIR KLAS 3-KUSREDDINGSVAARTUIG—MET 'N LENGTE VAN 8 METER OF MINDER, SONDER RADAR

Minimum ouderdom—19 jaar

- (a) **STASIEDIENS** Minstens twee jaar diens as lid van 'n N.S.R.I.-stasie, of ten minste ses maande diens as 'n lid van 'n N.S.R.I.-stasie plus die balans van twee jaar diens saamgestel uit aanvaarbare seediens op ander vaartuie as reddingsvaartuie.
- (b) **BEMANNINGSDIENS** Minstens 100 uur as 'n bemanningslid van 'n reddingsvaartuig, en minstens 20 van hierdie diensure moet snags ter see verrig wees.

LEERPLAN

1. MONDELINGE EKSAMEN IN NAVIGASIE

(a) Die praktiese gebruik en beperking van navigasiestelsels wat tans op reddingsvaartuie aangetref word, bv. eggopeiler, radiatorigtingsoeker, elektroniese skeepsjoernale.

(b) Die beginsel en gebruik van die magnetiese kompas en die oorsake en aanwending van variasie en deviasie.

(c) Hoe om 'n stuurkoers en die afstand tussen twee punte op 'n kaart te kry.

(d) Hoe om kompaspeilings om te sit in ware peilings en andersom.

(e) Posisiebepaling deur middel van—

(i) visuele kruispeilings; of

(ii) kruispeilings verkry deur middel van radiatorigtingsoeker;

(iii) 'n visuele peiling of deur middel van radiatorigtingsoeker en 'n loding;

(iv) enige kombinasie van bogemelde metodes.

(f) Die vertolking van 'n kaart, veral wat betref inligting oor boeie, ligte, radiobakens, navigasiehulpmiddels, diepte- en hoogtekontoere, seestrome, gesteldheid van die seabodem, kaartregstellings en -bywerking en kruisnetkaarte.

(g) Die gebruik en byhou van 'n dekjoernaal.

2. ORAL EXAMINATION IN SEAMANSHIP

(a) International Regulations for Preventing Collisions at Sea.

(b) The preparation of a rescue vessel leaving an entering port, the keeping of a safe watch, at sea or at anchor, and the handing over of the watch.

(c) A knowledge of the regulations for the carriage of life-saving and fire-fighting equipment and the care and use of such equipment; types of fires and extinguishers (Lifesaving Equipment Regulations, 1968, promulgated by Government Notice No. R. 141 dated 2 February 1968).

(d) Securing a vessel alongside a quay or jetty and precautions to be taken to prevent damage.

(e) Preparing for towing and being towed; methods whereby a disabled ship can be kept head at sea, with particular reference to the availability of materials on board.

(f) The recognition of different kinds of rope in common use on rescue vessels, their advantages and disadvantages.

(g) The ability to make and use common knots, bends and hitches.

(h) The importance of watertight integrity.

(i) Action to be taken in the vent of man overboard.

(j) The importance of cleanliness in a vessel.

(k) Recognising and knowing the meaning of the alphabetical flags of the International Code of Signals.

(l) Signals of distress used by ships and aircraft; penalties for misuse.

(m) An elementary knowledge of typical weather patterns and of the principal ocean currents in the coastal water of Southern Africa.

(n) Receiving plain language weather reports and drawing conclusions as to expected weather.

(o) The use of helicopters in rescue work; the precautions to be taken when transferring staff or goods by helicopter hoist.

(p) A thorough knowledge of the operations connected with the launching and the practical handling of all survival craft and the equipment on board, and of the principles of survival in such survival craft at sea.

GRADE 2**FOR CLASS 2 RESCUE VESSEL—8 METRES OR LESS IN LENGTH FITTED WITH RADAR****Minimum age—19 years**

(a) **STATION SERVICE** At least two years' service as a member of an N.S.R.I. station, or at least six months' service as a member of an N.S.R.I. station with the balance of the two years' service consisting of acceptable sea service on vessels other than rescue vessels.

(b) **CREW SERVICE** At least 100 hours' service as a crew member of any rescue vessel, of which service at least 20 hours shall have been served at sea during the hours of darkness, and of which service at least 20 hours shall have been performed in the capacity of deputy coxswain of a Class 2 rescue vessel.

