



Maritime Studies

SOUTH AFRICAN MARITIME SAFETY AUTHORITY ACCREDITED COURSES

FORMAL COURSES

MARINE NAVIGATION

- Master Unlimited CoC
- Chief Mate CoC
- Deck Officer CoC
- Master Coastal CoC
- Mate Coastal CoC
- Master/Skipper Port Operations CoC

MARINE ENGINEERING

- Chief Engineer Officer CoC
- 2nd Engineering Officer CoC
- Engineer Officer in Charge of a Watch CoC
- Chief Engineer Officer (Port Operations) CoC
- 2nd Engineer Officer (Port Operations) CoC (CoC/Senior Grade of Competency)

ADMISSION REQUIREMENTS: FORMAL COURSES

The minimum admission requirements are a National Senior Certificate, with

- English Third Additional Language (rating 3)
- Mathematics (rating 3) and
- Physical Science (rating 2)

OR

Not pass with a minimum of 60% for Mathematics, NA and Engineering Science NA, as well as the minimum language requirements of the University.

CLOSING DATE FOR APPLICATIONS:
31 AUGUST 2012

**EXAMINATION CENTRE FOR
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ASSOCIATIONS**
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RPA, SAIMENA, SAGKA, SOMMA, WSTA.



NON-FORMAL COURSES

- Five day Offshore Survival & Fire Fighting
- Two and a half day Offshore Survival & Fire Fighting (Refresher)
- Three Day Proficiency in Life Rafts (PLR)
- Ten Day Able Seaman
- Ten Day Oil/Water Course
- PST 30eDay Deck Sea Survival including Familiarisation
- PST & PRR (Two Day Basic Training including Familiarisation)
- Five day PSC (Officer)
- Nine day PSC (Rating)
- One Day PST/PSR Refresher Familiarisation
- Four day Fast Rescue Craft Course
- Two day Offshore Cookwork
- One Day Offshore Cookwork (Refresher)
- One Day Fire Rescue Craft (FRC)
- Electronic Navigation Systems (ENS)
- Navigation: Radar & ARPA Simulation (NAWRAS)
- Three day Ship Security Officer (SSO) Code
- Helicopter Landing Officer Course (Theory & Practice)
- Half day NABT (Practical drill and survival training)
- One day Aviation Safety & Survival
- One day Aviation Safety & Survival (Including M/ET)
- Aviation – HUEI (Practical Drill only)
- Two Day Petrochemical Safety
- SA Law & Administrative Procedures
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- Five Day Combined Specialised Oil / Chemical Tanker Safety
- One Day Team Building (Survival format)
- Signals including Morse Code
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- One Day Critical Management and Release of Safety
- Two Day SAIMSA Level II Assessment Course
- Ten Day GMDSS (GOC)
- Five Day GMDSS (GOC Refresher) Part-1 and
- International Maritime Dangerous Goods Course (IMDG)

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March 2012

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The opinions expressed in this Newsletter are those of the writers and not necessarily those of SAIMENA

THE PRESIDENT'S REPORT FEBRUARY 2012

I trust all members and readers had an enjoyable Christmas and New Year. We are now well into 2012, with all the challenges that it may bring. Owners of the largest passenger ships in the world, which are marine technological masterpieces, such as the “Allure of the Seas” are experiencing a sharp drop off, in new cruise bookings after the grounding of the Italian cruise ship “Costa Concordia” off Italy. This is affecting the share price of major cruise ship operators. New Maritime legislation will no doubt be introduced after this disaster.

Slow steaming appears to be the order of the day, for cost cutting, within the world container fleet. The cost of 320 centistokes bunker fuel has risen quite substantially from a year ago, with freight rates being subdued, which has created challenging conditions for containership owners & operators. Adding to their woes is an overcapacity of containership tonnage, where the average age of the world container fleet is five years old, with about eleven years for the global dry fleet and nine years for tankers. Shipping lines are running out of options as sailing speeds reach their lower limit. Some of these containerships are now so slow that they are close to the speeds of the old sailing ships. The clippers might actually have been faster.

Ship designers, operators and marine engine manufacturers are faced with unique challenges, as Green House Gas Emissions 2011, amendments to MARPOL annex VI, introduce mandatory measures to reduce emissions of greenhouse gases. Compliance with the provision of Annex VI is determined by periodic inspections and surveys. Upon passing the surveys, the ship is issued an “International Air Pollution Prevention Certificate”, which is valid for up to 5 years. Under the “NOx Technical Code” the ship operator, “not the engine manufacturer” is responsible for in use compliance.

I attended a meeting of South African Maritime Professional Bodies, where it was agreed, that although each organisation needed to retain their independence, there were issues of common interest which could be dealt with in a more effective manner, if presented in a co-ordinated collective manner. It was agreed that we would hold regular meetings, in which each organisation would participate and contribute. This would offer a good opportunity for R.S.A Maritime Professional Organisations to raise issues and develop closer ties.

In the previous issue of this journal, there was an overview of Maritime Qualification in South African Higher Education and the Continuous Professional Development Debate by Prof Ed Snyders. It is indeed pleasing to note that the equivalent status of the S.T.C.W. qualifications for Marine

Engineers, is finally being recognised within the National Qualifications Framework. This will increase the academic status of Marine Engineers and open many doors, hopefully it will encourage more young people to take up Marine Engineering as a career.

Congratulations to Ms Kelly Klassen who was voted the S.A.M.S.A. Seafarer of the year. She has made South Africa proud. Kelly hopes to qualify in 2020 as Safmarine's first female Chief Engineer. See article elsewhere in this issue, about her.

