



## *The Society of Master Mariners of South Africa*

Minutes of the 65<sup>th</sup> Congress held in Durban in the Saimena Room on 28 August 2009

### **Final Draft 3 Sept**

The president welcomed the delegates to the 65<sup>th</sup> congress of the Society, the meeting opened at 0915 hrs 28 August 2009

#### **Present:**

**Executive:** Roy Martin, Graham Mannall, Howard Jackson-Moss  
**Cape Town:** Colin Flockhart, Rob Whitehead  
**Durban:** Brian Knowler, Doug Young, Colin Johnsen, Roy Martin  
Howard Jackson-Moss  
**Port Elizabeth :** Daron Burgess  
**Richards Bay:** Gordon Oxley Rob Farren-Handford

**Apologies:** G Baistow, I Little, R Fletcher, S Pearson, D Henwood, C Savage, I Chown B Cullen, M Brophy, E Bismeyer, R Barry, J Lamberg, A Brink, I Fishley, C Kingon, L Crole, K Tate, M Meyer, R Sullivan, B Greenwood

#### **Presidents Address, and Durban Branch report**

Further to the reports given to the branches earlier this year, Chris Viljoen attended the IFSMA AGA in Brazil on our behalf this year. Judging by the extensive report received, a copy of which is attached hereto, our gratitude is extended to Chris for a job well done.

The central government's general lack of support for maritime training and specifically with regards to our maritime schools and universities, continues to frustrate those trying to make a difference. Gordon Oxley has written about the lack of planning in the training of youngsters, where students are trained to a particular level and then left hung out to dry with no assistance in acquiring the necessary sea-time in order to complete their studies. The Sitengele School asked for assistance last month and we ended up presenting a power-point talk on the different types of commercial ships, which appears to have been well received.

DUT and CPUT have been frustrated by both their academic institutions having no real structures in place to pay commensurate salaries to master mariners. Attached hereto are copies of our letter and that of SAIMENA's, in support of DUT and CPUT's struggle with aging lecturers and the lack of funds to attract younger personnel.

The unresolved issue of where SAQA intend to rate a Master's Certificate has again been raised and will be addressed later today, as will an internship programme for students.



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The Honorable Company of Master Mariners approached us recently, a copy of their letter is attached, in the interests of establishing closer ties with us. Allen Brink is already a member of the HCMM so has offered to convey any suggestions that we might come with.

We have set up a meeting with the port security people and the port legal department, in an attempt to resolve the multiple permit problem facing port users at present. We have proposed a single permit on a national data base, which allow access to any berth in RSA.

We were approached recently by the DoT to nominate someone to assist them in evaluating the oil pollution contract tug. We were only given two days in which to nominate a candidate, so ended up nominating Brian Watt, who is knowledgeable on the subject, based in Pretoria and was available at such short notice. Our reply is attached hereto.

The Durban Branch has been a big disappointment, with a lack of proper leadership it has not functioned at all over the past 18 months or so. This has also impacted on EXCO, resulting in only one full EXCO meeting in that period. The business of the society has been carried out, but has suffered from a lack of regular meetings. As Graham Mannall will be taking over the reins of the society this year, it is hoped that we can rope in a few of the older campaigners and together we can hopefully resurrect the Durban branch .

A big thanks to Howard Jackson-Moss for jumping in and arranging Congress practically single-handed, I am not sure that it would have happened without him this year.

From my side, I have enjoyed the past few years as President and hope that I have helped to raise the profile of the society with government and in the industry in general. I would like to thank all of the Branch Masters for all of their support during my tenure and wish Graham every success going forward.

### **Previous Minutes:**

The minutes of the minutes of the 64<sup>th</sup> Congress at Richards Bay were perused and said to be a true reflection of the meeting. The minutes were proposed by Roy Martin seconded by Colin Flockhart.

