

SOCIETY OF MASTER MARINERS SOUTH AFRICA

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P.O. Box 1956, Cape Town 8000

EXECUTIVE COMMITTEE

PRESIDENT & Honorary General Treasurer : Rob Whitehead

VICE PRESIDENT & Honorary General Secretary: Keith Burchell

BRANCH MASTERS: Rob Farren-Handford; Siegfried Duwe; Roy Martin MEMBER: Colin Flockhart

2011 Congress initiates Society's course alteration



The Society held a very successful Congress in Cape Town on the 7th September. Delegates from Richards Bay, Durban and Mossel Bay joined the Cape Town delegates to make up the best attended Congress in many years.

All members who attended realized important issues concerning the Society's future were going to be debated. New constitutions for the Society and Benevolent Fund were being tabled and the very purpose of the Society was to be debated.

The full minutes of Congress (to be called the National Annual General Meeting in future) are available on our website but I would like to report briefly on the main issues discussed.

One of the main areas of concern among members is the need to review the purpose and function of the Society. It was accepted that this has to be done but that an important step like this needs to be carefully thought through before moving ahead.

Accordingly, the incoming Exco was tasked with preparing a strategic plan for the Society for the next 5 years. This will include a survey among our membership in order to identify their main concerns and issues as well as an examination of our role in the transformed, emerging maritime industry in this country.

Following on from this strategic plan, Exco will produce a draft report for circulation among the membership, which, after a period for feedback, will become the framework for the future organization.

I hope we will be able to finalise all of this before next years National AGM. In order

to achieve this we may have to call a special general meeting of the Society to approve the proposed changes.

Our current Constitution has been slightly modified and re-organised to make it easier to read and to ensure compliance with our tax exemption application to be submitted to SARS during October.

The new, completely re-written Benevolent Fund Constitution (incorporating the Bursary Fund) was approved by Congress, clearing the way for this fund to apply for Public Benefit Organization status as well as for its tax situation to be regularized.

In terms of the new Benevolent Fund Constitution, a Governing Board has been elected by Congress made up of Rob Whitehead, Keith Burchell and Neil Lawson. These members will elect a Chairman, Secretary and Treasurer at their inaugural meeting in October.

Both of these constitutions are available on our website.

New Executive Committee office bearers were elected at Congress as follows:

President & Honorary General Treasurer: Rob Whitehead

Vice President & Honorary General Secretary: Keith Burchell

Exco Member: Colin Flockhart

Branch Masters are by default Exco members and for the record are as follows:

Richards Bay – Rob Farren-Handford

Durban – Roy Martin

Port Elizabeth – Siegfried Duwe

Cape Town – Rob Whitehead

All of us have been concerned about the collapse of the Durban Branch over the last

year or so. The Society was created in Durban 70 years ago and as the major port in South Africa has always played a leading role in the work of the Society.

It was very heartening therefore to see Roy Martin back in action at Congress after his remarkable recovery from his car accident. Roy and a few other members are keen to revive the Durban Branch and called a meeting of their members to report back from Congress and to attempt to re-establish an active membership in that port.

An area that I believe the Society has neglected over the years is the need to develop closer ties with our local and international allies in related organisations.

Locally that includes SAIMENA, MLA and, now that a South African Branch has been formed, the Nautical Institute.

Internationally, we can only benefit from closer ties and communication with other organisations supporting professionals within the maritime environment. IFSMA is a case in point and I am please to inform members that Don McFadyen has volunteered to act as our liaison in London with the International Federation of Ship Masters Associations (IFSMA) – an offer we have accepted and advised IFSMA accordingly.

Thanks to all the members who have given support and shown interest in the Society over the last year – particularly to the willing few who take on official roles in the organization of the Society. I look forward to an interesting and productive year ahead!

Rob Whitehead

PRESIDENT

SOSREP for RSA?

Two recent groundings off the South African coast – the Seli 1 off Cape Town and the Phoenix off Durban – have focused the Society’s attention on the need for an intervention mechanism to



protect our coastline from maritime disasters and the potential of massive pollution.

A proposal at our 2011 annual Congress – that South Africa needs to introduce a United Kingdom-type “SOSREP” into our maritime structures – was unanimously approved.