Dick Shaw

President

EDITORS PAGE

It is pleasing to see that the success rate of pirates off the East Coast has diminished substantially due mainly to the armed response they are encountering and partly due to the seasonable effects of heavy weather that make it more difficult to climb aboard a moving ship.

I am most grateful to members who have sent me articles of a more personal and local nature. I think it makes for more interesting reading than international matters and events. Please keep it up Ladies and Gents. Any comments or suggestions on the content and/or offers of help in preparing and distributing the Journal would be appreciated.

I have not been able to maintain a page entitled "AROUND THE PORTS" due to insufficient information. Would any member out there be willing to send me a paragraph each quarter on items of interest in their port?

Please remember that SAIMENA now has a vested interest in the Chauncy Maples. You can follow her progress on www.ChauncyMaples.com. Pieter Volschenk of Naval Africa has a direct involvement in the project as their Naval Architect.

Would members, particularly retired members be interested in putting a tour to Monkey Bay and other Malawian highlights together. If so contact me.

Take Care Ralph

PROMOTING THE CREATION OF AN INTEGRATED MARITIME SECURITY CAPABILITY ON THE SOUTHERN AFRICAN COAST.

Paper by R Adm(JG) KJ Watson, based upon a presentation by R Adm(JG) WHO Teuteberg to MS&D Conference, Hamburg June 2011.

Why a Maritime Strategy

The former UN Secretary General Kofi Annan stated that “there can be no development without security and no security without development”

This statement rings very true for our continent. However, it also begs another question, namely what comes first; the chicken or the egg or more correctly what comes first; development or security. It is obvious that the one cannot live without the other and that security and development must be grown simultaneously in order for the one to feed from the other.

South Africa accepts the importance that the oceans surrounding it have to the well being of our country, our region and our continent. Nobody said it better than our former President, Nelson Mandela when he stated that “The sea is a vital national interest and that is why we maintain the Navy. Just as we believe that all people should be free, so too as a nation we believe in the freedom of the seas. That is a matter of national strategic interest. We are a maritime nation trading all over the world. We accept our obligation to combine with other maritime nations to uphold the freedom of the seas and to protect our national interests through naval power”.

(Address to the International Fleet Review at the celebration of the 75th anniversary of the South African Navy, 5 April 1997).

Is there European support for securing the African Maritime scenario?

A paper on “Adding Value to Maritime Capacity Building in Africa” was endorsed by the Chiefs of European Navies (or CHENS for short) on 13 August 2010.

Three statements made in this paper are very relevant to this paper.

- Europe shares a common interest for its prosperity and well being and must continue to increase commitments to Africa’s development and security.
- Both Europe and Africa have an interest and responsibility to prevent the maritime areas of becoming failed seas.
- CHENS promotes the significance of Maritime Capacity Building and the considerable value it can add to development in Africa.

How do we in Africa go about Maritime Capacity Building?

When looking at Maritime Capacity Building; the battle space, environment and threat must first be interrogated.

The old threats of inter state conflict is hopefully something of the past.

Areas of friction such as border disputes, religion, cultural differences and resources remain but the mechanisms to deal with these challenges are thankfully in place to prevent further interstate wars. Specifically in our region, we as the SADC can be proud of our achievements in this area.

However, on the borders of our region (and sometimes overlapping these borders) are the new threats that the navies of Africa must deal with.

These new threats stem from the activities of “non-state actors” and can therefore most be grouped under the term “asymmetric threats”. The insecurity of failed state coastlines, the huge influence of successful piracy operations on the African coast (East & West), drug and human trafficking, the illegal plundering of our ocean’s bountiful resources and the control of possible environmental disasters are but a few of these new threats to our security.

These new threats cannot be allowed to infiltrate our waters and where it has done so already, it must be countered before it can influence the freedom of our seas.

The situation is further complicated by the challenges of a vast operating area, a lack of capacity and expertise to secure this area and a lack of integration of effort.

TO PROMOTE THE CREATION OF AN INTEGRATED MARITIME SECURITY CAPABILITY ON THE SOUTHERN AFRICAN COAST

The burning question is thus; how do we in Africa create a maritime security capability to look after our own coasts?

The intent of this paper is therefore to promote the creation of such an integrated maritime security capability for the SADC coast.

To re-invent the wheel here is not the intention. Just like the AU and SADC concepts can be traced back to regional organisations in other world regions, the SADC security bodies and organs can also be developed with the older security organs of the world as baseline.

Some of these ideas from organisations such as the European Union did not work out as planned and it is obvious that all that originates from the so called 1st world cannot be copied in the hope of success (if it did not work well here; it will probably not work for the rest of Africa).

The structure of this paper investigates the international best practices in a number of fields that can be called Regional Maritime Security when added together. These include aspects from:

Maritime strategy, integrated command and control, the pooling of resources by means of a regionally integrated force design, interoperability and finally the standardization of force structure elements / equipment.

SOUTH AFRICA AND THE SEA

The Geography

South Africa lies at the Southern end of the African continent and has a 2824 km coastline stretching from Ponte de Oure on the East coast to the Orange River mouth on the West coast.

The country has a huge EEZ, specifically when the Prince Edward Island group (a sovereign Southern Ocean possession) is included into the equation.

EEZ Mainland:	1 407 000 sq km
EEZ Prince Edward Island Group:	432 000 sq km
EEZ Total:	1 839 000 sq km

The Cape of Good Hope is one of 4 important choke points for shipping around Africa. In times of tension in the middle east, the SLOC around Cape Point becomes even more important, not only for South Africa but for the entire world.