### **Matters Arising**

- There has been no further development on the upgrade to the SOMMSA website, Roy Martin undertook to discuss the upgrade with Eddy Nielsen.
- The proposed SOMMSA service medal has not received support from the branches, no further action will be taken at this time.
- Roy Martin undertook to investigate the whereabouts of the official Master Mariners Dies and medal blanks
- Colin Flockhart expressed concern about the lack of progress on the amendment to both the Society and the Benevolent fund constitutions to allow for PBO application. Colin Flockhart tendered his resignation as trustee of the Benevolent Fund



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### **Honorary Treasurers Report**

Howard Jackson-Moss tabled the audited reports: for Benevolent and Central funds

- **Benevolent Fund**  
(Standard Bank Money Market; Old Mutual Unit Trusts; Nedcor Investments)

On 19 March 2009 the BOE advised that the Society's funds held with them were below their minimum criteria, with the request we close the account..

In light of prevailing economic downturn, the total BOE amount of R206174.43 was transferred from BOE to a Standard Bank Money Market Call Account.

However after the funds had been transferred, Standard Bank said the minimum that can be held in a money market account is R250000.00.

To make up the shortfall, a loan of R19950.57 was taken from the Central Fund, to be repaid from interest earned on the Money Market account.

The Old Mutual unit trust investment has been exposed to the economic problems and on 31 March 2009 reflected a value of R599859( R818380 2008 financial year end)

The Nedcor investment account holds R26606,. Congress instructed the Nedcor account be closed, this will be done using some of the funds to repay the Central fund account loan, with balance deposited into the Standard Bank Money Market account.

- **Central Fund**

At year end 31 March 2009 the central fund balance sheet R44787 with a surplus of R 22483.

### **Bursary Fund**

Colin Flockhart reported extreme difficulty in establishing an account with FNB St Georges Mall, application documents have been mislaid. As a result the FNB application has been aborted , Standard Bank, ABSA Nedbank will be investigated for the best solution. Colin Flockhart undertook to keep trustees updated:

By unanimous decision it was agreed, the status quo to retain a minimum capital of R50000,00 holds.

#### **Trustees**

Colin Flockhart

Roy Martin

Howard Jackson-Moss

Gordon Oxley

Nigel Campbell



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### **Honorary Secretary Report**

The central record of members has a total of 212

Cape Town 95

Port Elizabeth 20

Durban 81

Richards Bay 16

During the year 4 new members were recorded, with no deletions

The 2009 subscriptions for listed members have been sent out, some mails were returned as undeliverable,. At time of writing this report 65 subs. invoices remain unpaid. Branch delegates to congress were given a list of members as per the central records with the request to return an updated member list to the secretary.

### **Prizes**

As in 2008, no central society prizes were awarded in 2009; The ideals of a prize for excellence remain in place to be only awarded outstanding candidates. Cape Town branch awarded a prize to the best seamanship student at Simons town School

### **IFSMA**

Membership of ifsma to be retained, with the agreed 30 membership reflecting the Society's estimated sea going members.

### **Election of Officers**

Following the process established at the Richards Bay congress, the president stood down and vice president assumed the presidency;

President:	Graham Mannall
Vice President	Open
Outside Vice President	Ian Fishley
Sea Going Member	Chris Savage**
Secretary /Treasurer	Howard Jackson-Moss

Standing down President Roy Martin was thanked for his contribution during his term of office

\*\* this should have been raised at congress(me culpa) Chris Savage agreed to stand as sea going member should we need.

### **Honorarium**



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Howard Jackson-Moss declined the honorarium on the grounds that he had not yet gained full control of the secretarial/financial affairs of the society.

Colin Johnsen head of Maritime Studies Faculty at DUT addressed the meeting on the issues facing his faculty. The problems are:

- The need to realign the maritime studies curriculum to comply with the HEQF policies in order to secure funding
- The potential impact on funding due to the inability of getting S1 S2 students away to sea for their WIL to qualify for S3 & S4 studies.
- S1,S2 students drop out due to lack of berths at sea.

Presentation by Colin Johnsen

### MARITIME STUDIES CURRICULUM DEVELOPMENT

The Higher Education Qualifications Framework (HEQF), gazetted in October 2007 provides common parameters and criteria for qualifications design and enables the comparability of qualifications across the system, for qualifications available at tertiary education institutions. All higher education institutions are required to comply with the policies of the HEQF, and this means that the National Diploma in Maritime Studies can no longer be offered in its current form after December 2012.