2. MONDELINGE EKSAMEN IN SEEMANSKAP

(a) Die Internasionale Regulasies vir die Voorkoming van Botsings ter See.

(b) Hoe om 'n skip gereed te maak om 'n hawe te verlaat en binne te vaar, veilige waghouding, ter see of voor anker, en die aflos van die wag.

(c) Kennis van die regulasies in verband met die vervoer van reddings- en brandblustoerusting en die versorging en gebruik van sodanige toerusting; soorte brande en soorte brandblussers (Regulasies betreffende Reddingsuitrusting, 1968, afgekondig by Goewermentskennisgewing No. R. 141 van 2 Februarie 1968).

(d) Hoe om 'n vaartuig aan 'n kaai of hawehoof vas te maak en watter voorsorgmaatreëls teen beskadiging getref moet word.

(e) Hoe om gereed te maak om 'n skip op sleeptou te neem en self gesleep te word; metodes om boeigrigting te hou as 'n skip ontredder is, met spesiale verwysing na die beskikbaarheid van materiaal aan boord.

(f) Die uitkenning van verskillende soorte tou wat gewoonlik op reddingsvaartuie gebruik word, en hulle voor- en nadele.

(g) Hoe om die gewone knope, skootsteke en slae te maak en te gebruik.

(h) Die belangrikheid van waterdigtheidintegriteit.

(i) Optrede as iemand oorboord geval het.

(j) Die belangrikheid van sindelikhed op 'n vaartuig.

(k) Hoe om die lettervlae vir die Internasionale Seinkode te herken; en ook die betekenis daarvan.

(l) Noodseine wat deur skepe en lugvaartuie gebruik word, en die strawwe vir die misbruik daarvan.

(m) 'n Elementêre kennis van tipiese weerpatrone en van die vernaamste seestrome langs die kus van Suidelike Afrika.

(n) Hoe om duidelik bewoorde weerberigte te ontvang en gevolgtrekkings in verband met die verwagte weerstoestand te maak.

(o) Die gebruik van helikopters in reddingswerk; die voorsorgmaatreëls wat getref moet word wanneer personeel of goedere met die helikopterhyser verplaas word.

(p) 'n Deeglike kennis van die bedrywighede in verband met die tewaterlating en praktiese hantering van alle oortewingsvaartuie en -toerusting aan boord, en van die beginsels van oortewing in sodanige oortewingsvaartuie ter see.

GRAAD 2**VIR KLAS 2-REDDINGSVAARTUIG—MET 'N LENGTE VAN 8 METER OF MINDER, TOEGERUS MET RADAR****Minimum ouderdom—19 jaar**

(a) **STASIEDIENS** Minstens twee jaar diens as lid van 'n N.S.R.I.-stasie, of ten minste ses maande diens as bemanningslid van 'n N.S.R.I.-stasie plus die balans van die twee jaar diens saamgestel uit aanvaarbare seediens op ander vaartuie as reddingsvaartuie.

(b) **BEMANNINGSDIENS** Minstens 100 uur as 'n bemanningslid van enige reddingsvaartuig, en minstens 20 van hierdie diensure moet snags ter see verrig wees, en minstens 20 uur van hierdie diensure moet ig die hoedanigheid van onder-stuurman van 'n klas 2-reddingsvaartuig verrig wees.

SYLLABUS**1. ORAL EXAMINATION IN NAVIGATION**

(a) The practical use and limitations of electronic navigation systems currently found on a large number of vessels, e.g. radar, Decca navigator, echo sounder, radio direction finder, electronic logs.

(b) The principle and use of the magnetic compass, and the causes and application of variation and deviation.

(c) Finding a course to steer and the distance between two points on a chart.

(d) Converting compass bearings to true bearings and vice versa.

(e) Position fixing by means of—

(i) cross bearings obtained visually or by radar;

(ii) radar bearing and range or echo sounder;

(iii) Decca navigator;

(iv) any combination of the above methods.

(f) The interpretation of a chart, particularly information given about buoys, lights, radio beacons, navigational aids, depth and height contours, ocean currents, nature of the bottom, chart corrections and updating and lattice charts.

(g) The use and upkeep of a deck logbook.

2. ORAL EXAMINATION IN SEAMANSHIP

(a) International Regulations for Preventing Collisions at Sea.

(b) The preparation of a rescue vessel leaving and entering port, the keeping of a safe watch, at sea or at anchor, and the handing over of the watch.