Figure 1 SA Maritime Zones



Importance of the Sea

The RSA is virtually totally reliant on its seaborne import and export trade with more than 90% of imports and exports by mass being carried by sea, and 75% of RSA fuel requirements is carried by sea from the Middle East.

The RSA thus has an “island economy” reliant on the sea for the transport of traded goods (14 098 merchant vessels visited our ports last year).

Any disruption to its sea-borne trade could have disastrous economic consequences for the RSA and the region.

South Africa also has a large Search and Rescue area that falls under its responsibility. Similarly a large extent of the southern ocean around the Southern African coast is a South African Navigation Area of responsibility.

SOUTH AFRICAN DEVELOPMENT COMMUNITY

The South African Development Community (SADC) has been in existence since 1980 and is used, amongst many objectives, to spearhead economic integration in Southern Africa.

Article 5 of the SADC treaty provides 8 objectives to achieve this integrated economic well-being of the region.

Two of the objectives that are most relevant here:

- To promote self sustaining development on the basis of collective self reliance; and
- To promote and defend peace and security.

In addition; the SADC Common Agenda includes “the consolidation and maintenance of democracy, peace and security”.

But, like all lofty visions, missions and objectives, it is way easier to put it on paper than to actually implement it. This is specifically relevant when one looks at what the SADC area of operation encompasses.

SADC has by far the biggest sea area of operations of all the African regional bodies. These waters reach from the tropical waters of the DRC and Tanzania down to the wild Southerly Oceans around the South African Islands of the Prince Edward Island group.

In addition, one of the world’s most important sea trading routes run through the SADC area. This route can only become more important for our planet as the tensions rise in the Middle East and the Gulf of Aden becomes a bigger security risk. Similarly, oil from West Africa on its way to the Far East must also use this sea route. A cursory look at the sea traffic in the Indian Ocean clearly demonstrates this challenge.

SADC sits with 4 major choke points off its East coast alone where we have the task to ensure that this ocean highway remains open and secure.

As the Somali piracy challenge intensifies, the East African SLOC highway moves further away from the African coast. This means that the choke points moves south and it is presently moving into a position at the Northern entrance of the Mozambican Channel.

Where the danger of piracy was on our door step, it has now moved into the entrance hall and SADC plans to deal with it accordingly.

International Trends

We live in a world of much conflict with undefined threats and open ended missions. These missions often have nothing to do with the art of war and everything to do with human security in our region and continent. Whilst navies' tasks have become more varied, the budgets and resources that are available to conduct these missions with have decreased dramatically.

The reduction of defence budgets has led to most international defence industries being placed under extreme pressure to survive. Less equipment means shorter production runs which further impacts on the acquisition costs as well as the life cycle costs of the prime mission equipment.

In most parts of the world this situation has led to an integrated approach to defence acquisition and support between both the armed forces and the associated defence industries – a survival tactic aimed to reduce the ultimate requirement for defence resources and further increase the competitiveness of large defence related industries.

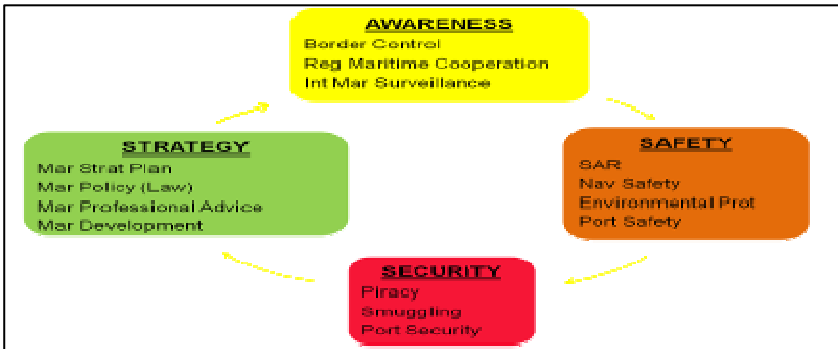
Not all of these international best practices have produced successful results. However, in most areas there have been significant savings to the Defence Budgets and probably most importantly a huge increase in the effectiveness and efficiency of regional security efforts.

MARITIME CAPACITY BUILDING

The CHENS meeting of Aug 2010 defined a “Cycle of Capacity Building”. This is based upon four main phases:

- Strategy, which covers Maritime Strategic Planning, Maritime Policy (Law), Maritime Professional advise and Maritime Development.
- Awareness, which includes Border Control, Regulated Maritime Cooperation and Integrated Maritime Surveillance.
- Safety, which covers Search and Rescue, Navigation Safety, Environmental Protection and Port Safety.

- Security, which includes operations against Piracy, Smuggling and providing Port Security.



Maritime Strategy

This cycle begins with strategy – the 1st step would therefore be to interrogate our maritime strategy. When looking at the definition of strategy, the old staff college definition always comes to hand.

ENDS =WAYS + MEANS

The national and regional ENDS will always remain a safe, secure and clean sea on which we can safely navigate our vessels.

If we then say that an integrated and regional ENDS is called for in this equation, then surely the rest of the equation will also have to be changed.

If SADC wants safe, secure and clean seas and SLOC's as an ENDS to their strategy, then this can only be achieved on a regional basis when we use common ways and integrated means.

Capability Requirement and Assets Available

Maritime Security Layers. Force designs are normally the subject of heated debates (with all sides normally being correct from their own perspective). However, the layered defensive approach is an accepted generic approach used world wide to secure national and regional waters and can be used as a starting point for all force design considerations:

These security layers are fulfilled in the South African case by:

Submarines used for strategic deterrence in the blue and littoral waters.

