



*South African Deep Sea Angling Association*  
GOVERNING BODY OF GAME FISHING IN SOUTH AFRICA

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**PROVINCIAL SAFETY OFFICERS, THEORETICAL EXAMINERS, PRACTICAL EXAMINERS.**

**SMALL VESSEL EXAMINER WORKSHOP HELD IN CAPE TOWN.**

Good day All

EXAMINER NOTES.

The workshop was very informative and very interactive. I will address some of the changes which we will have to address by the end of August 2011.

The aim of the course is to empower SAMSA Small Vessel Examiners by exposing them to the legislative regime that governs the issue of Certificates of Competency in South Africa. Some of the issues raised were as follows:

- SAMSA appointed Examiners operating within their Organisation may cross pollinate one Association with another.
- No person may be permitted to examine for a Certificate of Competency unless he/she possess the qualification of the level of competency to which he/she holds according to the Regulations.
- Candidates can be examined if they have not completed a course.
- At no point in time may the Lecturer presenting the course become the Examiner.

**WHERE THE MAJOR CHANGE HAS COME ABOUT**

OUR PAST METHOD OF

- a) The candidate getting the manual and guide line notes, studying them
- b) Then going and doing his/her practical
- c) Then coming back and handing in all the documentation and writing the final exam and then doing the oral.

## **DOES NOT COMPLY ANYMORE**

In future this only applies to all Examiners who are established along the coast.

## **THIS DOES NOT APPLY TO CATEGORY R**

SAMSA has clearly spelt it out, the process of examination is as follows:-

### **CANDIDATES WISHING TO OBTAIN A CAT. E – B C.O.C.**

- Any course held in an inland Province will only represent a reduction in sea-time. i.e. Cat. E – C courses from 50/100 hours down to 25 hours only not the examination.
- Due to the fact that the written exam must be held prior to the practical and then followed by the oral and demonstration. The practical comprises of an oral and practical.
- An Examiner may accompany the group to the coast to do the written, practical & oral.
- In the event of the Theoretical Examiner not being the same person as the Practical Examiner then the Theoretical Examiner must give a brief to the Practical Examiner as to the candidates weaknesses so that the Practical Examiner can concentrate on those and see that the candidate has a full understanding of those weaknesses and brought up to standard.
- It is for the Examiner to see that at the point of writing the exam that the Examiner may only let the candidate write providing ALL the necessary documentation has been handed in to him/her, Annexure 6, Doctor's Report, Eye sight test, Log, practical & oral exam, copy of I.D. and 4 x I.D. photographs.
- If a candidate has passed the written / oral and practical, and all the documentation is ready to be sent to the Secretariat, the Examiner will issue the candidate with an Interim Certificate.
- Examinations must be conducted under a "closed- book" condition.
- Only one Interim Certificate of Competency may be issued. These must be obtained from the Local Port office. All Interim Certificates are numbered and you will be responsible for those numbers. They are only valid for 6 months.
- Authorised Agencies seeking to issue duplicate Interim Certificates must contact the local Principal Officer to obtain permission to issue same.
- Any failure must be treated in the same way – all documents must be forwarded to SAMSA.
- All Cat. R courses can still take place in every Province, but once again the Examiner must see that the candidate passes the written Practical & Oral in that order and all the documents must be handed in to the Examiner before the written can take place only when the candidate wishes to up-grade to Cat. E, must he/she be referred to a coastal Examiner for sea-going procedures.

- All Authorised Agency secretariats shall ensure that all applications are forwarded to the SAMSA Registrar of Seafarers on a monthly basis as a minimum.
- Please see that you have followed the correct procedure for surf or Dive endorsements
  - Surf launch endorsement must note the type of vessel that the practical was used. The following craft it must be noted on the Certificate.
    - (a) Personal Water Craft
    - (b) Inflatable Vessel under 9 m
    - (c) Rigid hull under or over 9 m
- First Aid Certification: - This is only applicable to Examiners wishing to do First Aid exams for Coastal skipper's  $\geq 9$  m only.
- Every Examiner has to do the exam. It is an open book exam and can easily be followed from the given notes.

