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Fishing Safety - A case for SA to speed up STCW-F implementation

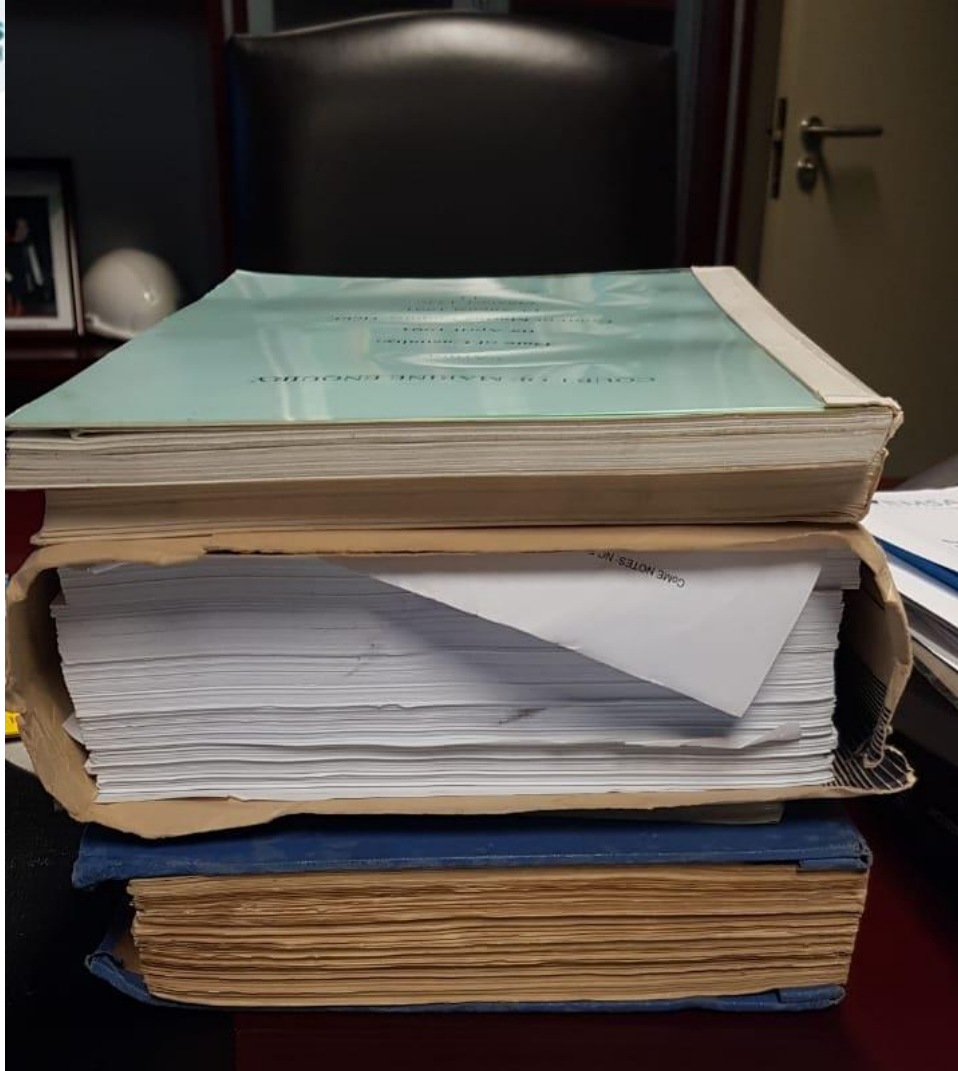
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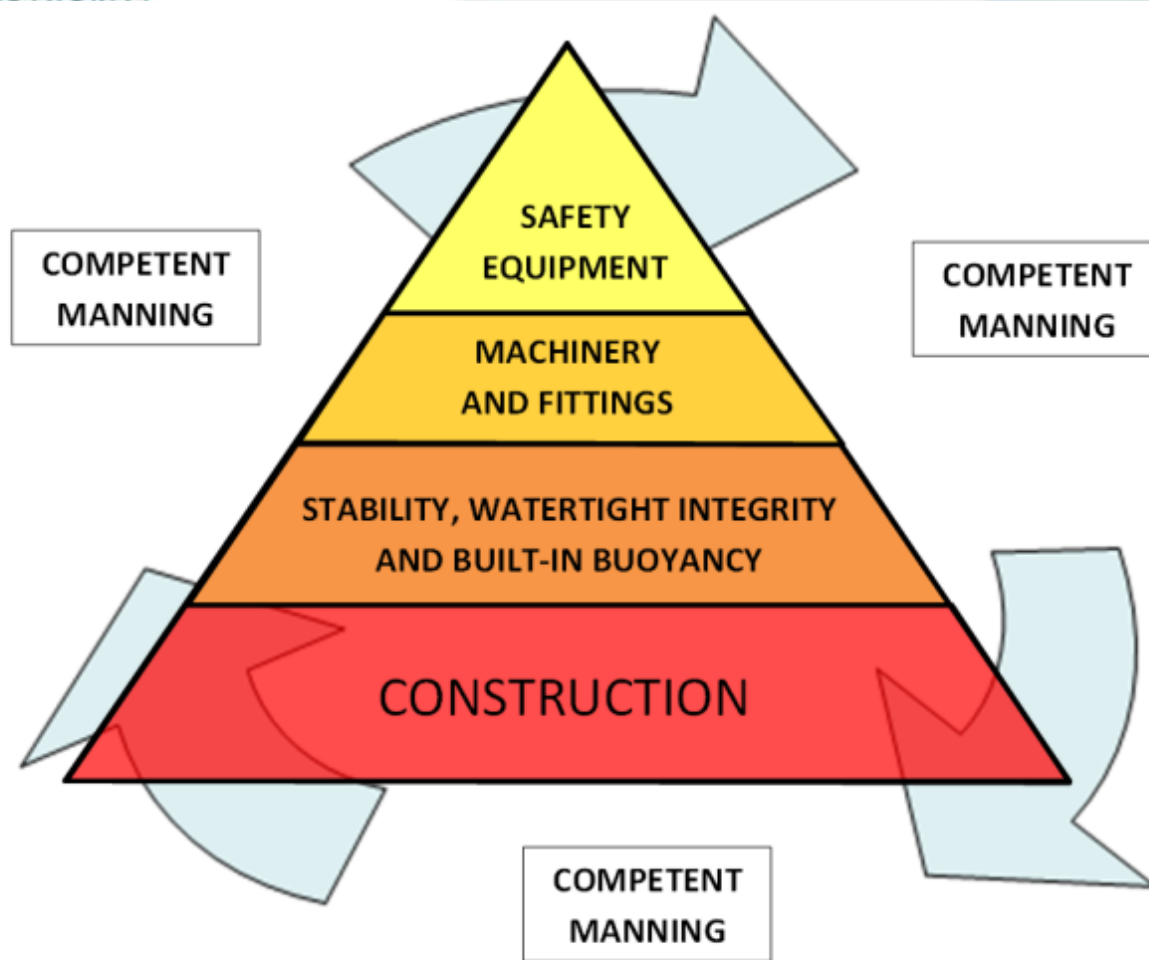


