

### CONDITIONAL EXEMPTION FOR ENGINEER OFFICERS SERVING ON NATIONAL PORTS AUTHORITY HARBOUR TUGS OF 3000 kW PROPULSION POWER OR MORE ENGAGED ON VOYAGES BETWEEN SOUTH AFRICAN PORTS

ALL SAMSA PERSONNEL, SHIP AGENTS, PORT AUTHORITIES, SHIP OWNERS, SHIP MANAGERS, SEAFARERS AND OTHER INTERESTED AND AFFECTED PARTIES

<b>ISSUE DATE</b>	26 January 2023	<b>EXPIRY DATE</b>	25 January 2028 or unless withdrawn	<b>REFERENCE</b>	SM6/5/2/1/MN
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#### Marine Notice's affected

<i>Cancelled or superseded:</i>	MN 7 of 2005	<i>Read in conjunction with:</i>	Not applicable
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#### SUMMARY

This marine notice establishes the conditions and procedure for granting exemption to engineers on NPA harbour tugs engaged on voyages between South African ports. The exemption relates to the requirement of the Merchant Shipping (TCSM) Regulations, 2021, for the Chief Engineer, Second Engineer and Watchkeeping Officer to hold respectively certificates of competency as Chief Engineer Officer > 3 000 kW, Second Engineer Officer > 3 000 kW and Officer in Charge of an Engineering Watch.

#### Introduction

1. Harbour tugs belonging to the National Ports Authority (NPA) are classed as a Class VIII harbour tug engaged on occasional voyages between South African ports. These vessels are issued with two Minimum Safe Manning Documents, one for port operations and the other for near-coastal voyages. From time to time operational reasons require NPA to move tugs between ports. This notice deals with the certification requirements for engineer officers on these between-port voyages.

#### Minimum competency requirements for engineer officers

2. The majority of Chief Engineers and Second Engineers currently manning NPA harbour tugs hold respectively certificates of competency as Chief Engineer (Port Operations) and Marine Motorman Grade One (Chief Engineer ≤ 750 kW). For between-port voyages (i.e. near-coastal voyages), the *Merchant Shipping (TCSM) Regulations, 2021*, require the Chief Engineer, Second Engineer and Watchkeeping Officer to hold respectively certificates of competency as Chief Engineer Unlimited, Second Engineer Unlimited and Officer in Charge of an Engineering Watch.

#### Conditional exemption

Careful consideration has been given to the competence requirements for engineer officers on NPA harbour tugs engaged on voyages between South African ports. SAMSA, in consultation with knowledgeable and experienced tug marine engineers, has determined that engineer officers on NPA harbour tugs engaged on voyages between South African ports may be exempted from the prescribed manning requirements. Because of operational differences between an NPA harbour tug on a port operations voyage and one on a near-coastal voyage, and so as not to compromise safety, the following conditions will apply:

The chief engineer on an NPA harbour tug engaged on a voyage of less than 12 hours duration may be exempted in terms of this notice from the requirement to hold the certificate of competency as Chief Engineer Officer Unlimited on condition that he/she holds:

- a valid certificate of competency as Chief Engineer Officer (Port Operations) and has at least 6 months sea/port operations service as Chief Engineer on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Chief Engineer Officer (Port Operations); and

- has passed a SAMSA level 3 assessment (oral examination). This assessment will cover the correct use of equipment provided for the safety of the ship and the protection of the marine environment, and with the legal and management responsibilities associated with the certificate of competency as Chief Engineer Officer Unlimited. Annex 1 outlines the syllabus for the assessment.
3. The Chief Engineer on an NPA harbour tug engaged on a voyage of 12 or more hours duration may be exempted in terms of this notice from the requirement to hold the certificate of competency as Chief Engineer Officer Unlimited on condition that he/she:
- Holds a valid certificate of competency as Second Engineer Officer Unlimited and has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Second Engineer Officer Unlimited; and
  - has passed a SAMSA level 3 assessment (oral examination). This assessment will cover the correct use of equipment provided for the safety of the ship and the protection of the marine environment, and with the legal and management responsibilities associated with the certificate of competency as Chief Engineer Officer Unlimited. Annex 1 outlines the syllabus for the assessment.
4. The second engineer on an NPA harbour tug may be exempted in terms of this notice from the requirement to hold the certificate of competency as Second Engineer Officer Unlimited on condition that he/she:
- holds a valid certificate of competency as Chief Engineer Officer Port Operations or Second Engineer < 3000 kW; and
  - has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3000 kW propulsion power or more, while holding as a minimum the certificate of competency as Chief Engineer Officer Port Operations or Second Engineer Officer < 3000kW.
5. The Watch-keeping Officer on an NPA harbour tug may be exempted in terms of this notice from the requirement to hold the certificate of competency as Officer in Charge of an Engineering Watch on condition that he/she:
- holds a valid certificate of competency as Chief Engineer ≤ 750 kW; and
  - has at least 6 months sea/port operations service in any engineer officer capacity on harbour tugs of 3 000 kW propulsion power or more, while holding as a minimum the certificate of competency as Chief Engineer ≤ 750 kW.