For those unfamiliar with the UK’s SOSREP concept it can be explained as follows:

The SOSREP role was created in 1999 having been prompted by the tanker “SEA EMPRESS” incident and resultant massive pollution of the Welsh coastline in 1996. The title is an acronym for **Secretary of State Representative** for Maritime Salvage and Intervention whose role is to represent this Minister’s Department of Transport (in relation to ships) as well as the UK’s Department of Energy & Climate Change (in relation to offshore structures) by removing or reducing the risk to safety, property and the UK environment arising from accidents involving ships, fixed or floating platforms or sub-sea infrastructure. SOSREP’s powers extend 12 miles offshore (i.e. territorial waters) for safety issues and up to 200 miles offshore (i.e. the UK Pollution Control Zone) for pollution.

The increasing number of sub-standard ships passing along our coastline (often on their way to a scrap yard) as well as the developing offshore oil and gas industry present a significant threat to our coastline and the associated industries that depend on them.

Compounding this risk is the commercialization of our ports and the relative inexperience in marine salvage and disaster management of our Harbour Masters and other port managers. The commercial pressure on a port to prevent a damaged ship from entering the port and potentially blocking a revenue generating berth for a prolonged period of time is understandably very real - but not necessarily in the best interests of the country.

When faced with the time critical and complex decision as to whether a vessel should be left to the mercy of the coast or be allowed to enter port and into a controlled environment - maybe even sunk there - it is almost certain the ports decision would be to refuse entry to the vessel. Sure there is a worst case risk that the vessel could sink in the entrance channel and block the port. But

what would be worse – the very slight chance of a temporarily blocked port or the significantly increased risk of massive pollution along our coastline?

The SOSREP – let’s call him the MOTREP (**Minister of Transport Representative**) in the South African context – needs to be an individual with extensive experience in seafaring, salvage, pollution and the legal environment.

Lord Donaldson, who reviewed and reported on the UK Government’s salvage and intervention command and control systems, observed that “salvage by committee” was generally ineffective and inefficient. In his opinion, what was needed in such emergencies was a single voice, able to make and enforce decisions on behalf of the Government and in the overriding public interest and if necessary to override any and all interested parties.

Based on Donaldson’s recommendations to the UK Government, the MOTREP should be free to act on behalf of the Minister of Transport (and any other affected Ministries), independently and without recourse to higher authority. To quote Donaldson, he further said that: *“we cannot overemphasize that whilst the Chief Executive and Ministers will ultimately be accountable for the decisions of SOSREP, whilst operations are in progress they must either back him or sack him”*

Another important aspect of the SOSREP role is to remove the



option of ignoring a situation. In all cases where he is aware of a shipping casualty, SOSREP is deemed to have adopted and be tacitly approving every action and decision relating to the salvage, whether he has

actively intervened or not.

We don’t need to reinvent the wheel in South Africa. The sea is an unforgiving mistress and our extensive coastline is vulnerable to the vagaries of weather, our limited salvage capacity, bureaucratic obstacles and a constant stream of passing ships of very variable condition.

The Society needs to develop a strategy together with other like-minded organisations in order to make a co-ordinated effort to penetrate the bureaucracy and present this proposal to Government at the highest level.

Lets not wait for the inevitable disaster – the Society of Master Mariners South Africa for one is prepared to take a lead in motivating for our own MOTREP - before it’s too late.

For more information about the UK’s SOSREP, visit the website:

<http://www.dft.gov.uk/mca/sosrep.pdf>

Exco - Business Update

CONGRESS 2011

As mentioned on page 1, the Society's annual Congress took place on the 7th of September this year in the Maritime Room of the Cape Peninsula University of Technology, Granger Bay, Cape Town.

Detailed minutes, audited accounts and other associated documents are available on our website:

www.mastermariners.co.za

The post Congress cocktail party was held jointly with the Nautical Institute (who were holding one of their international series of "Command Seminar's" at the CPUT on the two days following Congress).

This function was sponsored by Edward Nathan Sonnenbergs (ENS) and held in their magnificent restaurant on the top floor of their offices in Cape Town with its panoramic views of the city and harbour. Our thanks to ENS for their superb hospitality.

Some significant points needing mention are:

SOCIETY CONSTITUTION

A number of amendments to the Society's constitution were tabled and unanimously accepted subject to the membership criteria clause, which Congress decided to retain in its current form for the time being. However, a sub-committee comprising Simon Pearson, Pierre Schutz and Capt. Stuart Almond will research and make proposals to Exco concerning recommendations for a restructuring of the membership categories for the Society.