Surface combatants, such as Frigates, used to secure the EEZ and further afield.

Offshore Patrol Vessels used to secure the EEZ, whilst Inshore Patrol Vessels are used in the Territorial waters.

Mine Counter Measure vessels and systems clear the harbour entrance channels and approaches.

And finally, harbour patrol boats, divers and marines are used to for force protection in harbours.

Overarching all these Force Structure Elements are the command, control and communications structures and the maritime domain awareness sensors and indicators.

This is obviously the simplest approach and much more can be added or subtracted to the completeness of the solution. The correctness of a force design can only be tested once the challenge has already arisen, and therefore it is invariably hindsight is applied by all that were not part of the initial planning.

Command and Control

The first aspect is Command and Control; there are many world wide successful examples of this:

The Malacca Straits were one of the world's hot spots for piracy until 6 years ago. Since then, the countries surrounding the strait have come together and have formed an integrated strategy, with a command and control system to solve the challenge successfully.

In the Gulf of Aden CTF 150/151 and Op Atalanta have formed an alliance out of Djibouti to successfully route and control merchant shipping. In fact, this alliance is so successful that the balance of piracy attacks originating from Somalia is now shifting to the Somali Basin.

Maritime Domain Awareness (MDA) centres in Northwood (England) and Glucksburg (Germany) integrate water space management in the NATO and EU alliances.

These centres consist of MDA, Water Space Management and an integrated command, control and communications system for their respective forces. This allows for an integrated response to any challenges on the oceans of these regions, whether it may be SAR, disaster management or the protection of marine resources.

It is a proven concept and therefore feasible if integrated Operational Control (OPCON) is implemented between all the parties to co-ordinate the efforts.

The establishment of a SADC Maritime Command Post, operating in these terms, can certainly enhance the maritime security of our region.

Integrated Force Design

The 2nd element revolves around the pooling of resources and is built on the concept of a regionally integrated force design. The INTEGRATED MEANS from our strategy informs what we require to achieve our ENDS. This INTEGRATED MEANS is then translated into an integrated force design

where each country in the region takes care of specific sections of the integrated force design (for example; Mozambique looks at the Marines force, SA looks after the submarine force, Angola looks after the coastal patrol force etc).

There are a number of examples world wide that show that this concept can be employed successfully, if sufficient trust exists between partners.

This then leads to a SADC Maritime Task Force (real or virtual) which already exists on paper. However, we are supporting an expansion of this, with regular deployments under the SADC flag and controlled by a SADC Maritime Command Post. The deployment of a SAN frigate and Mozambique Marines deployed along both the coasts of SA and Mozambique is a good example of what can be achieved.

Integrated Requirement Process

With the increasing pressure to keep national defence industries solvent, many regions have opted for a regional approach. Using the EU as the prime example; both EDA and OCCAR are used to achieve this integrated approach.

The European Defence Agency (EDA) has the objective “To support the EU member states in their effort to improve defence capabilities in the field of crisis management and to sustain the European Security & Defence Policy...”

Under OCCAR (Joint Armament Cooperation) the EU has established a Code of Conduct on Defence Procurement which results on tenders published on a common on web site, but with priority of awarding contracts aligned to regional industry.

Following this model, one ends up with the stern section of a submarine being build in Sweden, the middle section in Kiel and the aft section in Emden. The A400M aircraft is a prime example with more than 7 countries building different sections for the same aircraft.

Other examples include the FREMM Multi Purpose Frigates, Eurocopter Tiger helicopter and the Boxer MRAV.

Some successful examples are listed above, but it is also known that this concept has not always been successful in all cases.

The part of this common acquisition concept that does show promise is the potential for a regional approach to tendering for defence equipment. Buying regional defence equipment from a common range between countries that are actually in the same defence alliance allows for similar logistic support concepts and the can enhance the mutual understanding that this equipment will have better availability and support from a “regionally” local support infrastructure.

Interoperability

There are many examples where extensive interoperability has been achieved, these are recognisable as:

- Warsaw Pact, NATO, EU Battle Group
- Areas of interoperability have been extensively expanded by the groups above, and should similarly be considered for within the SADC region:
- Command & Control (communications)
- Doctrine, tactics, standard operating procedures (SOPS)
- Logistic support (pooling of resources, maintenance and supply chains)
- Spares, fuel, ammunition
- Training (centres of excellence)

This is desirable in terms of effectiveness enhanced efficiency in the use of all the resources, assets and capabilities.

Standardized Equipment

Using standardised equipment with the SADC region can lead to the following advantages:

- More of the same is cheaper.
- Production lines
- Logistic support holding
- Obsolescence plans
- Training (simulators)

Examples used within the EU region include the following:

- FREMM multi mission frigates
- Type 212 & 214 submarines
- Meko concept (multi role)
- Navantia 3000 OPV

It is thus desirable to standardize equipment in region in order to capitalise on these potential benefits.

CONCLUSION

To achieve an Integrated Maritime Strategy in the Southern African region, remembering that small steps and quick wins are important, the following actions are to be implemented, and are starting to be discussed at the relevant SADC forums:

A common Maritime Strategy that can lead to an integrated RSA / SADC Maritime strategy.

Integrated command & control between all parties realised by a SADC Maritime Command Post (MDA centre).

The pooling of resources within the context of an Integrated Force Design. Agreeing on a Standardized & integrated procurement process that will require enhanced liaison across borders between the various procurement agencies. Interoperability is required to ensure continuous combined operations between the SADC partners.