The two institutions offering the National Diploma in Maritime Studies: Durban University of Technology (DUT) and Cape Peninsula University of Technology (CPUT) are now tasked with curriculum development. This is to ensure that the qualifications and learning programmes meet HEQF requirements. In addition we aim to solve problems facing both institutions.

Our current format is a three-year diploma with S1 and S2 completed in the two semesters of the first year, then 12 months of Work Integrated Learning (WIL), followed by a final year of study in S3 and S4.

WIL has always been problematic because the Department has been unable to place all successful S2 students, and the shortage of berths for cadets has become worse in recent times. The HEQF requires the Department to guarantee placement of students for their 12 month WIL in order to gain credits for a Diploma.

A further problem facing both institutions is the time-based throughput of students from first enrolment to graduation, in order to receive funding from the Department of Education. The maximum allowed time for a Diploma is five years from entrance to graduation. Those students who spend two or three years battling through S1 and S2, and then leave without returning, provide us with a problem. We are addressing this by strict application of the entrance criteria where applicants must have good (50% plus) passes in Grade 12 Maths, Physical Science and English.

Many students do not return after completing S2 because they gain their Deck Watch keeper CoC from SAMSA and this makes them sufficiently qualified to become NPA marine pilots. Others follow a limited route to gain a Skipper Port Operations qualification leading to employment as tug masters or bunker barge masters.



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The HEQF has changed from the old format of 8 levels to 10 levels, with the extra 2 levels in higher education. The figures in brackets relate to credits where 1 credit is equal to 10 notional hours of learning.

The HEQF is not designed to allow lateral articulation in courses of study, which means that students registered for a Diploma cannot move directly into the third year of a degree programme on completion of their Diploma studies at level 6.

A solution to our problems has been debated at length but we are certain that the only avenue open for us is to develop our programme into a two-year stepped course of study. This means that at the end of the first year of study successful students will gain a Higher Certificate in Maritime Studies. If they want to progress in their careers they can return to complete S3 and S4 for an Advanced Certificate in Maritime Studies. This is sufficient theoretical knowledge for their application to SAMSA for a Chief Mate, and ultimately a Master CoC.

The institutions will at last have a Higher Certificate qualification after S2 that will allow us to gain funding based on throughput, and it will remove the onus on the Department to be responsible for providing sea berths for the WIL period.

The DUT is currently focused on producing Diplomas, Master degrees and Bachelor of Technology degrees. The B Tech degree is not part of the HEQF and current programmes will be phased out, to be replaced by Bachelor and Professional Bachelor degrees with designators that specify the area of expertise. In the Department of Maritime Studies we are planning to introduce a 3-year Bachelor of Nautical Science degree programme that will run in parallel with the Certificate programme.

Our objective with this programme is to allow the academically-inclined students to achieve a higher qualification that will benefit them later. This degree programme, in line with the objectives of a University of Technology, will have a WIL component. We are currently debating the allocation of the WIL period but are generally of the opinion that students should complete 6 months in either of the two final semesters of the programme. The problem we are grappling with is the structuring of credit values within the requirements of the HEQF, where a maximum of 96 credits is allowed at Level 5 and a minimum of 120 credits is allowed at Level 7.

The students with an Advanced Certificate will be able to attain their Master Mariner Certificate of Competency, which could still allow them entry into a Master's Degree at a traditional university. We have considered developing a Post Graduate Diploma to run in parallel with a Bachelor Honours degree programme so that both streams of students could then proceed into a Master's Degree in Nautical Science.

Students will have a choice whether to go the certificate route, the Nautical Science degree route, or take a third option: a degree in Shipping Management for the shore-based industry.

The developments mentioned cannot take place without personnel. My current staff consists of four deck lecturers (with one about to leave), one engineer lecturer, one GMDSS instructor, and a secretary. Of the deck lecturers two are currently studying towards their Master's degrees so that we could possibly provide articulation into higher levels of learning.



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A matter of great concern to both institutions is the lack of interest by the profession in taking up lecturing positions. Both DUT and CPUT do not have the resources to attract and retain suitably qualified staff (Masters and Chief Engineers) for the deck and engineering programmes. This seriously threatens our SAMSA accreditation, concurrent IMO White List status and ability to continue educating future seagoing personnel.

