



CHIEF DIRECTORATE SHIPPING

M5/5

DEPARTMENT OF TRANSPORT

Private Bag X193

PRETORIA

0001

19 August 1997

MARINE NOTICE NO 12 OF 1997

TO ALL PRINCIPAL OFFICERS, OWNERS AND OPERATORS OF FISHING VESSELS, MARINE MOTORMEN

PUMPING OF BILGES

1. This Notice replaces No. 9 of 1982.
2. It is an established habit amongst Marine Motormen ("Marine Enginemen" or "Drivers") to leave the prime valve on the bilge system either partially or fully open when pumping bilges. The reason for this practice is that :-
 - (a) the engine-room is not continuously manned;
 - (b) priming sea water will ensure that the pump will continue to remove bilge water as it loses and gains suction from a fluctuating bilge water level; and
 - (c) the pump will not run dry.
3. An enquiry into a recent casualty where progressive flooding of the engine-room occurred, revealed that :-
 - (a) all priming (shipside) valves were left fully open; and
 - (b) the Marine Motormen lacked basic understanding in the operation and characteristics of centrifugal pumps.
4. In times of flooding the effective removal of water is paramount. To reduce pumping efficiency by circulating a percentage of sea water during a flooding situation must be considered irresponsible and indicative of incompetence.
5. Marine Motormen must acquaint themselves with the bilge pumping arrangements of the vessel on which they serve. It is essential that they understand the working and principles of the equipment entrusted to them. Owners, and subsequently the Skippers, must ensure that the vessel's Motormen have such understanding and knowledge.
6. Failure to operate equipment in a competent manner may lead to the suspension of the Certificate of Competency of the person concerned.



for **DIRECTOR-GENERAL: TRANSPORT**

13/m5-5(14)19.8

CHIEF DIRECTORATE SHIPPING
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HOOFDIREKTORAAT SKEEPVAART

M5/5

DEPARTEMENT VAN VERVOER

Privaatsak X193

PRETORIA

0001

19 Augustus 1997

MARINEKENNISGEWING NO. 12 VAN 1997

AAN ALLE EERSTE BEAMPTES, EIENAARS EN OPERATEURS VAN VISSERSBOTE EN SEEMASJINISTE

1. Hierdie Kennisgewing vervang No. 9 van 1982.
2. Dit is 'n gevestigde gebruik onder Seemasjiniste (of "Drywers") om die bloeiklep, van die lensstelsel gedeeltelik oop of heeltemal oop te laat wanneer lenswater gepomp word. Die rede hiervoor is dat:
 - (a) die masjienkamer nie ononderbroke beman word nie;
 - (b) bloei van seewater verseker dat die pomp sal aanhou om lenswater uit te pomp soos suigkrag verminder en toeneem met die wisseling van die lenswatervlak; en
 - (e) die pomp nie droog sal loop nie.
3. 'n Onderzoek na 'n onlangse ongeval waar toenemende oorstroming van die masjienkamer voorgekom het aan die lig gebring dat -
 - (a) al die inlaat bloeikleppe (skeeps kant) heeltemal oopgelaat was, en
 - (b) die Seemasjiniste nie die basiese kennis van die werking en eienskappe van die sentrifigale pompe gehad het nie.
4. Ten tye van oorstroming is die effektiewe verwydering van water uiters belangrik. Die verminderde pomp doeltreffendheid, deur sirkulasie van 'n gedeelte seewater, gedurende 'n toestand van oorstroming moet as onverantwoordelik gesien word en is 'n aanduiding van onbekwaamheid.
5. Seemasjiniste moet hulle self vertrou maak met die werking van die lenspompe aan boord van die vaartuig waarop hulle dien. Dit is noodsaaklik dat hulle die werking en beginsels van die toerusting wat aan hulle toevertrou is, verstaan. Eienaars en vervolgens Skippers, moet verseker dat die vaartuig se Masjiniste sodanige begrip en kennis het.
6. Indien toerusting nie op 'n bekwame manier bedryf word nie, mag dit tot gevolg hê dat die Bekwaamheidsertifikaat van die betrokke persoon opgeskort word.

n DIREKTEUR-GENERAAL: VERVOER

13/m5-5(13)

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