The standardization of equipment will enable the creation of a range of standardized force structure elements that can interoperate with each other. In conclusion it is shown that if these elements of maritime security could be regionally integrated then SADC can enhance Maritime Security with greater certainty and shared confidence.

22 August 2011

Nautical Institute Command Seminar

Cape Town Sep 2011

LEARNING THE HARD WAY

At first light on 12 January 2012, having just completed the escort of a World Food Program ship carrying food-aid into Somalia and while operating close to the Somali port of Mogadishu, the EU NAVFOR Flagship, the ESPS PATINO, was approached by one skiff with a group of suspected pirates onboard.

The suspected pirates opened fire with light caliber weapons and tried to board the PATINO. The ship's force-protection team returned fire in self-defense and the ship's helicopter was launched.

The skiff broke off the attack and the men surrendered to the helicopter after throwing their weapons, ladder and fuel barrels overboard.

Five of the six men who were in the skiff had received injuries, two of which required medical treatment onboard the SPS PATINO.

Investigations are ongoing to check whether the suspect pirates' report that a seventh man who had been in the skiff and who was lost overboard during the attack are correct.

Source : G Captain



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INTEGRITY, PROFESSIONALISM AND TRANSPARENCY – THE HALLMARKS OF A GOOD SURVEYOR

In many respects, the surveyor/ inspector is the epitome of what the human element is all about, because he/she is one of the few whose role it is to interact directly with other humans, primarily the seafarers. The surveyor therefore needs to possess many human element attributes plus the knowledge and skills to do the job.

That is not to say that every surveyor and inspector needs to be a human element expert, but they must at least have an understanding of its relevance in the design, build and operation of a ship and its systems - to what extent depends on the specific role of an individual surveyor or inspector.

The required knowledge, skills and attributes of a surveyor/inspector are many and varied. Not only do they need to have the necessary professional qualifications but also they must be able to relate to those with whom they will come into contact, both ashore and afloat, in the course of their work.

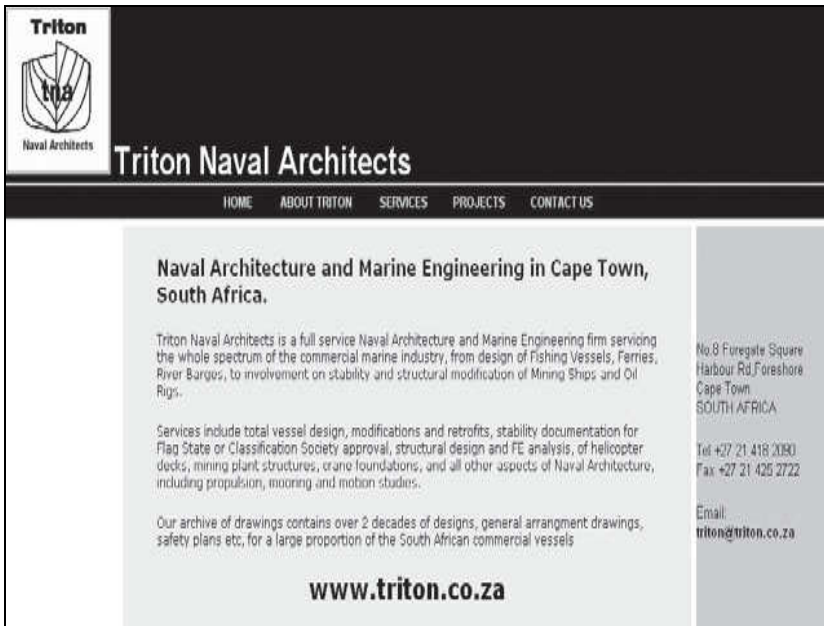
To this end, they must have a good knowledge of 'the ways of the sea'-ideally, they should have held a senior position at sea so that they can use their technical skills to exercise professional judgement. They must be current not only in their knowledge of the regulations but also in understanding the latest technology and how it is applied onboard ship.

They must also be able demonstrate good leadership and the ability to communicate effectively to those whose first language may not be the same as theirs. And, they must be capable of producing concise written reports, with clarity of thought, and which are understandable even to those whose first language may be different to that in which the report is written.

The IMO's Code of Good Practice for Port State Control Officers (PCSOs) encompasses three fundamental principles against which all actions of PSCOs are judged: integrity, professionalism and transparency. These are the principles that should be adopted by any person who is engaged in the business of surveying or inspecting ships and their systems which of course, includes the people who operate them.

These principles are the hallmarks of a good surveyor/inspector and should bring with them the need to understand how humans interact with other humans, machines and systems.

Source : Nautical Institute



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MERCHANT SHIPS ASKED TO REPORT ARMED GUARDS' PRESENCE ON-BOARD

Following the killing of two fishermen by security guards of an Italian vessel off Kerala coast, the government has asked all merchant ships to report the presence of armed guards on-board to the Indian Navy or the coast guard..

The government has issued guidelines for deployment of armed guards on Indian merchant ships. Two fishermen were killed in a firing by security guards of an Italian Vessel off Kerala coast on February 15. "The Indian coast guard diverted the ship to Kochi. The two Italian security guards have been taken into custody by the state police."

The Kerala government had announced an ex-gratia of Rs 5 lakh each to the families of the deceased. Besides, the Tamil Nadu government has also made a financial assistance of Rs 5 lakh to the family of one of the deceased, who belonged to the state, he added.