(c) A knowledge of the regulations for the carriage of life-saving and fire-fighting equipment and the care and use of such equipment; types of fires and extinguishers (Lifesaving Equipment Regulations, 1968, promulgated by Government Notice No. R. 141 dated 2 February 1968).

(d) Securing a vessel alongside a quay or jetty and precautions to be taken to prevent damage.

(e) Preparing for towing and being towed; methods whereby a disabled ship can be kept head at sea, with particular reference to the availability of materials on board.

(f) The recognition of different kinds of rope in common use on rescue vessels, their advantages and disadvantages.

(g) The ability to make and use common knots, bends and hitches.

(h) The importance of watertight integrity.

(i) Action to be taken in the event of man overboard.

(j) The importance of cleanliness in a vessel.

(k) Recognising and knowing the meaning of the alphabetical flags of the International Code of Signals.

(l) Signals of distress used by ships and aircraft; penalties for misuse.

(m) An elementary knowledge of typical weather patterns and of the principal ocean currents in the coastal water of Southern Africa.

(n) Receiving plain language weather reports and drawing conclusions as to expected weather.

(o) The use of helicopters in rescue work; the precautions to be taken when transferring staff or goods by helicopter hoist.

(p) A thorough knowledge of the operations connected with the launching and the practical handling of all survival craft and the equipment on board, and of the principles of survival in such survival craft at sea.

LEERPLAN**1. MONDELINGE EKSAMEN IN NAVIGASIE**

(a) Die praktiese gebruik en beperkings van elektroniese navigasiesistelsels wat tans op 'n groot aantal vaartuie aangestref word, bv. radar, Decca-navigator, eggopeiler, radioringsoeker, elektroniese skeepsjoernale.

(b) Die beginsel en gebruik van die magnetiese kompas, en die oorsake en aanwending van variasie en deviasie.

(c) Hoe om 'n stuurkoers en die afstand tussen twee punte op 'n kaart te kry.

(d) Hoe om kompaspeilings om te sit in ware peilings en andersom.

(e) Posisiebepaling deur middel van—

(i) radar- of visuele kruispeilings;

(ii) radarpeiling en radarafstand of eggoloder;

(iii) Decca-navigator;

(iv) enige kombinasie van bogenoemde metode's.

(f) Die vertolking van 'n kaart, veral wat betref inligting oor boeie, ligte, radiobakens, navigasiehulpmiddels, diepte- en hoogtekontoere, seestrome, gesteldheid van die seabodem, kaartregstellings en -bywerking en kruisnetkaarte.

(g) Die gebruik en byhou van 'n dekjoernaal.

2. MONDELINGE EKSAMEN IN SEEMANSKAP

(a) Die Internasionale Regulasies vir die Voorkoming van Botsings ter See.

(b) Hoe om 'n skip gereed te maak om 'n hawe te verlaat en binne te vaar, veilige waghou, ter see of voor anker, en die aflos van die wag.

(c) Kennis van die regulasies in verband met die voer van reddings- en brandblustoerusting en die versorging en gebruik van sodanige toerusting; soorte brande en soorte brandblussers (Regulasies betreffende Reddingstoerusting, 1968, afgekondig by Goewermentskennisgewing No. R. 141 van 2 Februarie 1968).

(d) Hoe om 'n vaartuig aan 'n kaai of hawehoof vas te maak en watter voorsorgmaatreëls teen beskadiging getref moet word.

(e) Hoe om gereed te maak om 'n skip op sleeptou te neem en self gesleep te word; metode's om boegrigting te hou as 'n skip ontredder is, met spesiale verwysing na die beskikbaarheid van materiaal aan boord.

(f) Die uitkenning van verskillende soorte tou wat gewoonlik op reddingsvaartuie gebruik word, en hulle voor- en nadele.

(g) Hoe om die gewone knope, skootsteke en slae te maak en te gebruik.

(h) Die belangrikheid van waterdigtheidintegriteit.

(i) Optrede as iemand oorboord geval het.

(j) Die belangrikheid van sindelikhed op 'n vaartuig.

(k) Hoe om die lettervlae vir die Internasionale Seinkode te herken; en ook die betekenis daarvan.

(l) Noodseine wat deur skepe en lugvaartuie gebruik word en die strawwe vir die misbruik daarvan.