The updated version of the Society constitution is available to view and download on our website.

BENEVOLENT FUND CONSTITUTION

A completely new Benevolent Fund constitution was approved by Congress which can be viewed and downloaded from our website. This constitution

consolidates the Benevolent Fund with the Bursary Fund. The original concept of the Benevolent Fund was to provide loans and grants to certain classes of members and their dependents in times of need. The Bursary Fund however provides funds to make bursaries, loans and grants to learners and students studying towards a maritime-orientated school leaving qualification or a SAMSA-approved qualification.

Exco was conscious of the history of the Benevolent Fund when drawing up the new constitution and ensured the Governing Board's allocation of funds between those that could be available to members and their dependents and those that could be available to non-members for bursaries etc. should be controlled by Congress and Exco.

Congress further decided that a maximum of 7% of the Fund as at 31st March 2011 could be available for use, if required, during the current financial year provided a reserve amount of R1million was always retained.

UPGRADING OF MASTER'S CoC HEQF PROJECT

There have been significant developments in relation to this subject during the year.

Our long term plan to initiate a "work book" based on the Intertanko Training Record Book to document the experiential sea time period between completing the S4 academic component and finally obtaining a Master's CoC is underway.

It should be remembered that the initial motivation for this project was our members concern that the RSA CoC's "white list" status was threatened by the lack of suitably qualified and experienced University lecturers and SAMSA examiners.

This original concern has now been largely eliminated as far as SAMSA examiners are concerned in that SAMSA has been able to attract and

retain first class personnel to cover this critical area.

Further, SAMSA has been very proactive in appreciating and reducing the threat posed by a lack of suitable candidates for nautical lecturer positions at the universities. SAMSA has put in place a program of subvention whereby senior maritime lecturer's salaries are to be subsidized by SAMSA to a level at which these lecturers will be earning the same as SAMSA Class 1 surveyors.

As a Society, I feel we should congratulate SAMSA for these initiatives and particularly congratulate Commander Tsietsi Mokhele for the strong leadership role he is playing in advancing the interests of the maritime industry in this country.

EXCO INTERACTION WITH OTHER BODIES

One of the strong themes to come through from our membership during our email interaction concerning the future of the Society was the need to work more closely with other like-minded organisations such as SAIMENA, MLA and the Nautical Institute.

Our 5-year Strategic Plan to be developed over the next few months will look closely into this issue but has already started and your President and Vice President have been working hard behind the scenes to develop these relationships.

The Nautical Institute's recent Command Seminar in Cape Town offered a unique opportunity for us to meet and interact with leading members of these organisations as well as with all the senior SAMSA officials.

An immediate benefit of these new relationships has been the Society's invitation to participate in the Minister of Transport's 2-day Maritime Skills Summit on the 21st and 22nd September as well as the 2012 South African

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Exco – Business Update (continued)

Maritime Industry Conference Steering Committee Meeting (both held in Richards Bay).

Our Vice President, Keith Burchell (KHB) attended all of these meetings as SOMMSA's representative and he reports as follows:

Introduction:

Resulting from discussions held with the CEO of SAMSA, Commander T. Mokhele at the Nautical Institute Command Seminar, the President of the Society was invited to attend the following functions by SAMSA:

- Maritime Skills Summit on 21st September 2011 –
- Gala Dinner to celebrate the Skills Summit milestones and the establishment of the SAMSA Centre of Excellence.
- World Maritime Day Event and Launch of Transport Month on 22nd September 2011.
- In earlier discussions with the SAMSA Chairman of the 2012 SA Maritime Conference organising committee, Selma Swartz-Clausen, our Vice President was invited to serve as a member of the Committee, representing the Society together with others from the Maritime Industry. This meeting was scheduled for the 23rd of September also in Richards Bay.

Maritime Skills Summit:

This Summit was convened to review and use the recently completed Skills Development Survey conducted by De Loittes and undertaken on behalf of SAMSA, HRDC, and DOT (A copy of the Survey Report is available on our website: www.mastermarinersa.co.za) to craft an implementation Strategy for presentation and further approval and implementation by the relevant Government Departments.

