

The Society of Master Mariners South Africa



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RICHARDS BAY BRANCH

MINUTES OF THE 33rd ANNUAL GENERAL MEETING (COMBINED WITH THE MONTHLY BRANCH MEETING) HELD IN THE LIBRARY OF THE RICHARDS BAY COMBINED SEAFARERS' CLUB ON 23 MAY 2019.

1. **OPENING:**

The meeting commenced at 17h05 when the Branch Master Simon Aggett welcomed all to the meeting.

2. **PRESENT:**

Simon Aggett, Derek Wood, Mark Classen, Ryan Naqayi, Keith Marks, Dave Teague, Rob Farren-Hanford, Hannes Pretorius, Mike Melly and Allan Heydorn.

3. **APOLOGIES:**

Winston Lobo.

4. **NOTICE OF MEETING:**

The notice of the meeting had been duly circulated.

5. **CONFIRMATION OF THE MINUTES OF THE 32nd AGM:**

The minutes of the 32nd AGM and 278th business meeting were tabled and adopted. (Proposed by Derek Wood and seconded by Keith Marks).

6. **NATIONAL TREASURER'S REPORT:**

This will be covered at the National AGM.

7. ANNUAL REPORT OF THE BRANCH COMMITTEE:

The branch has held 8 meetings since the last Annual General Meeting.

The Christmas dinner was held in January 2019 at the Khrua Thai Food and Sushi Restaurant at the Tuzi Gazi Waterfront during January 2019 due to the absence of many members during December 2018.

8. PRESIDENT'S REPORT:

The President Rob Whitehead delivered his report via a Skype connection. A copy of the report is attached hereto.

9. ELECTION OF BRANCH COMMITTEE:

The current committee was re-elected:
Branch Master: Simon Aggett
Deputy Branch Master: Derek Wood
Secretary: Allan Heydorn

10. MEMBERSHIP:

- 10.1 A list of the current members is attached hereto. The names of Bob Brindle and Jerald Rabie have been removed as they have relocated.
The need to expand the membership was discussed.

A possible new member is Captain Anish Kholi employed by Gearbulk who will attend meetings when in Richards Bay.

- 10.2 Keith Marks mentioned that marine pilot Captain John Haupt could possibly be approached.
- 10.3 Discussions followed on the focus of the Society. The objectives of the Society were considered and whether these should perhaps be broadened in order to attract additional members.

11. NATIONAL AGM 2019 MATTERS:

This is to be held on 16 August 2019 at Richards Bay.

Simon Aggett, Derek Wood, Rob Farren-Hanford and Ryan Naqayi will meet for a few minutes at the end of the meeting to discuss preparations.

12. **GENERAL:**

Mike Melly explained the following:

- 12.1 The purpose of the Benevolent Fund of the Society is to assist a needy member of a spouse in the event of the death of a member.
- 12.2 The purpose of the Bursary Fund was to raise monies for deserving students. The fund has grown considerably and during the past year it had a budget of approximately R1,3 million. Many excellent students who have received mentoring have graduated. The problem however is that there are insufficient employment opportunities on vessels for graduates. The possibility of opening communications with foreign countries to seek positions was considered. Mike Melly mentioned that many South Africans are employed on Super Yachts throughout the world.
- 12.3 Mark Classen confirmed that the inauguration of the Port Welfare Board would take place in Durban during the coming week.
- 12.4 Mike Melly explained that the suicide rate amongst seafarers / mariners was extremely high and that one of the purposes of the Port Welfare Board would be to mentor and support those requiring assistance.
- 12.5 Keith Marks enquired whether crewless vessels would ever materialize. Members felt that this would eventually occur but in the distant future.
- 12.6 Allan Heydorn referred to an article appearing in the Africa Ports and Ships newsletter of 23 May 2019 dealing with the re-introduction of in-water hull cleaning. The objective is to manage biofouling which reduces a vessel's fuel efficiency which gives rise to more carbon emissions. A copy of the article is attached to the minutes.
- 12.7 Mike Melly explained that he was endeavoring to revive the Durban branch of the Society of Master Mariners and that all were welcome to attend and assist in this regard.