(m) 'n Elementêre kennis van tipiese weerpatrone en van die vernaamste seestrome langs die kus van Suidelike Afrika.

(n) Hoe om duidelik bewoorde weerberigte te ontvang en gevolgtrekkings in verband met die verwagte weerstoestand te maak.

(o) Die gebruik van helikopters in reddingswerk; die voorsorgmaatreëls wat getref moet word wanneer personeel of goeder met die helikopterhyser verplaas word.

(p) 'n Deeglike kennis van die bedrywighede in verband met die tewaterlating en praktiese hantering van alle oorlewingsvaartuie en -toerusting aan boord en van die beginsels van oorlewings in sodanige oorlewingsvaartuie ter see.

GRADE 1**FOR CLASS 1 RESCUE VESSEL—MORE THAN 8 METRES IN LENGTH****Minimum age—21 years**

(a) **STATION SERVICE** At least three years' service as a member of an N.S.R.I. station, or at least six months' service as a member of an N.S.R.I. station with the balance of the three years' service consisting acceptable sea service on vessels other than rescue vessels.

(b) CREW SERVICE

(i) At least 50 hours' service as coxswain of a Class 2 rescue vessel while holding a valid Certificate of Competency as Coxswain (Rescue Vessels) Grade 2; or

(ii) at least 100 hours' as crewman of any rescue vessel, of which service at least 20 hours shall have been performed during the hours of darkness, and at least an additional 50 hours as deputy coxswain of a Class I rescue vessel.

At least 25 hours of the 50 hours mentioned in subparagraphs (i) and (ii) shall have been performed during the hours of darkness, and a further 25 hours shall have been performed in assisting in the operation and maintenance of the engine of the rescue vessel.

SYLLABUS**1. WRITTEN EXAMINATION IN PRACTICAL NAVIGATION AND CHARTWORK (3 HOURS)**

(a) In addition to the syllabus for the examination for the certificate of competency as Coxswain Grade 2 a candidate shall write an examination on—

(i) how to find—

the effect of current and leeway;

the course to steer to make good a certain track;

the set and rate of the current;

(ii) how to determine the compass error using transit bearings;

(iii) how to determine the ship's position at any time using—

transferred position lines;

direction finder and a line of soundings.

(b) A candidate shall be required to demonstrate his thorough knowledge of and ability to use navigational charts and publications such as sailing directions, tide tables, notices to mariners and navigational warnings.

2. ORAL EXAMINATION IN SEAMANSHIP

In addition to the syllabus for the examination for the certificate of competency as Coxswain (Rescue Vessels) Grade 2:

(a) Elementary knowledge of the requirements of Chapter V of the Act (Safety of Ships and Life at Sea), as applicable to ships of under 100 tons.

(b) Measurements and strengths of ropes and wires, care and precautions during use and storage. Recognition of safe working practices.

(c) The use, care and maintenance of lifesaving and fire-fighting equipment.

(d) The handling of a rescue vessel in and out of harbour, anchoring, heavy-weather manoeuvring, towing and being towed.

(e) Action to be taken when disabled, in distress or stranded, survival and rescue procedures including helicopter rescue.

(f) Action to be taken for damage control in case of fire, collision or stranding.

GRAAD 1**VIR KLAS 1-REDDINGSVAARTUIG—LANGER AS 8 METER****Minimum ouderdom—21 jaar**

(a) **STASIEDIENS** Minstens drie jaar diens as lid van 'n N.S.R.I.-stasie, of ten minste ses maande diens as 'n lid van 'n N.S.R.I.-stasie, plus die balans van die drie jaar diens saamgestel uit aanvaarbare seediens op ander vaartuie as reddingsvaartuie.

(b) BEMANNINGSDIENS

(i) Minstens 50 uur as stuurman (skipper) van 'n Klas 2-reddingsvaartuig wanneer hy die houer is van 'n geldige bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) Graad 2, of

(ii) minstens 100 uur as bemanningslid van enige reddingsvaartuig, waarvan ten minste 20 uur snags verrig moet wees en minstens 50 uur bykomstig as onderstuurman van 'n klas I-reddingsvaartuig.

Minstens 25 van die 50 uur in subparagrafe (i) en (ii) bedoel moet snags verrig wees en 'n verdere 25 uur moet verrig wees deur te help met die bedryf en onderhoud van die masjien van die reddingsvaartuig.