The Summit was launched by the Deputy Minister of Higher Education

and an introduction to the survey results and the goal of the summit was made by the CEO of SAMSA.

Thereafter the attendees were split into 5 workshops, each with its own program leader, as follows:

1. Maritime Communication and awareness.
2. Basic Education (Maritime High Schools and Maritime Technical High Schools)
3. Higher Education (Including FET/Technical Colleges), Universities of Technology (3&4 Combined)
4. Higher Education Academic Universities. (3&4 Combined)
5. Maritime Research and Innovation
6. Maritime Industry and Seafarers.

KHB attended the Group 6 work group which was by far the largest and most active. Unfortunately the representatives of the wider Maritime Industry representatives (Outside of the Government Departments and Para-statal) was limited (Smit Amandla; Maersk; Association of Yacht and Pleasure boat builders and operators; SOMMSA). However the group produced a set of proposals to support the drive for increased employment in the Maritime sector and of Seafarers in particular, which were translated into a well-received presentation.

The most interesting of the proposals were as follows:

- The proposal that SA invoke a Ministry of Shipping.
- That the all of the issues restricting the SA Ship Register from becoming competitive should *immediately be addressed*.
- That some form of Tax Exemption on Seafarers working in South Africa should be considered to overcome the reticence of the presently qualified SA Seafarers from working in home waters.
- That all the remaining players/stakeholders who have as yet not signed the Maritime charter should do so.

A number of other proposals were made from this group and will be available once the report is published.

Conclusions

- It is the rapporteur's opinion from attendance at this summit and interaction with a wide representation of Government - that there definitely seems a will on behalf of the Government to address matters/issues maritime being led by SAMSA and in particular the CEO of SAMSA. Let's hope that this proves to be so.
- The invitation to SOMMSA to attend this summit was a breakthrough - we as the Society should foster the relationship now established with SAMSA and its Senior Management and work to use it to promote further inter action with the wider Maritime Industry.
- It is unfortunate that more representatives of the wider Maritime Industry were either not invited or could not attend.
- There was support from SAMSA Senior Management (Including the CEO) to the idea of the formation of a *Maritime Forum (Umbrella) organisation* encompassing SOMMSA; SAMEINA; MLA and Nautical Institute amongst others, which would ensure that the wider Maritime Industry groups were included and consulted going forward.
- a. The Society can definitely play a role going forward and in so doing support its Objectives.

Gala Dinner:

This event, held at the University of Zululand – Richards Bay Campus was well attended by Ministers, National and Local KwaZulu-Natal politicians and dignitaries who all supported the results of the workshop in a number

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of speeches.

The event also launched the “SAMSA Centre of Excellence” which is being established to support the implementation plan as devised by the “Skills Summit”.

World Maritime Day :

This event was also held at the University of Zululand Richards Bay Campus on the 22nd of September.

The South African Maritime Authority, together with the Department of Transport who were the sponsors of the event,

The World Maritime Day was attended and launched by the Minister of Transport Sibusiso Ndebele joined other dignitaries.

The letter below from the IMO Secretary General was read during the proceedings:

The International Maritime Organisation (IMO) theme for World Maritime Day this year is ‘Piracy – orchestrating the response’ – a theme chosen as part of efforts to safeguard human life at sea. To this end, the following objectives will be pursued during the year:

Increase pressure at the political level to secure the immediate release of all hostages being held by pirates – seafarers, in the main;

Review and improve guidance to the industry and promote full compliance by ships with all recommended preventive, evasive and defensive measures;

Promote greater levels of support from navies;

Promote anti-piracy coordination and co-operation between and among States, regions and organizations;

Build the capacity of States in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and equally

importantly, provide care for those attacked or hijacked by pirates and for their families.

The Minister further pointed out that the South African Government, through the Department of Transport with the support of SAMSA, has through the years intensified its efforts to fight piracy.

- SAMSA is a custodian of some of the best technologies in the world that monitors the movement of ships bound for South Africa.
- The Long Range Identification Tracking System (LRIT) technology, housed at the SAMSA Centre for Sea Watch and response in Cape Town, is a beacon of hope in the fight against Piracy.

Maritime Conference Organising Committee:

KHB attended this meeting as the SOMMSA appointed representative, which was held in the Protea Hotel (The Richards) on the 23rd September. Again representatives of mostly Government Departments and only SOMMSA and Smit Amandla attended the meeting from the Industry.

