



# South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 10 January 2014

## Marine Notice No. 2 of 2014

### A review of incidents resulting in death in the South African fishing industry: 2013

TO ALL PRINCIPAL OFFICERS, OWNERS, OPERATORS, MANAGERS, SKIPPER'S & SAFETY OFFICER'S OF FISHING VESSELS AND TRAINING INSTITUTIONS

*Marine Notice 1 of 2013 is hereby cancelled.*

#### *Summary*

This notice advises the fishing industry of the incidents that lead to deaths in the domestic fishing industry and compares trends over previous years. Owners, managers, skippers and safety officers are encouraged to review their operations and through the use of risk assessment and identify areas of their operations where steps can be taken to eliminate dangers.

In 2013, 5 fishers lost their lives in 4 separate operational incidents;

- 2 fishers drowned when their small fishing vessel capsized whilst attempting to retrieve the anchor;
- 1 fisher was swept overboard and died after the swamping of their small fishing vessel when the propeller became entangled in kelp;
- 1 fisher drowned when their small fishing vessel capsized after the steering jammed; and
- 1 fisher was crushed to death when he was hauled over the fishing anchor drum on a squid vessel.

SAMSA notes that there were no deaths on vessels of over 24m in length.

In 2013, 4 fishers died in non-operational instances;

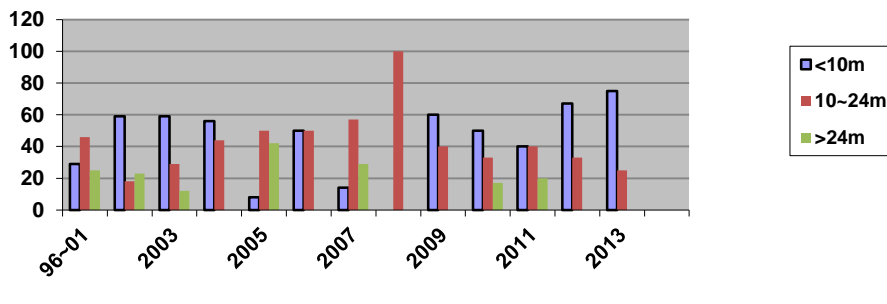
- 2 fishers suffered heart attacks on board fishing vessels;
- A crew member jumped overboard a fishing vessel and subsequently lost his life; and
- A crew member drowned after falling into the water when he attempted to board his vessel while it was berthed on the outside of another vessel in a fishing harbour.

SAMSA offers trauma counselling, assistance with securing UIF, COID and insurance and the facilitation of social grants through the Welfare Office, Mrs N Dubase (021 421 6170 [ndubase@samsa.org.za](mailto:ndubase@samsa.org.za)). In addition community and workplace seminars are offered, at no cost to the industry on HIV/AIDS awareness and alcohol/substance abuse.

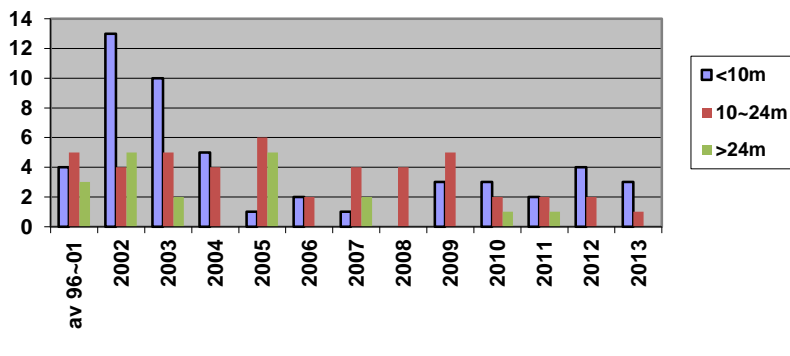
The operational incidents can be categorized as follows;

1. **Number of incidents by vessel size.**

Incidents are shown as a percentage by size category.