LEERPLAN**1. SKRIFTELIKE EKSAMEN IN PRAKTIESE NAVIGASIE EN KAARTWERK (3 UUR)**

(a) Benewens die leerplan vir die eksamen vir die bekwaamheidsertifikaat as Stuurman Graad 2, moet 'n kandidaat eksamen skryf oor—

(i) hoe om die volgende te bepaal:

Die uitwerking van stroom en drif;

die koers waarin gestuur moet word om 'n sekere skeepsloop (koers) te hou;

die rigting en snelheid van die stroom.

(ii) hoe om die kompasfout te bepaal deur gebruik te maak van oorgangspeelings.

(iii) hoe om die skip se posisie te eniger tyd te bepaal deur gebruik te maak van—

oorgedrae standlyne en

'n rigtingsoeker en 'n reeks lodings.

(b) 'n Kandidaat moet bewys lewer van sy deeglike kennis van en vermoë om gebruik te maak van navigasiekaarte en -publikasies soos vaarvoorskrifte, getyafels, kennisgewings aan seelui en skeepvaartwaarskuwings.

2. MONDELINGE EKSAMEN IN SEEMANSKAP

Benewens die eksamenleerplan vir die bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie) Graad 2:

(a) Elementêre kennis van die vereistes van Hoofstuk V van die Wet (Veiligheid van Skepe en Menselewens ter See), soos van toepassing op skepe van minder as 100 ton.

(b) Afmettings en treksterkte van toue en draad, die versorging daarvan en voorsorgmaatreëls by die gebruik en opberging daarvan. Die identifisering van veilige werkpraktyke.

(c) Die gebruik, versorging en onderhoud van reddings- en brandblustoerusting.

(d) Die hantering van 'n reddingsvaartuig binne en buite die hawe, ankergooi, maneuvrering in onstuimige weer, hoe om 'n skip op sleeptou te neem en self gesleep te word.

(e) Optrede wanneer in nood, ontredde of gestrand, oorlewings- en reddingsprosedures, met inbegrip van helikopterreddingswerk.

(f) Optrede om beskadiging te beperk in geval van brand, botsing of stranding.

(g) Practical use of all navigation instruments found on board rescue vessels.

(h) Importance of watertight integrity, closing devices, overside and through-deck openings.

(i) Transferring an injured man, or goods, at sea by means of boat or raft.

(j) Practical use of the International Code of Signals for transmitting and receiving messages at sea.

3. ORAL EXAMINATION IN ENGINEERING KNOWLEDGE

(a) The candidate shall identify and explain the function of the following parts of an engine or engineering terms:

Air filter, alternator, anode, battery, Bendix, bleed screw, Bowden cable, breather pipe, camshaft, clutch, accumulator condenser, connecting rod, coolant, collet, core-plug, crankcase, crankcase pressure (what it is and what it implies), crankshaft, cylinder, cylinder block, cylinder head, vibration, damper, dead centre (top and bottom), diode, distributor, dwell time, exhaust system, filters, fuel system, gears, generator, governor, heat exchangers, injector, jets, journals, manifold, ohmmeter, pinion, piston, piston head or crown, piston lands, piston pin, piston ring, piston skirt, plugs, points, pneumatic, port (as related to an engine) pump, push rod, rack, rocker arm, rotor, stern gland, tachometer, tappet and tappet clearance, thermostat, throttle, torque, timing diagram and timing, turbocharger and turbocharging, valves (including inlet and exhaust), valve clearance, water jacket, level plug and dipstick.

(b) The candidate shall be required to draw up a fault-finding tree based on the type of engine he is required to operate, demonstrating the causes of the following:

- (i) Failure to start.
- (ii) Difficulty in starting.
- (iii) Uneven running.
- (iv) Loss of power over a period.
- (v) Excessive smoke in the exhaust.
- (vi) Sudden loss of power.
- (vii) Hot running and overheating.
- (viii) Engine stops and cannot be turned over.
- (ix) Engine misfires.
- (x) High fuel consumption.
- (xi) High lub. oil consumption.
- (xii) Low oil pressure.