The committee Chaired by Selma Swartz-Clausen from SAMSA (Ex NPA) decided on the following amongst others:

- The main theme for the conference would be based on new SA tonnage and the SA Register becoming competitive. The wording of the theme and Day sub themes would be devised by the responsible Technical sub group, based on proposals from the committee, in its scheduled meeting on the 30th September.
- The date would be early March and be spread over two days.
- It would be held in either the Cape Town or Durban International Conference Centres.
- The main invited speaker would be the new Secretary General of IMO.

The Society 50 years ago

Extract from the Society’s 1961 “Log Book”

Nautical training has always been one of the prime interests of shipowners and the seafaring profession in any country operating a merchant fleet.

South Africa, slowly but surely raising her maritime head, is not lacking in interested watchdogs who are always in the forefront, pressing for improvement and ready with helpful and constructive criticism. This is indeed a healthy state of affairs. Long may it continue.

The focus of attention has previously been on the “pre-sea” aspect of training, while the “post-sea” training, the most important part of the theoretical training of an officer’s study period, is left to be carried out without adequate equipment, premises or staff, and very often without realisation of these inadequacies by the Government.

May we direct the attention of our shipowners and all concerned to the desirability of solving our real and pressingly urgent nautical training problem – that of providing an adequate navigation school for our ex-pre-sea trainees who wish to advance in their profession.

MEMBERSHIP NEWS

Since our last general newsletter we have continued to attract some excellent new members.

The following new Full Members are welcomed into the Society:

Capt. Stuart Almond	- Serving ship's Captain with Maersk
Michael Riddell	- Salvage Master with Svitzer
Capt. Daniel du Toit	- Master/Marine Pilot at Namport
Azwimbavhi Malaudzi	- Surveyor/Deputy P.O. SAMSA
Capt. Michael Viljoen	- Surveyor/Examiner SAMSA
Capt. Simon Aggett	- Loading Master Smit Amandla Marine
Bernard Bunton	- Chief Officer Swire Pacific Offshore

Additionally, three more potential members are in the process of applying and these should be finalized during our next Exco meeting in November.



The Cape Town Branch will be holding their annual wreath laying ceremony at the Merchant Navy War Memorial on Wednesday 9th of November at 11h00.

Members are requested to assemble at the memorial in the grounds of the Port of Cape Town's control tower.

A single wreath will be laid by the Society on behalf of South African merchant mariners.

After the ceremony all attendees will be invited back to the Seaman's Mission for drinks & snacks.

In the advent of bad weather the ceremony will be relocated to the Seaman's Mission in the harbour.

Durban Branch – Report of 4th October meeting

In yet another attempt to resurrect the Durban Branch, a meeting called by Roy Martin on the 4th October was attended by 7 Durban members.

The future of the Branch was again debated in much the same vein as all previous discussions on the branch - i.e. there is no real purpose or reason to meet formally. As an immediate objective it was agreed that selected Durban members revisit the mentorship programme with DUT. It was also agreed that unstructured (the question of guest speakers at the luncheons was not settled) quarterly lunches to take place at RNYC. Roy Martin, Howard Jackson-Moss, Tim McClure and Colin Johnson to be Durban SOMMSA representatives.

It was agreed that EXCO drive the society, that EXCO should aim to become an increasing force in Governments maritime and maritime education programmes.

Shipping Industry campaign hits the big screen in battle against Somali piracy

The campaign, launched in March this year, is made up of the largest ever grouping of international seafarers' organisations, shipping companies and shipping industry associations. It has already received backing from the British, Philippine and Georgian governments and has seen support from 180 countries.

Full information on the campaign and the video can be found at www.saveourseafarers.com

The video can also be viewed by the following direct link:

http://www.youtube.com/watch?v=WLqwVpPALz0&feature=channel_video_title

Papers presented at the Nautical Institute's Cape Town "Command Seminar" on the 8th & 9th of September are available for download from their Southern African Branch website: www.nautinst.co.za

Issues such as Piracy, STCW Manila Amendments, Criminalisation of Seafarers, The future of the RSA-flagged fleet, Continuing Professional Development (CPD) and RSA Maritime Security are presented by experts in their fields.