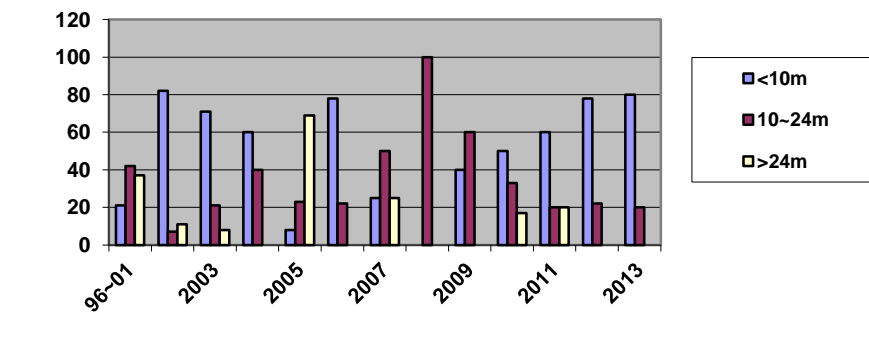


Incidents are shown by number per size category.

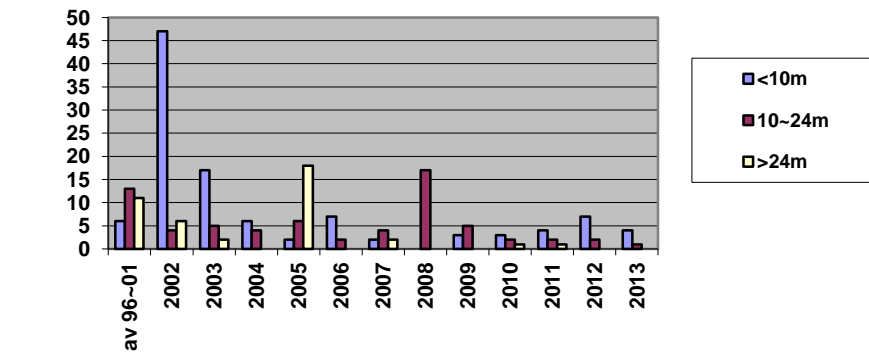


2. **Deaths by size category.**

Deaths are shown as a percentage by size category.



Deaths are shown as numbers per size category.



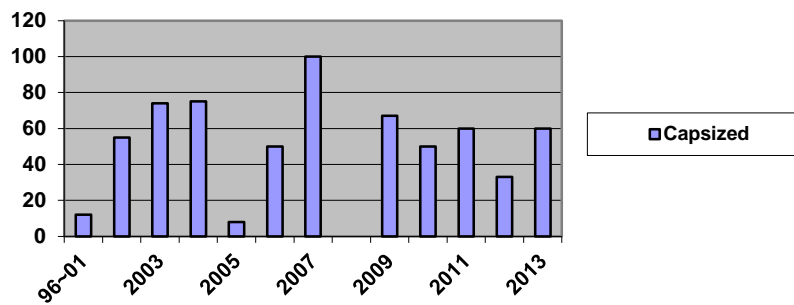
SAMSA will be starting safety workshops in communities that operate small vessels. If you would like our Fishing Safety Specialist to visit your community please contact Selwyn Baily on 041 582 2183 or [sbaily@samsa.or.za](mailto:sbaily@samsa.or.za).

3. **Types of incidents.**

Types of incident are shown as a percentage per size category.

a. **Capsized**

Vessels <10m



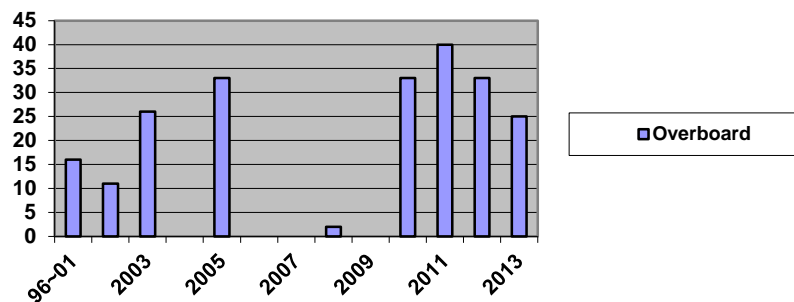
Capsize of small vessels is primarily due to 4 reasons:

- at sea in unsuitable weather conditions,
- hauling of anchors over the side and not the bow,
- too close to the shore, and
- overloading.

The requirement that flotation aids are worn within the surf zone can only reduce the number of fatalities.