(c) The candidate shall be required to demonstrate that he understands—

(i) what is meant by spark ignition and compression ignition;

(ii) the basic construction of the lead acid battery with emphasis on maintenance, generation of explosive gas and the need to ventilate the battery space; jump starting hazards and alternator damage caused by battery disconnection while running;

(iii) the effects on machinery of over-revving the engines and loading the engines without due allowance for warming-through; overloading the engines by towing, abnormal hull conditions, defective or badly-matched propellers; care of turbocharges, e.g. warm-up idle or cool-down idle for 5 minutes;

(iv) the relationship between speed and power and the effects of displacement and the effect of a "speed hump" on planning craft in terms of power/speed curve; duration/range/speed curves;

(g) Die praktiese gebruik van alle navigasie-instrumente aan boord van reddingsvaartuie.

(h) Die belangrikheid van waterdigtheidintegriteit, afsluit-toestelle, oorsyde en deurdekopenings.

(i) Die oorplaas van 'n beseerde, of goedere, met 'n boot of vlot ter see.

(j) Die praktiese gebruik van die Internasionale Seinkode vir die stuur en ontvang van boodskappe ter see.

3. MONDELINGE EKSAMEN IN INGENIEURSKENNIS

(a) Die kandidaat moet die volgende onderdele van 'n masjien of ingenieursterme identifiseer en die funksie daarvan verklaar:

Lugfilter, alternator, anode, battery, Bendix, luglaatskroef, Bowden-kabel, asemypyp, nokas, koppelaar, akkumulator, kapasitor, koppelstang, koeimiddel, klemkraag, kernprop, krukkaas, krukkaasdruk (wat dit is en wat dit impliseer), krukas, silinder, silinderblok, silinderkop, vibrasie, demper, dooie punt (bo en onder), diode, verdeler, rustyd, uitlaatstelsel, filters, brandstofstelsel, ratte, ontwikkelelaar, reëlaar, hittewisselaar, inspuiter, stralers, tappe, spruitstuk, Ohmmeter, kleinrat, suier, suierkop of -kruin, suierveld, suierpen, suiering, suierrok, vonkproppe, punte, pneumaties, poort (soos dit verband hou met 'n masjien), pomp, stootstang tandrat tuimelaar, rotor, skroefdrukstuk, tagometer, klepstoter en klepspeeling, termostaat, versneller, wringkrag, tydreëldiagram en tydreëling, turboaanjaer en turboanjaging, kieppe (met inbegrip van inlaat- en uitlaatklep), watermantel, peilprop en peilstok.

(b) Die kandidaat moet, ten opsigte van die tipe masjien wat hy moet bedien, 'n foutspeurdiagram opstel wat die oorsaak van die volgende toon:

- (i) Weiering om te ontsteek.
- (ii) Probleme met ontsteking.
- (iii) Masjien loop onegallig.
- (iv) Kragverlies oor 'n tydperk.
- (v) Oormatige rook in die uitlaatgas.
- (vi) Skielike verlies aan krag.
- (vii) Warm word en oorverhitting.
- (viii) Masjien gaan staan en wil nie draai nie.
- (ix) Die masjien kets.
- (x) Hoë brandstofverbruik.
- (xi) Hoë smeerolieverbruik.
- (xii) Lae oliedruk.

(c) Van die kandidaat sal verwag word om bewys te lewer dat hy die volgende begryp:

(i) Wat met vonkontsteking en met kompressie-ontsteking bedoel word;

(ii) die basiese konstruksie van 'n lood-suurbattery, met die klem op onderhoud, ontwikkeling van ontplofbare gas en die noodsaaklikheid om die batteryruimte te ventileer; die risiko met oorlei-aansit van die masjien en alternatorbeskadiging deur die battery te diskonnekteer terwyl die masjien loop;

(iii) die uitwerking op masjinerie van die oorjaging van masjiene en die belasting van masjiene voordat hulle behoorlik warm is; oorbelasting van masjiene deur sleepwerk, abnormale romptoestande of defektiewe of swak gepaste skroewe; versorging van turbo-aanjaers, bv. 5 minute lank laat luier om op te warm of af te koel;

(iv) die verband tussen spoed en krag en die uitwerking van verplasing asook die uitwerking van 'n "spoedwal" op die beplanning van vaartuie wat die spoed/krag-kromme betref; tydsduur/afstand/spoed-krommes;

(v) the dangers in the use, handling and storage of fuels used on N.S.R.I. craft and the precautions to be taken; smoking regulations;

(vi) the principles and practice of shipboard fire-fighting; full familiarity with onboard equipment and engine room fire arrangements;

(vii) the corrosive nature of salt water and the need to flush through salt-water-cooled engines before storage; the importance of engine water treatment and sacrificial anodes.