### **SMALL VESSELS SURVEYORS WORKSHOP HELD IN CAPE TOWN**

#### SURVEYOR NOTES

- There has been a reduction in the minimum size of the approved numbers letters and digits for small craft from 150 mm high to **100 mm high**
- Buoyancy also placed a big role. The various types of buoyancy and the expected life span of the various products were dealt with. The calculations by measuring up the craft will enable you to a better assessment in respect of the quantities, than by the previous method of just taking the L X B X H – less the volume of the hatches X 0.6 =this calculates the volume required. This is dealt with by calculating the built-in buoyancy by using the **Simpson's first rule and second rule**. This method will be explained to you at the workshops
- Buoyancy Certificate. As previously explained to you, unless it is issued correctly, you are not at liberty to accept it. In the same breadth, if you cannot assess what it states you are not obliged to accept it. In the event of a Surveyor not being able to reasonably establish the vessel's built-in buoyancy in respect of the Regulations, he/she might be obligated to require dismantling for inspection and/or testing of the vessel to conform compliance with the Merchant Shipping (National Small Vessels Safety) Regulations 2007 prior to the issue of a Certificate of Fitness for the vessel.
- The basic survey principals as per the Regulations as well as the new Life Jacket Regulations will all be completely covered at the workshop.

➤ CONDUCTING A SURVEY

- It is the responsibility of the Surveyor in future to carry out an audit of a vessel to ensure the owner complies with the Legislation for intended operation. The Surveyor will have to use his/her fundamental experience and knowledge for the effective survey of vessels.
- It must be clearly understood that the Regulations represent the minimum standard which must be complied with. The Surveyor can only recommend more but he/she may not make it mandatory.
- All exemptions must be given by the Principal Officer. **NO SAFETY OFFICER MAY GIVE ANY EXEMPTION.**
- In the event of an exemption being required, it must be requested from the Principal Officer in your area. It is only by these continued requests that a general exemption can be found or a solution to the problem. These must be supported by photographs where possible. I.e. in particular, cases where an emergency steering cannot be fitted to certain craft on Inland waters.
- Each craft must have a file opened for it, starting off with the owner's SAMSA check list, which the owner must complete and forward to you prior to survey which will include payment of survey, this will be the opening document for the file of the craft, followed by the Buoyancy Certificate, I.D. of owner, copy of C.O.F. a deficiency list etc as well as a photograph of the craft.
- It is imperative for every Surveyor to have a camera to take photographs for a visual record. These must also go on to the file, so that a Surveyor knows that what he/she is looking at when doing the annual survey, that the craft is the same craft that was previously surveyed.
- SAMSA has allowed cross pollination between one Agency and another, but you will need the file from that Agency to see what you are auditing. It is not just a question of surveying another craft.
- With the reduction of Authorised Agencies, certain numbers now do not exist anymore. In these cases new existing approved numbers must be issued. Please note that these must be treated as a new application and a whole new file must be opened.
- The administration has not changed. All documentation must be forwarded to the Provincial body every 10 days so that the Province can update their records and all information must be placed on to the National Data base every 30 days.
- The fee structure of R350 per survey for any size craft remains, except for barges where the Surveyor might have to travel to do the survey.

- Every Surveyor must attend the workshop. Once again an open book exam which can quite easily be followed from the notes given.
- I trust you will all enjoy the session and find that it will give you a much better understanding to the fact that craft cannot be surveyed over the phone or in a pub, and that we are all striving to keep it safe on the water for one and all.

Please feel free to contact me if you have any queries.

Kind regards

Stan

A handwritten signature in blue ink, appearing to read 'Stan Walter', enclosed within a faint, hand-drawn oval shape.

STAN WALTER