This exemption applies only to NPA harbour tugs on non-trading, non-operational voyages between South African ports. It does not apply to voyages to foreign ports. The exemption is valid from the date of issue for the period, not exceeding 5 years, specified in the exemption.

### Control

6. Application for exemption, accompanied by the relevant documentation, is to be made to the local Principal Officer by the harbour master at the relevant port. If the application is successful, the Principal Officer will issue, in the name of the engineer officer concerned, an exemption certificate in the appropriate form set out in Annex 2. The Principal Officer is to forward copies of the certificate to the harbour master and the Registrar of Seafarers and is to retain a copy for record-keeping. The engineer officer is to retain the original certificate.

### Charge

7. The fee to be raised for the issue or renewal of the exemption is equivalent to the charge for the issue of the certificate of competency to which the exemption relates.

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<p>All Marine Notices can be found at <a href="http://www.samsa.org.za">www.samsa.org.za</a>          Email: <a href="mailto:marinenotices@samsa.org.za">marinenotices@samsa.org.za</a></p>	<p>South African Maritime Safety Authority          146 Lunnon Road, Hillcrest, Pretoria 0083          Tel: +27 12 366 2600</p>	<p>Page 2 of 7</p>
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## ANNEX 1

### LEVEL 3 ASSESSMENT SYLLABUS OUTLINE

#### CONTROLLING THE OPERATION OF THE SHIP AND CARE FOR PERSONS ON BOARD

##### 1 Trim, Stability and Stress

- (a) factors affecting trim and stability, fuel and water ballast;
- (b) factors affecting voyage fuel consumption;

##### 2 Legislative Requirements

- (a) Flag State control; certificates and documents required to be on board;
- (b) knowledge of the international conventions on Safety of Life at Sea, the Prevention of Pollution from Ships, Standards of Training, Certification and Watchkeeping;
- (c) legal powers and responsibilities under national legislation implementing international agreements and conventions;
- (d) an outline knowledge of the Maritime Occupational Safety Regulations, 1994;
- (e) knowledge of the ISM Code;

##### 3 Maintain Safety and Security of the Vessel and Crew

- (a) precautions against fires or explosions, explosive mixtures and sources of ignition;
- (b) maintenance of fire-fighting, detection and extinguishing systems;
- (c) maintenance of life-saving appliances and equipment including launching appliances;
- (d) knowledge of life-saving appliance regulations;
- (e) ensuring ship is in seaworthy condition prior to sailing, taking into account the nature of the voyage;
- (f) preparation for heavy weather, maintenance of watertight integrity of the hull;

##### 4 Emergency Situations and Damage Control

- (a) actions to protect and safeguard all persons on board in emergencies;
- (b) principles and methods of fire prevention, detection and extinction in all areas of a ship;
- (c) a thorough knowledge of ship construction;
- (d) organisation and control of fire, abandon ship and damage control parties;
- (e) actions to limit damage following fire, explosion, collision or grounding;
- (f) functions and use of life-saving appliances;
- (g) pollution prevention - action in response to a pollution incident - SOPEP manual;
- (h) procedures for operating main machinery under emergency conditions;

##### 5 Management of Personnel

- (a) effective management, organisation of engine department personnel.

FORM OF EXEMPTION CERTIFICATE

**South African  
Maritime Safety Authority**

**Conditional exemption for the Chief Engineer on a National Ports Authority harbour tug of 3 000 kW propulsion power or more engaged on voyages between ports in the Republic from the requirement to hold the certificate of competency as Chief Engineer Officer Unlimited as required under section 73 of the Merchant Shipping Act 57 of 1951**

In terms of section 85 of the Merchant Shipping Act, 1951

**Any harbour tug of 3 000 kW propulsion power or more belonging to the National Ports Authority**

is hereby granted permission to proceed to sea on a voyage **of less than 12 hours duration** between ports in the Republic without having on board, as chief engineer, a person holding the certificate of competency as Chief Engineer Officer Unlimited, provided the person named below is appointed and serves as Chief Engineer of the tug for the voyage.