(d) The candidate shall be required to sketch and understand the wiring diagram and power distribution system on the craft at his station; to read a circuit diagram and understand the load-carrying capacity of a cable; to understand the need for short-circuit overload protection; to understand the need for prevention of stray leakage and the resulting corrosive effect; to understand the need to be able to parallel battery banks in an emergency and to detect basic faults in the engine control circuits, i.e. charging, fuel solenoid and starter circuits.

(e) The candidate shall be required to describe a fuel system for a diesel-engined craft and/or the fuel and ignition systems on a petrol-engined craft; to state how to bleed the system; to show he understands the importance of regular inspection of filters and fuel containers and the application of good fuel storage principles.

(f) The candidate shall be required to work through his start-up and shut-down checklist taking a craft to sea, and the routines for closing down and securing the craft on completion of an operation, with particular emphasis on recommended engine operating practices, efficiency and safety in preparation for a call-out. The candidate must be able to keep an engine log book.

(g) The candidate shall be required to describe the watertight integrity of his craft, its built-in buoyancy and the pumping arrangements installed, and to describe basic damage control measures.

(h) The candidate shall be required to describe the steering mechanism on his craft, with the emphasis on emergency arrangements.

(i) The candidate shall have an understanding of the dangers in an engine room of toxic and explosive vapours, excessive noise levels and unguarded moving parts, and the precautions to be taken; particular attention must be given to checking the operation of bilge blowers on petrol-driven craft.

(j) The candidate shall be required to describe the clutch and gearbox arrangement on his craft, with particular reference to the locking of the gearbox, and shall understand the dangers of shaft trolling for extended periods.

(k) The candidate shall be fully conversant with the stern gland arrangements, lubrication and cooling, repacking and adjusting, and shall understand cutlass-type bearings.

(l) The candidate shall have a good all-round knowledge of the routine periodic maintenance of all machinery and its ancillary equipment and of recording service and breakdown work done; he shall be required to know what lubricants are to be used and where they are to be applied and to be able to mix two-stroke fuel; to know where and what essential spares are to be kept on board; to know the effect of excessive belt tensioning; and to know how to test engine alarm services.

(v) die gevare by die gebruik, hantering en opberging van brandstowwe vir gebruik op NSRI-vaartuie en die voorsorgmaatreëls wat getref moet word; rookregulasies;

(vi) die beginsels en praktyk van brandbestryding aan boord; moet ten volle vertrouwd wees met die toerusting aan boord en die masjienkamer-brandinrigting;

(vii) die korroderende aard van soutwater en die noodsaaklikheid om soutwaterverkoelde masjiene uit te spoel voordat hulle opgeberg word; die belangrikheid van masjienwaterbehandeling en offeranodes.

(d) Die kandidaat moet 'n skets maak van die bedradingsdiagram en kragverspreidingstelsel van die vaartuig by sy stasie, en dit verstaan; 'n kringdiagram lees en die lasdra-vermoë van 'n kabel begryp; die noodsaaklikheid van kortsluitingoorlasbeveiliging begryp; die noodsaaklikheid besef om swerflekkasies en die korroderende uitwerking daarvan te voorkom; die noodsaaklikheid besef om in 'n noodgeval batterye parallel te skakel en basiese foute in die masjienbeheerstroombane, d.i. laai-, brandstofsolenoid- en ontstekingstroombane, op te spoor.

(e) Die kandidaat moet 'n beskrywing gee van 'n brandstofselsel vir 'n dieseimasjienvaartuig en/of die brandstof- en ontstekingstelsel op 'n petrolmasjienvaartuig; verduidelik hoe om die stelsel te tap; toon dat hy die belangrikheid besef van gereelde inspeksie van filters en brandstofhouers en die toepassing van goeie brandstof-opbergingsbeginsels.

(f) Die kandidaat moet deur die aansit- en afsluitprosedure gaan wat gevolg word voordat 'n vaartuig uitvaar en die roetines vir die afsluit en vasmeer van die vaartuig na voltooiing van 'n vaart, met besondere klem op aanbevole masjienbedienpraktyke, doeltreffendheid en veiligheid ter voorbereiding vir 'n uitroep. Die kandidaat moet 'n masjienlogboek kan byhou.