13. **CLOSURE:**

There being no further business to discuss, the meeting closed at 18h55.

Simon Aggett
(Master)
Richards Bay Branch

A J Heydorn
(Secretary)



President's Report to the Society's Annual General Meetings of Branches

2019

Thank you for this opportunity to address your Branch. This is my 8th year as President of the Society and it is probably as good a time as any to remind ourselves where we come from and where we are going to.

On the anniversary of our Society's 75th year in 2015 I produced a history of our early years from our formation in 1940 until the end of the 2nd World War. Looking through this history again (it is published and available to be read on our website) I was reminded again of the high esteem the Master Mariner as well as the Society was held. No lesser person than the country's then Prime Minister, Field Marshal J.C. Smuts was our Patron. Many leading members of the maritime industry, including our first President, Captain T.B.F Davis, Ship Masters, Surveyors, Pilots, shipping managers and Naval Officers saw the benefit of forming an organization that could advise Government on maritime matters, inform members of maritime developments and share fellowship among their peers.

In his inaugural address as President of the Society at our first AGM on the 15th April 1941, Captain Davis expressed his belief that the Merchant Service, after the Navy, was the backbone of any maritime nation.

This is as true today as it was then. The vast majority of South Africa's international trade is still seaborne. In the nearly 80 years since the formation of the Society, we have seen the rise of South Africa as a maritime force culminating in peak of South African-owned shipping around the 1980/1990's before entering into a gradual decline to where we have virtually no locally owned merchant fleet today.

I think most of us realise that the current situation is here to stay. We are not unique in this and we have seen other former maritime nations suffer the same fate. However, South Africa will continue to be a nation that trades internationally via the oceans - but on other people's ships.

This begs the question – what of the South African Master Mariner? Is there a need to encourage and develop this competence locally? Does the Society have a role to play in these changed circumstances?

In answering these questions, I think we need to state the following:

- There is demand from South African youngsters to follow a career at sea.
- Many certificated South Africans are currently employed at sea or work in the maritime industry internationally where an STCW CoC is a prerequisite.
- There will always be demand for experienced local ship and cargo surveyors, lecturers, examiners and pilots.
- Although small, there is a core domestic fleet of government, salvage, fishing and other vessels.

I believe that based on these requirements, there is an ongoing need for the specialised niche we as Master Mariners offer South Africa.

There is however a major area of concern. The European Maritime Safety Agency's 2017 inspection of the arrangements in place in South Africa with regards to "giving full and complete effect" to the STCW Convention raised significant failures in this regard. SAMSA is working on a Corrective Action Plan (CAP) to tackle these failures and Simon Pearson represents the Society on the project steering committee.

I am very concerned that SAMSA will be able to satisfy IMO in time and avert our removal from the "White List" of internationally STCW compliant nations.

This concern has climaxed by the recent distribution in February of the IMO's Sub-Committee on Human Element, Training & Watchkeeping's communication which essentially calls for the removal of states who do not give full and complete effect to the STCW Convention (specifically STCW Regulation I/7.3.2) until such time as they do comply.

The only thing that gives me hope that this proposal will be delayed until after the SAMSA CAP has completed its work is the fact that the revised "White List" published in this communication reduces the number of compliant states from 127 to 54. Apart from South Africa, many other maritime nations are also excluded including Philippines, Panama and, surprisingly, the United Kingdom and Holland.

We will have to watch this process carefully and ensure we apply pressure effectively to ensure our members employment is not threatened.

To be effective we need numbers in our membership. This will give us more clout and allow us better funding (via increased subs collections) which is essential for the significant costs involved in ensuring lobbying on behalf of our members as well as ensuring our presence at meetings of Government and industry stakeholders where our concerns can be raised.

In conclusion then, I would like to thank the Cape Town Branch and the Richards Bay Branch for keeping the Society flag flying. Also, I would like to thank Mike Melly in Durban for his efforts to get the Durban Branch functional again as well all members who have assisted our Branches and the Society over the last year and I look forward to your continued support in the year to come.

Thank You

A handwritten signature in black ink, appearing to be 'D. M. M.', written in a cursive style.