In an incident this year 2 crew members of a small fishing vessel lost their lives when their vessel capsized.

b. **Overboard.**



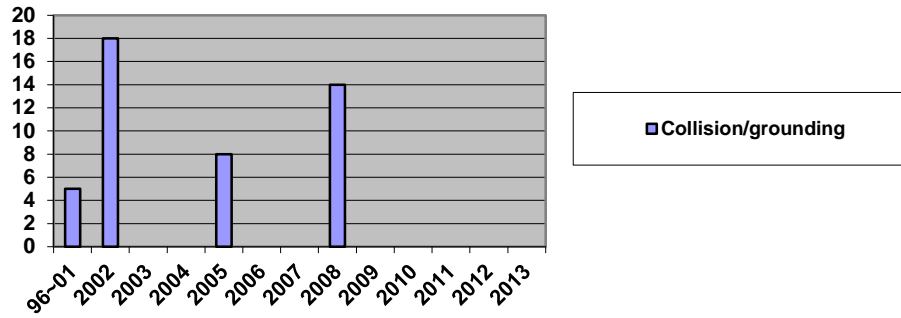
After the capsize of small vessels this is the single largest category leading to death. Crew members lost overboard are either lost:

- while shooting or hauling fishing gear
- at night when the vessel is steaming.

To reduce this reason for death the following steps should be taken onboard:

- flotation aids are worn at all times on deck where the nature of the work can lead to a crew member being knocked overboard,
- crew members that go on deck while there is no fishing operation should never be alone. Skippers are encouraged to introduce a buddy system where there are always 2 crew members together, this is especially important at night; and
- when working near or at the side of the vessel safety harnesses should be worn.

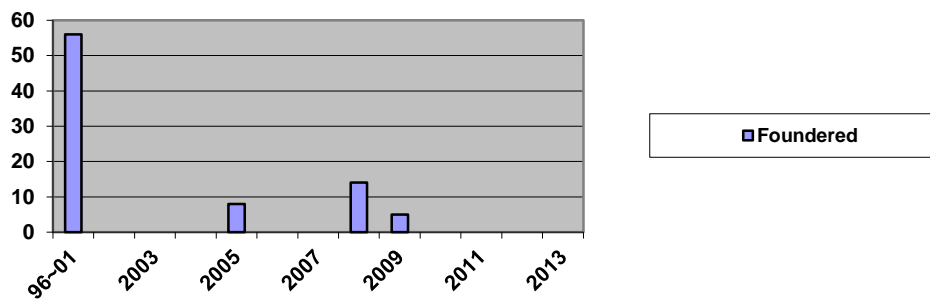
c. **Collision/Grounding.**



Groundings are totally avoidable providing the principles of good seamanship and watch keeping are adhered to.

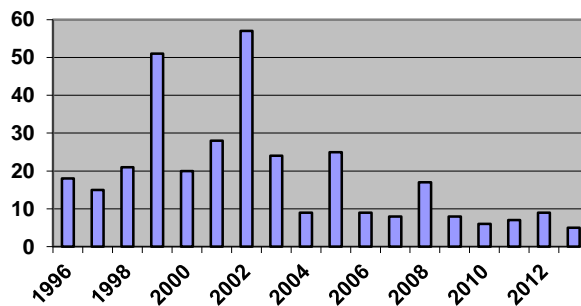
d. **Foundered.**

Loss of a vessel >10m



It is vital that skippers continually monitor all methods of receiving weather reports and consider if the fishing trip is safe in the predicted weather conditions. Early consideration should be given to seeking shelter when the predicted weather may endanger the vessel.

**4 Deaths per year**



## 5 Deaths by area

Year	Sald	C.T	M.B	P.E	E.L	Dbn	R.B	Ocean	Total
1996	3	0	2	12	0	1	0	0	18
1997	6	8	1	0	0	0	0	0	15
1998	1	1	0	1	0	1	0	17	21
1999	0	2	2	45	0	1	1	0	51
2000	6	3	6	2	0	2	1	0	20
2001	4	7	2	10	0	0	5	0	28
2002	11	17	20	4	3	2	0	0	57
2003	16	2	2	2	0	2	0	0	24
2004	5	1	2	1	0	0	0	0	9
2005	1	3	1	19	1	0	0	0	25
2006	1	5	2	1	0	0	0	0	9
2007	4	2	0	2	0	0	0	0	8
2008	0	3	0	14	0	0	0	0	17
2009	3	0	5	0	0	0	0	0	8
2010	1	1	1	3	0	0	0	0	6
2011	2	1	2	1	1	0	0	0	7
2012	1	5	0	1	0	1	1	0	9
2013	2	5	0	2	0	0	0	0	9
<b>Total</b>	<b>67</b>	<b>66</b>	<b>48</b>	<b>120</b>	<b>4</b>	<b>10</b>	<b>8</b>	<b>17</b>	<b>341</b>

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