Source: PTI

ORDERS FOR BIGGER CONTAINERSHIPS ARE IN RESPONSE TO RISING BUNKER COSTS

Despite weak freight rates and a poor time charter environment, containership operators are ordering ever larger vessels. Though this may seem counterintuitive, shipbroker Braemar Seascope says it reinforces a trend that is at least five years old. Containership operators cannot control freight rates, especially in a post liner conference competitive environment. They can however control the unit cost of shipping each TEU, through economy of scale. Ordering ever larger containerships is a direct consequence of this cost management.

At a recent conference in Istanbul, Braemar Seascope Research Manager Mark Williams highlighted the strong correlation between the price of bunker fuel oil - the largest single cost per TEU movement - and the average size of containerships ordered over the past 10 years. The strength of the relationship is confirmed by the fall in bunker prices and average TEU capacity of newbuildings ordered in 2009, though of course the ships ordered in 2009 will likely be delivering into a higher bunker price environment in 2012 and later.

If bunker prices continue to rise, there will eventually come a point at which naval architects will find it harder to build bigger ships. The Malaccamax concept appears to be the maximum size for Asia Europe trades and port operators will find it harder to continually upgrade facilities. The new eco designs for containerships will become ever more important in liner companies' cost management strategies, says Braemar Seascope.

Source : MarineLog

OBITUARY

Peter Leslie Johns was born in Durban on the 30th March 1941. His working career began in 1958 (SAR&H) whom he joined as an apprentice fitter and turner at the Bayhead railway workshops.

He joined Safmarine as a junior engineer in 1963 and subsequently passed all the exams leading to a Chief Engineer officer's qualification. He then returned to SAR&H and quickly rose through the ranks to the post Chief Marine Engineer Superintendent with responsibility for all the harbour craft in the port of Durban. A position he held for a period of 16 years? After retirement he was involved in a major refurbishment of the Museum tug the JR More. He was a Rotarian and active in Freemasonry.

He passed away after a short illness on the 5th March this year.

Our condolences are offered to his widow Sandra, son Michael (Professor Eng), and daughter Susan.



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CAPE TOWN'S A-BERTH, HOME TO DCD-DORBYL MARINE SHIP REPAIR

The Port of Cape Town's upgraded A-Berth ship facility and home to DCD_Dorbyl Marine ship repair facility has been officially inaugurated with a ribbon-cutting ceremony in the port. The facility has been designed and built to provide the local and international oil and gas industry with a multidisciplinary engineering, repair and refurbishment facility and is set to provide a benchmark for the industry. Based in the Port of Cape Town, with facilities in Saldanha Bay and a joint venture in East London, DCD-Dorbyl Marine has built a reputation as a preferred ship repair and general engineering company since the early 1900's. The Port of Cape Town has seen the successful completion of a number of large scale offshore oil and gas projects over the years and DCD-Dorbyl Marine says it believes that with the upgrading of the A-Berth facility, the company will be able to provide unparalleled service for any conceivable future projects. "We are cognizant of the growing need for a company that can supply marine and industrial clients with a turnkey service that incorporates the complete management of projects requiring quality-driven repair and conversion offerings," says Johann Venter, Executive Director of DCD-Dorbyl. Though the company gets a proportion of its business from the local market, its customers include many international oil and gas companies. Now it aims to increase its penetration into the international market. "This gearing up for internationally-acceptable safety and quality standards will not only align us with other global players, but will also refine and enhance the service offering to our current clients," says Venter.

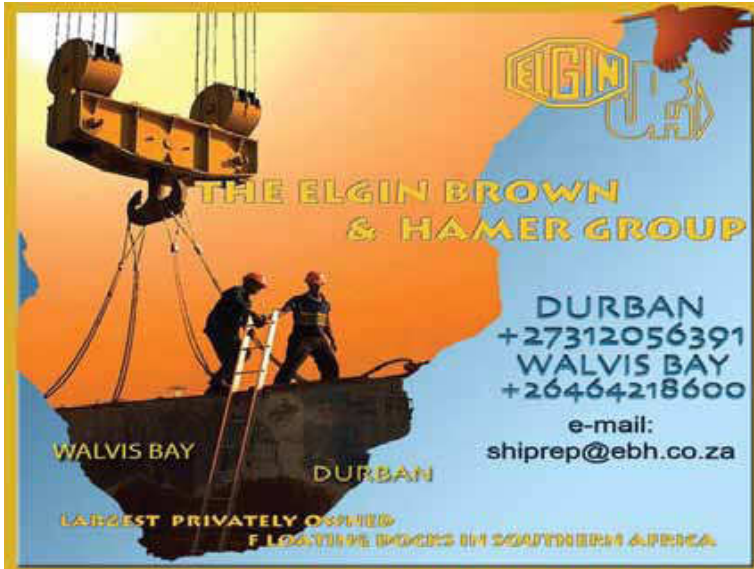
The upgrading of the A-Berth facility means that, in addition to its current comprehensive workshop facilities and access to dry dock facilities, the company can provide a repair quay, and extensive craneage. "This comprehensive repair offering includes the introduction of a 350-ton crawler crane which is permanently situated at A-Berth and is complemented by a number of mobile cranes ranging from 16 up to 800 ton capacities," Venter says.

The upgraded A-Berth facility has a 275 m long quay and allows berthing of vessels with a draft of up to 12 metres. The laydown area is 42,700m², with a warehouse facility of 2,760m², office space of 1,000m² and a medical facility.

Access to the berth is provided around the clock and security is a priority, with ISPS, port security, a secured site and CCTV surveillance ensuring the safekeeping of vessels. "In addition to our own team of highly qualified artisans and technicians, we make use of a number of specialist subcontractors.