Presentation Overview

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What aspects do we consider when discussing 'Fishing Safety'?



Can we still afford any more...



- Lost countless limbs of fishers and/or fishers at sea
- Lost and/or caused damages to property at sea
- Caused pollution of the Marine Environment in the process
- Causing negative effect on the Republic's maritime interests.

Evidence of the Losses

Since the Merchant Shipping Act came into force, numerous incidents have found that their causation stems directly and/or indirectly from inappropriate, ineffective, unstructured, poor education and training systems.

To give context...

16 January 1977 - "Suiderkus"



- 16 January 1977 - stranding of the "Suiderkus" 1 Nautical Mile North of Mowie Point (Namibia), no loss of life
- Suiderkus was a 54m, 587 GT, 1310 kW Propulsion Power Fishing Vessel.
- The [CoME recommended](#) that:
 - "... the standard for CoC for fishing Grades be improved and that proper training..."

05 April 1991 - "Arum"

- 05 April 1991 - The collision of the fishing trawler "Arum" and the Cape Town's Main Breakwater, no loss of life
- Arum was a 44m, 752 GT, 1105 kW Propulsion Power fishing vessel
- The [CoME found](#) that:
 - "... the collision between the vessel and breakwater aforesaid was caused or contributed to be the conduct of the skipper of the said vessel in that -

11 October 1993 - Afrikaner

- 11 October 1993 - the grounding of the "Afrikaner" on Whale Rock, no loss of life
- Afrikaner was a 57m, 806 GT, 1340 kW Propulsion Power trawler
- The [CoME recommended](#) that:
 - The court wishes to recommend that the Department of Transport draws up specific requirements that persons taking over a watch are to be well rested in preparation of their watch."

06 June 1998 - Sudorhavid

- 06 June 1998 - sinking of the "Sudorhavid" with loss of 17 crew (she had 38 crew onboard)
- Sudorhavid was a 43m LOA, 363 GT, 894 kW Propulsion Power longline fishing vessel
- The [CoME found](#) that:
 - "... the loss of 17 of her crew due to the officers on the bridge on the vessel failing to handle the vessel in a manner appropriate to the prevailing weather conditions resulting in the vessel being flooded by sea water entering the vessel through non watertight openings in the starboard side of the factory deck"

22 December 2008 - Kingfisher

- 22 December 2008 - Capsizing and sinking of the "Kingfisher" with loss of 14 lives (she had a full complement of 19 crew onboard)
- Kingfisher was a 16m, 38 GT wooden squid fishing vessel
- [The CoME found](#) as follows:
 - "[202] The Court makes no finding of incompetence or misconduct on the part of the officers, crew or any other person... But Skipper Douglas Campbell cannot be exonerated. His incompetence as a skipper was clear in that the fateful decisions he made, he made alone, free from direction or control by others.

In summary



- Majority of incidents indicate,
 - Lack of competence
 - Requirements to improve the training
 - Improve watchkeeping requirements
 - Failure to act appropriately
 - Failure to recognise dangers and prevent incidents

Solution...



- Through properly structured education and training for fishers?
- Should we invent, re-invent and/or adopt & adapt?



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End...

THANK YOU

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