



South African Maritime Safety Authority

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Questions frequently asked by fishers and fishing company training managers.

TO PRINCIPAL OFFICERS, DECK AND ENGINEER EXAMINERS, FISHING COMPANY TRAINING MANAGERS, FISHERS AND OTHER AFFECTED PERSONS

Summary

This Marine Notice serves to answer questions raised by the fishing industry regarding the requirements introduced by the Merchant Shipping (Safe Manning, Training and Certification) Regulations, 2013 as amended and provides a common policy regarding the answers to the questions for all SAMSA offices.

SAMSA has received numerous queries regarding the new regulations in connection with fishers and fishing vessel manning.

In order to provide a better service to the fishing industry and to address their concerns regarding the recent changes to the requirements affecting the manning of fishing vessels and the amended training requirements for deck and engineer personnel;

1. The attached addendum lists the questions most frequently asked by fishers and fishing company training managers.
2. The attached addendum provides a policy for answers to these questions for all SAMSA offices.
3. Should there be any conflict between this Marine Notice and the Regulations, then the Regulations will take precedence.

17 July 2014

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Addendum

Frequently asked questions from the Fishing Industry

- 1) When will the new STCW-F certificates will be available?
Regulation 121 (2) states that STCW-F will only come into force after the ratification of the convention. This means that we may not issue Certificates referencing the STCW-F Convention until then.
- 2) Clarify the new 750 kW and old 1000 kW demarcations.
These are due to the Convention being aligned to STCW norms. The Motorman demarcations of 1 000 kW and 2 000 kW were local decisions which now have to be brought in line with STCW-F. This is especially in regard to fishing vessels >24m.
- 3) Manning on vessels just over 1000 kW goes from MM Gr 1 and MM Gr 2 to CE (F), 2EO (F) and a watchkeeper after ratification of the STCW-F Convention.
Suggest use of an application in accordance with the Risk Assessment method as in the Regulations. This is around the >24m mark where STCW-F comes into effect. Regulation 115(3) provides a grandfather clause allowing incumbents with 12 months in the last five years to have their certificate endorsed so that they can continue in that grade once STCW-F is ratified.
- 4) Who is qualified to be the watchkeeper in the above?
The watchkeeper can be a 2EO-F acting in a lower grade or a Motorman Grade 1 once STCW-F is ratified.
- 5) What Facilities for workshop training are available?
At present only Kimberley and Durnacol are accredited. SSTC in St Helena bay is contemplating a workshop program and there is a co-operative effort in Cape Town, but this will be for the motormen grade 1 and 2 candidates only initially. SAMSA is trying to implement TVET college accreditation for workshop training.
- 6) How does SAMSA provide feedback on courses?
A Marine Notice is issued at least twice per year. If not on the mailing list please ask to be put on it. Contact EPadayachee@samsa.org.za
- 7) Implementation date of new requirements for Safe Manning. Is there any leeway?
The ratification of the STCW-F Convention will determine the implementation date.
- 8) Is there a possibility of an extension period for the above?
The ratification of the STCW-F Convention will determine the implementation date.
- 9) Will there be any new academic requirements needed for revalidation after the initial change over to the new certificates?
This should not be the case unless the incumbent is applying for a higher qualification.
- 10) Re-validation last year, 2013. Must they do it all over again in 2015?
Re-validation for Fishers only starts 5 years after the initial issue of new format certificates which will only take place 12 months after ratification. Ancillary courses must however be kept up to date at all times.
- 11) Must basic F/F be valid in order to do Adv. F/F?
Only for the initial AFF course unless the candidate has not been at sea for 12 months in the last five years.
- 12) Must basic Medical First Aid be valid in order to do Medical Care?
Only for the initial MC course unless the candidate has not been at sea for 12 months in the last five years.

- 13) Do persons already in the system need mathematics and science to qualify for advancement?
No, as this would curtail their career if they do not have mathematics and science and that is not the intention. They are required to do the applicable academics only.
- 14) SCRB (PISC), is there a way of not doing this every 5 years?
No, this will be included in the revalidation course and will therefore be completed every five years.
- 15) Efficient cook requirements on >24m vessels. Some only go to sea for 14 hours and not overnight, is the cook really necessary?
An application should be made to the Principal Officer of the port to consider an exemption to the minimum safe manning requirements. This provided no overnight excursions are carried out.
- 16) Where the SMC requires a SCRB or PST, can that person be the AB? Some surveyors are insisting this be other than the AB.
The ratings need to be qualified as indicated by the table in Regulation 105 and then in addition any other crew member must hold the qualification of either the SCRB or PST as applicable
- 17) Time taken for workshop training?
Workshop training is outcomes based and the time taken is dependent on the candidate's skills.
- 18) Who can still attempt the "old" motorman orals?
All persons can still attempt the "old" motorman oral examinations until ratification of the STCW-F Convention.
- 19) Is there a 6 month delay required between fire fighting and advanced fire fighting?
No they can be done one after the other.
- 20) Is the Irvin & Johnson training record book for Able Seafarer Deck (Fishing) acceptable?
Yes, but this decision is to be reviewed after ratification of the STRCW-F Convention.
- 21) Does the Able Seafarer Deck (Fishing) TRB need to be completed after the accredited course is completed or can it be done before the course?
There is no stipulation in the regulations other than that both need to be completed to apply for the Able Seafarer Deck (Fishing) CoP.
- 22) What is required for proof of sea service when a seafarer loses their Seaman's Record Book or does not have one?
All seafarers should be in possession of a Seaman's Record Book. A letter from the Company on letterhead stationery providing details of all sign on and off dates, periods of leave and actual days at sea may be accepted by an examiner. This should be signed by the HR manager or other authorised person.
- 23) Are there any further requirements when applying for an equivalent certificate?
Once STCW-F is ratified, Regulation 115 (2) requires documentary evidence of compliance with those requirements or as much thereof as the Administration requires in the manner the Administration directs. Initially there will be no further requirements needed for engine room staff but deck officers may be required to complete additional training.
- 24) Is a Seaman's Record Book only for persons on registered vessels?
No, South African citizens working on both registered and licenced commercial vessels may apply for a Seaman's Record Book.
Reference should be made to the Merchant Shipping (Seaman's Documents) Regulations, 2000. Regulation 2.
- 25) Must South African fishers working on foreign vessels have a South African Seaman's Book?
The flag state rules would apply in this case. It is always advisable for seafarers to be in possession of a Seaman's Book so as to record their sea service.

26) Is there a possibility of funding for training courses?

Yes, this is possible, but not for individuals. A motivation can be made to SAMSA as to the need for the accredited training course, number of candidates and the venue. This will be passed on to the COO for a possible agreement for funding. There is already a system in operation for funding of courses at TVET (Technical and Vocational Education and Training), formerly FET colleges.

In addition there is a project running in conjunction with TVET Colleges whereby engineering ratings and eventually marine motormen, will have access to training at TVET colleges.

The development of Quality Council for Trades and Occupations (QCTO) qualifications will increase the chances of funding at TVET Colleges. However, this is dependent on agreement between the QCTO and DHET.

Another source of possible funding is TETA. They have a Small Business Development plan that has a potential R50 000.00 per small business per year for training purposes. Subsidies are limited so timely application is required.