This allows us to offer our clients a comprehensive portfolio of services which includes steel fabrication, electrical, reticulation and control, pipe fabrication, mechanical repairs, hydraulics, NDT inspections, blasting and coating, rope access, scaffolding, and subsea/underwater services," he says DCD-Dorbyl Marine operates in full compliance with all applicable legislation and is accredited with

OHSAS 18001. It also conforms to the requirements of ISO 14001. The company's adherence to the requirements of ISO 9001 has resulted in the awarding of repeat business from a number of prestigious international and local clients. "We are confident that with the upgrade of the A-Berth facility, Cape Town is set to become the preferred destination for world class oil rig repairs and upgrades in Africa and DCD-Dorbyl Marine will pioneer the growth of the market," Venter concludes.



CONGRATULATIONS TO CHARLES HICKEN

Charles, a Durban member left the sea as far as possible behind him and has since become a distinguished figure in the depths of KZN at Bulwer.

Quote from the Mountain Echo:-

"Mr Charles Hicken has been an active member of the Himeville Historical Museum Society for several years. He regularly organises outings to historical sites and buildings around Underberg, Bulwer and Himeville to raise awareness of local history. For the last four years as President of the Society he has assisted in the maintenance of the Himeville Museum, not only of the buildings but the artefacts such as agricultural equipment, carriages and wagons. Mr Hicken is currently involved in negotiations with the Department of Public Works to lease the local Magistrates house in Homerville.

This will mean that the house will fall under the auspices of the museum and hence it's care and maintenance. Mr Hicken does all this in his own time with no thought of remittance. Members of the Himerville Museum and Historical Society have won the AMFA award three times over the years and this is a record for KZN. The winners of this award are Diana de Nagy, Liz Mackay and Charles Hicken "

Well done Charles!!



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REDUCED RISK OF PIRATE ATTACKS TO CUT FREIGHT COSTS

Freight costs and insurance premiums are expected to drop later this year if the decreasing risk of pirate attacks in the Gulf of Aden is sustained. The reduction in both people held captive for ransom and pirate attacks has been attributed to concerted effort by the international community to make the Indian Ocean safe. “If the number of successful attacks remains low for the next six months, we expect the freight and cost of insurance to drop,” said Silvester Kututa, the chairman of the Kenya branch of the Institute of Chartered Shipbrokers. Data from the International Maritime Organisation (IMO) shows that the number of ships and seafarers held captive by Somali pirates have dropped from a high of 33 and 733 in February to 13 and 265 respectively at the beginning of last month.

The number of reported attacks has also declined from a high of 45 per month in January to 14 in November. The proportion of successful attacks was cut from 20 per cent in January to seven per cent in November.

The peak season for attacks starts in November when the sea is calm. Shipping lines charge a piracy surcharge of between \$350 and \$500 (Sh29,050 and Sh41,500) per twenty foot equivalent unit (Teus) depending on the region and the line. Shippers buy four main insurance lines: indemnity, war risk, kidnap and ransom, cargo and hull. The most significant increase in premiums has been in “war risk”, kidnap and ransom, according to a recent study on the economic cost of piracy carried out by One Earth Future Foundation. The Gulf of Aden was classified as a war risk area by Lloyds Market Association’s (LMA) Joint War Committee in May 2008. The study estimated that total excess cost of insurance due to the Somali piracy menace are between \$460 million and \$3.2 billion per year. The cost of piracy also extends to prosecution of suspects. Over 750 suspects have either been tried for piracy, or are awaiting trial in more than 11 countries. The study estimates that the cost of piracy trials and imprisonment in 2010 was \$ 31 million. Apart from naval patrols around the Internationally Recommended Transit Corridor (IRTC), the best management practices (BMP) by master and crew of ships recommended by the international community have contributed significantly to reducing attacks. The BMP booklet recommends that vessels should have a free board above eight metres, have barbed wire along the exposed edges of the ship, and to navigate at faster speeds to enhance chances of escaping attacks.

Source: Business Daily Africa

UPDATE ON THE CHAUNCY MAPLES

Just before Christmas, the team in Monkey Bay faced their toughest challenge yet: they pulled Chauncy Maples out of the water, sideways, up the slipway, using winches installed in 1975.



MV Chauncy Maples being pulled up the Monkey Bay slipway on the wheeled bogeys.

To do this, Naval Africa of Durban designed vertical steel supports which were attached to wheeled bogeys on tracks. Getting the four bogeys down the tracks into deep water was the first challenge - it is only the start of the wet season and the lake level is low. Then the engines of the MV Ilala lifeboats were just not strong enough to pull the bogeys to the end of the tracks. A local fishing trawler came to the rescue and pulled them far enough out. Chauncy Maples was then towed carefully to sit over the bogeys and chocked into position, listing slightly lake-ward starboard side. Slowly, slowly, two winches pulled her up. 'I knotted a T-shirt on each wire cable as markers to watch that they all moved at the same speed. Otherwise she might have bent out of shape or even cracked,' said Ross Girdler. It took over six nerve-wracking hours to move the ship just 100 meters to the top of the slipway. 'Technically this was probably the most difficult part of the whole project,' said a relieved Ross. 'It was a sterling engineering effort with great team work from all at Monkey Bay. And thanks to Pieter Volschenk and his engineers at Naval Africa, for their impeccable design and planning.' Here she will stay until the renovation is completed in 2013

Source www.Chauncy Maples.org

SA MARINE ENGINEER MAKES HER COUNTRY PROUD

Fourth Engineer, Kelly Klaasen, 22, the winner of the SAMSA Seafarer of the Year Award for 2010.