At present DUT is able to maintain operations with the minimum number of staff but we do not have the capacity to undertake necessary research and development, and we have no staff redundancy capability. In the words of Prof Ed Snyders:..."if the Society and shipping industry as a whole do not formulate a solution it is quite possible that maritime education **and training will disappear into oblivion**".

That prediction may be too dramatic because there are always entrepreneurs who could step in, but without government subsidization their fees will be much

At the end of the presentation by Colin Johnsen, Roy Martin circulated a letter sent to SAMSA expressing the Society's concern about the uncompetitive salaries offered to Master Mariners and Marine Engineers by DUT and CPUT, which has resulted in the universities not being able to attract suitable lecturers.

Howard Jackson-Moss briefed the meeting on the limitations associated with outcomes based education in the shore based shipping industry.

The main issue from his practical experience is that OBET requires constant one on one interaction between trainers and students, this limits the class size to a maximum of 15-20, a class beyond 20 students becomes an administrative nightmare, and training becomes secondary to administration.

### **Presentation**

Mr Selvan Pillay Manager for the Port of Durban planning department gave a presentation updating the development at the port of Durban. He mentioned that due to the economic downturn some long range plans had been put on hold

#### Current Developments.

The harbour entrance has been widened from 110 metres to 220 metres and dredged to a depth from 12.8metres to 17 metres. New Pier Terminal and DCT will have a berth draft of 16 Metres, this will be achieved by extending the quay wall and sinking piling in order not to undermine existing quays.

On completion of this development phase,the port will then have the capacity to receive 9600teu ships

Road access to and from the container berths will be improved by widening roads in the Bayhead and Langeberg road areas and the soon to be opened Congella Bridge. Linking BayheadRoad to Edwin Swales Drive

#### Short term Future Plans

To develop Salisbury Island into an additional container Terminal with a capacity of 600,000 teu, raising the port capacity to 3.6million teu per annum.

#### Medium Term Planning



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Maydon Wharf berths will all be taken to a depth of 14 metres, this will be achieved by building a quays onto piling extended into the Maydon Wharf channel, and cutting into the bay side sand banks so as to retain channel width.

Mr Pillay stated that extensive planning was underway to encourage containerised traffic from road to rail and reverse the current 80% road 20% rail split.

### Long Term Planning

Plans are in the pipeline to dig out the Bayhead area and create another container terminal, however, logistics, weather issues for pilots are seen as stumbling blocks to be overcome

### Items for debate

Rob Farren Handford and Gordon Oxley raised the issue of offering some form of mentorship support to unemployed S1&S2 students to assist them to gain work experience, Rob's proposal was to give a small travel allowance to get them to and from unpaid internship work in the various maritime industry sector businesses., ie: stevedores, C&F Agency, Ships Agency, Richards Bay Coal Terminal, surveyors.

The meeting debated the concept, and the general feeling was that transport allowance would not be a practical approach. Daron Burgess said that Samsa in Port Elizabeth were operating a scheme whereby a learnership with stipend is offered to S1 & S2's, Daron suggested that Richards Bay branch executive approach Samsa with a view to securing a similar learnership opportunity.

- **Contact detail Sobantu Tilyi; [stilyi@samsa.org](mailto:stilyi@samsa.org)**

It was further suggested that the Richards Bay Chamber of Commerce and the local Rotary Chapter be approached to assist.

### Subscriptions

It was agreed that 2010 subscriptions will remain unchanged at R280 full membership. No change to other grades of membership.

### General

It was agreed, in response to a letter from the Honorable Company of Master Mariners seeking closer liaison with Sommsa, that we go ahead with investigating a closer relationship. The first step will be a link on our website to theirs, Roy Martin undertook to contact Allen Brink for further detail.



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The idea of a Sommsa membership card was tabled and rejected for administration reasons

### **Next Congress**

The next congress has been scheduled for Friday 20 August 2010 at Port Elizabeth

### **Press Release**

Graham Mannall undertook to prepare the press release

No further business was conducted and the meeting closed at 1515hrs