<b>Surname:</b>		
<b>First names:</b>		
<b>Nationality:</b>		
<b>Certificate</b>	<b>No.</b>	<b>Date of issue</b>
Chief Engineer Officer (Port Operations)		
Level 3 assessment		
	<b>Pass</b>	<b>Date:</b>

This certificate is valid until.....

Issued at    this    day of

(Official stamp)

.....  
Proper Officer

FORM OF EXEMPTION CERTIFICATE

SAMPLE ONLY

**South African  
Maritime Safety Authority**

Conditional exemption for the **Chief Engineer** on a National Ports Authority harbour tug of 3 000 kW propulsion power or more engaged on voyages between ports in the Republic from the requirement to hold the certificate of competency as Chief Engineer Officer Unlimited as required under section 73 of the Merchant Shipping Act 57 of 1951

In terms of section 85 of the Merchant Shipping Act, 1951

**Any harbour tug of 3 000 kW propulsion power or more belonging to the National Ports Authority**

is hereby granted permission to proceed to sea on a voyage of **12 or more hours duration** between ports in the Republic without having on board, as chief engineer, a person holding the certificate of competency as Chief Engineer Officer Unlimited, provided the person named below is appointed and serves as Chief Engineer of the tug for the voyage.

Surname:		
First names:		
Nationality:		
Certificate		No.
Second Engineer Officer Unlimited		Date of issue
Level 3 assessment		Date:
Pass		

SAMPLE ONLY

This certificate is valid until .....

Issued at    this    day of

(Official stamp)

.....  
Proper Officer

SAMPLE ONLY

FORM OF EXEMPTION CERTIFICATE

SAMPLE ONLY

**South African  
Maritime Safety Authority**

Conditional exemption for the **Second Engineer** on a National Ports Authority harbour tug of 3 000 kW propulsion power or more engaged on voyages between ports in the Republic from the requirement to hold the certificate of competency as Second Engineer Officer Unlimited as required under section 73 of the Merchant Shipping Act 57 of 1951

In terms of section 85 of the Merchant Shipping Act, 1951

**Any harbour tug of 3 000 kW propulsion power or more belonging to the National Ports Authority**

is hereby granted permission to proceed to sea on a voyage between ports in the Republic without having on board, as second engineer, a person holding the certificate of competency as Second Engineer Officer Unlimited, provided the person named below is appointed and serves as second engineer of the tug for the voyage.

<b>Surname:</b>		
<b>First names:</b>		
<b>Nationality:</b>		
<b>Certificate</b>	<b>No.</b>	<b>Date of issue</b>
Chief Engineer (Port Operations) or		
Second Engineer Officer < 3 000 kW		

SAMPLE ONLY

This certificate is valid until .....

Issued at                        this                        day of

(Official stamp)

.....  
Proper Officer

SAMPLE ONLY

## FORM OF EXEMPTION CERTIFICATE

**South African  
Maritime Safety Authority**

SAMPLE ONLY

**Conditional exemption for the Watch-Keeping Officer on a National Ports Authority harbour tug of 3 000 kW propulsion power or more engaged on voyages between ports in the Republic from the requirement to hold the certificate of competency as Engineer Officer as required under section 73 of the Merchant Shipping Act 57 of 1951**

In terms of section 85 of the Merchant Shipping Act, 1951

**Any harbour tug of 3 000 kW propulsion power or more belonging to the National Ports Authority**

is hereby granted permission to proceed to sea on a voyage between ports in the Republic without having on board, as watch-keeping officer, a person holding the certificate of competency as Officer in Charge of an Engineering Watch, provided the person named below is appointed and serves as watch-keeping officer of the tug for the voyage.

<b>Surname:</b>		
<b>First names:</b>		
<b>Nationality:</b>		
<b>Certificate</b>	<b>No.</b>	<b>Date of issue</b>
Marine Motorman Grade 1		

This certificate is valid until .....

Issued at                                  this                                  day of

(Official stamp)

.....  
Proper Officer

SAMPLE ONLY