(g) Die kandidaat moet 'n beskrywing gee van die waterdigtheidintegriteit en ingeboude dryfvermoë van sy vaartuig, en van die geïnstalleerde pompinrigting en basiese skadebeperkingsmaatreëls.

(h) Die kandidaat moet 'n beskrywing gee van die stuurmeganisme van sy vaartuig, met die klem op noodmaatreëls.

(i) Die kandidaat moet kennis dra van die gevare in 'n masjienruim van giftige en ontplofbare gasse, oormatige geraasvlakke en onbeskermdede bewegende dele, en van die voorsorgmaatreëls daarteen; spesifieke aandag aan die nagaan van die werking van kimwaaiers van 'n petrolaangedrewe vaartuig.

(j) Die kandidaat moet 'n beskrywing gee van die werking van die koppelaar- en ratkasinrigting van sy vaartuig, met spesifieke verwysing na die sluit van die ratkas, en hy moet die gevare begryp verbonde aan die vryloop van die dryfas vir lang tydperke.

(k) Die kandidaat moet ten volle op hoogte wees van die skroefdrukstukinrigting, smering en verkoeling, herpakking en verstelling, en moet die werking van die "cutlass"-tipe waterverkoelde laer verstaan.

(l) Die kandidaat moet 'n goeie algemene kennis hê van die roetine periodieke onderhoud van alle masjinerie en bykomstige toerusting asook aantekendiens en herstelwerk gedoen; moet weet watter smeerolie gebruik moet word en waar dit aangewend moet word, en hy moet weet hoe om tweeslagbrandstof te meng; moet weet watter noodsaaklike onderdele aan boord gehou moet word en waar dit gehou word; moet weet wat die uitwerking van oormatige bandspanning is; moet weet hoe om masjienalarmstelsels te toets.

ANNEXURE 2**SIGHT TESTS****1. EXAMINATION DATES AND PLACES**

Examination dates and places shall be by appointment as arranged with the examiner at the nearest port.

2. THE CONDUCT OF THE TESTS

The purpose of these tests shall be to ensure that the candidate's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. For this purpose a candidate shall be required to attain certain minimum standards both of form and colour vision.

A sight test shall comprise a letter and a lantern test taken in that order. The tests shall be conducted under the strict personal supervision of a sight test examiner, who shall keep a record of all mistakes made by the candidate both in the letter test and the lantern test.

Every candidate seeking admission to an examination for a first certificate of competency as Coxswain (Rescue Vessels) shall hold a sight test certificate issued by the Department of Transport showing that he has passed both letter and lantern tests within the six-month period preceding the date of examination. For certificates of competency subsequent to the first, a sight test certificate fulfilling the conditions in respect of the letter test only shall be required.

AANHANGSEL 2**GESIGSTOETSE****1. EKSAMENDATUMS EN -PLEKKE**

Die eksamendatum en -plekke is volgens afspraak soos gereël met die eksaminator by die naaste hawe.

2. DIE AFNEEM VAN DIE TOETSE

Die doel van hierdie toetse is om te verseker dat die kandidaat se gesigsvermoë skerp genoeg is om hom in staat te stel om die ligte van skepe ter see in die verte raak te sien en te identifiseer. Vir hierdie doel moet hy sekere minimum standarde ten opsigte van sowel vorm as kleur behaal.

'n Gesigstoets bestaan uit 'n letter- en 'n lanterntoets wat in daardie volgorde afgeneem word. Die toetse word onder die streng persoonlike toesig van 'n gesigstoetseksaminator afgeneem, wat aantekening hou van alle foute wat die kandidaat in sowel die letter- as die lanterntoets begaan.

Elke kandidaat wat toegelaat wil word tot 'n eksamen vir 'n eerste bekwaamheidsertifikaat as Stuurman (Reddingsvaartuie), moet die houer wees van 'n gesigstoetsertifikaat wat deur die Departement van Vervoer uitgereik is en wat aandui dat hy in sowel die letter- as die lanterntoets geslaag het binne die sesmaandetydperk wat die eksamendatum voorafgaan. Vir bekwaamheidsertifikate wat op die eerste een volg, word 'n gesigstoetsertifikaat verlang wat net aan die voorwaardes ten opsigte van die lettertoets voldoen.