President

The Society of Master Mariners South Africa



| | Richards Bay Members | Telephone Number | Email Address | Updated May 2019 |
|----|---------------------------------|-----------------------------|--|-------------------------|
| 1 | Captain Lobo | 071 686 9652 | wlobo@samsa.org.za | Member |
| 2 | Derek Wood | 083 441 5686 | dcwoods@telkomsa.net | Member |
| 3 | Mark Classen | 063 035 6686 | mark.classen@mtsmail.org | Honorary Member |
| 4 | Keith Marks | 083 454 8037 | dmarks@saol.com | Member |
| 5 | Rob Farren-Hanford | 083 282 9640 | acmemar@jafrica.com | Member |
| 6 | Allan Heydom | 083 440 6502 | heydom@wylie.co.za | Affiliate Member |
| 7 | Ryan Noqayi | 081 387 9461 | ryan@acmemarine.co.za | Affiliate Member |
| 8 | Mike Patterson | 082 442 9440 | Mikepatt2@gmail.com | Honorary Member |
| 9 | Hannes Pretorius | 071 733 1020 | iwpretorius@gmail.com | Honorary Member |
| 10 | Dave Teague | 072 906 0000 | Teague@telkomsa.net | Member |
| 11 | Simon Aggett | 079 031 6952 | saggett@samsa.org.za | Member |

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TNPA PORTS TO USHER IN IN-WATER HULL CLEANING



Bio-fouling a a ship's hull

After an extended wait of several years* Transnet National Ports Authority has, on the day that the world commemorates International Day for Biological Diversity 2019 (Wednesday, 22 May), announced steps to re-introduce in-water hull cleaning of ships in port.

The port authority said in a statement yesterday that in-water hull cleaning for permit-holding service providers will be introduced.

This will apply to all South African ports in an effort to 'stringently manage biofouling', where marine organisms attach themselves to the hull of a ship and niche areas, potentially spreading alien and invasive species across borders.

"Biofouling slows down the vessel and reduces fuel efficiency. This results in vessels burning more fuel and emitting more carbon emissions," says Simphiwe Mazibuko, TNPA's Environmental Manager at the Port of Durban.

"The cleaning of ship biofouling is one of the practices recommended by the IMO to help vessels meet its new regulations to improve their fuel efficiency and reduce their carbon emissions by 2020," she added.

Mazibuko said TNPA's decision to offer hull cleaning in its ports in response to market demand was influenced by significant advances in hull-cleaning technology, which minimise the spread of alien species during the cleaning process.

“Hull cleaning that is not managed correctly during removal of biofouling, can result in the global spread of alien and invasive species posing serious risks. These risks could include destroying indigenous biodiversity, harming local fisheries and aquatic farming operations and introducing diseases to the local population,” she explained.

TNPA has sensitive aquatic habitats and aquatic farming operations in a number of its ports in South Africa, making it critical for the port landlord to introduce a strict permit for all service providers undertaking hull cleaning activity in any port.

- The permit is in line with the ‘2011 IMO Guidelines for the Control and Management of Ships’ Biofouling to Minimise the Transfer of Invasive Aquatic Species’. Submissions from prospective service providers are presently being reviewed as part of TNPA’s tender process.

“Strict environmental monitoring of all hull cleaning activities will ensure that deviations are picked up early and strict interventions are implemented, even if it means cancelling a permit of a non-compliant service provider,” said Mazibuko.

TNPA is also committed to working with all regulatory authorities that are mandated to manage Biodiversity, conduct research or establish policy and exercise oversight on environmental marine issues.

* TNPA summarily banned in-water hull cleaning in the ports some years ago in a decision that saw the closing up of shop for more than one specialist diving company and frustration for others who relied on this type of service to remain in business. Now it appears that in-house cleaning in the ports is back in favour.



News continues below

A banner for SA Maritime School & Transport College. On the left is a black and white photograph of a sailboat's rigging. In the center is a logo featuring a silhouette of a person at a desk with a computer. To the right of the logo, the text 'SA Maritime School & Transport College' is displayed in a bold, sans-serif font. Below this, the contact information 'Tel: 031 337 7889 • www.samaritime.co.za' is provided in a smaller font.

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