Marine Engineer Kelly Klaasen (22) has won the 2010 South African Maritime Safety Authority (SAMSA) Seafarer of the Year Award. The award aims to recognise the valuable contribution seafarers make to everyday life.

Kelly, who made Safmarine history in July this year when she was appointed the company's first female engineer, said she was extremely happy and surprised to have won, considering

the calibre of her fellow nominees, which include Safmarine's first female Master, Captain Louise Angel and Chief Engineer Rob Lawson.

Kelly, who is currently serving as Fourth Engineer onboard the Safmarine Bayete, was on the European coast at the time of the award.

Commenting on her win, Safmarine's Africa Region Executive, Jonathan Horn, said: "We are immensely proud that a Safmarine has been chosen as the winner of this prestigious maritime industry award.

"Having a former head girl of Simon's Town High School and a graduate of the school's Maritime Studies Programme selected as the winner, supports Safmarine's decision to pioneer the Maritime Studies Programme at this school more than 15 years ago."

The Maritime Studies Programme prepares young South Africans for a career in the maritime industry by providing them with practical skills while they are still at school.

Kelly's day-to-day responsibilities on board vessel include the usual watchkeeping responsibilities in the engine room as well as working with the ship's fuel system, pumps and purifiers. Getting her hands dirty is all part of a day's work as she assists in maintaining the vessel's air compressors, cooler systems, the chemical treatment of water, sludge and bunker transfers and the overhauling of engines.

Klaasen, who is passionate about the sea and sailing, says she hopes to qualify in 2020 as Safmarine's first female Chief Engineer.

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INSPECTION AND TESTING OF LIFTING MACHINERY

Under the Occupational Health and Safety act Members should be aware that the statutory testing of lifting machinery must be carried out every 12 months by a registered Lifting Machinery Inspector (LMI) who has been appointed by a registered Lifting Machinery Entity (LME).

It is alleged that there has been abuse of the system when Lifting Machinery has been inspected by non-registered persons and the certificate has been signed by the L.M.I. In some circumstances the LMI was not even on site.

The draft Driven Machinery Regulations published for comments on the 4th of March 2011 contains the following provision.

"The user shall cause the whole installation and all working parts of every lifting machine as well as ancillary lifting equipment used with the machine, excluding lifting tackle, to be thoroughly examined and subjected to a performance test, as prescribed by the standard to which the lifting machine was manufactured, by a registered Lifting Machinery Inspector appointed by a registered Lifting Machinery Entity who has knowledge of the erection and maintenance of the type of lifting machine involved or similar machinery and who shall determine the serviceability of the structures, ropes, machinery and safety devices, before they are put into use following every time they are dismantled and re-erected, and thereafter at intervals not exceeding 12 months".

It is clear from this requirement that the intention of the legislation is for the inspections and tests to be performed by a registered LMI who has been appointed by a LME.

Members who become aware of this abuse should report it to the Engineering Council

Source:- Safenet, R Van De Merwe

DURBAN PORT GETS R400M UPGRADE

The container port berths would be closed at various stages during the next six years to be deepened to allow larger vessels, and at least 77 more staff would be employed in the port. The multipurpose terminals on Maydon Wharf and the Point would also be upgraded, their executive Zeph Ndlovu said in Durban. The terminals handled mainly bulk, agri-bulk and roll-on roll-off (ro-ro) cargo, such as vehicles, he said. After the upgrade they would also load and offload containers which would usually have been handled at the container terminal. A new computer system would be implemented in April to ensure the efficient handling of containers at the terminals. More trucks carrying containers could be expected to travel through the city to the ro-ro terminal, but Ndlovu said the eThekweni municipality had limited the number to 400 a day. Transnet Port Terminals had also bought six mobile harbour cranes and eight reach stackers, which lift and stack 20 foot containers, and vehicles and trailers to haul the containers.

Source : fin24

WHERE ARE THEY NOW ?

A number of journals have been returned by the Post Office as “Address unknown”. We would be grateful if members could help trace these missing persons :-

Mr R Fitzgerald P O Box 456 Scottburgh 4180

Mr C R Delderfield P O box 1842 Hillcrest, 3650

Mr R H Van Niekerk, Tongaat Hulett Sugar, Pvt Bag 3 Glenashley 4022.

There are a few members who have not yet paid their subs for 2012.

It would be much appreciated if they would do so as a matter of urgency.

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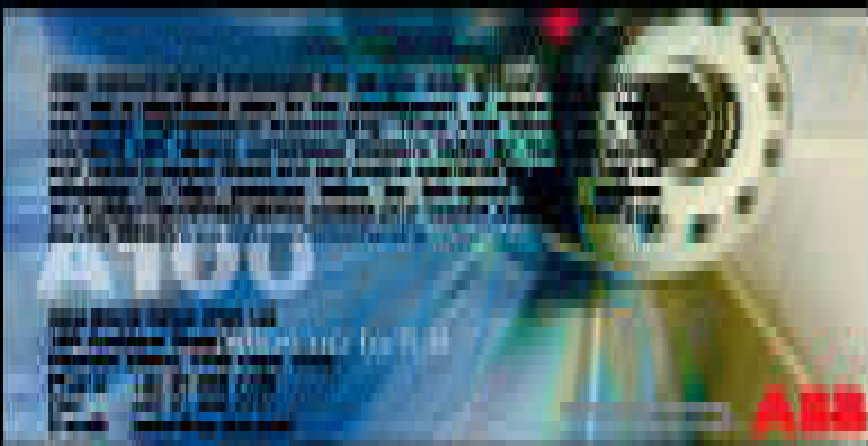




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