



South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 30 January 2019

Marine Notice No. 5 of 2019

The review of incidents resulting in death in the South African fishing industry 2018.

TO ALL PRINCIPAL OFFICERS, OWNERS, OPERATORS, MANAGERS, SKIPPER'S, CREW & SAFETY OFFICER'S OF FISHING VESSELS AND TRAINING INSTITUTIONS

Marine Notice No 4 of 2018 is cancelled

Summary

This notice advises the fishing industry of the incidents that lead to death in the domestic fishing industry and compares trends over the previous years. Owners, managers, skippers and safety officers are encouraged to review their operations and through the use of risk assessments and identify steps that can be undertaken to eliminate dangers.

In 2018, 3 fishers lost their lives in 3 separate operational incidents at sea;

- 1 fisher drowned when a small fishing vessel lost her bearings in fog in April 2018 and ended up on the reef and capsized near Port Nolloth;
- 1 fisher drowned when a small fishing vessel lost her bearings in fog in May 2018 and ended up on the reef and capsized off Port Nolloth;
- 1 fisher went missing in adverse weather after their small fishing vessel ran out of fuel and was taken in tow by another vessel. The tow operation resulted in the vessel being swamped and her bow pulled under by the tow eventually capsizing. The crew abandoned the capsized vessel. 7 of the 8 crew were rescued out of the water by the NSRI;

In 2018 (end of 2017), 1 fisher died in non-operational instances;

- A crew member was suspected of jumping overboard a fishing vessel off PE and subsequently lost his life in an apparent suicide.

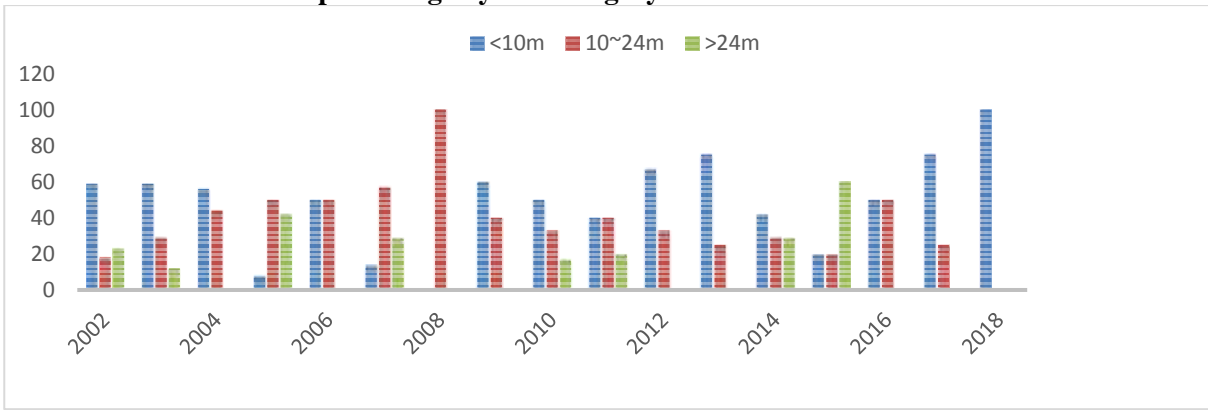
SAMSA notes that once again the apparent suicide occurred after the fisher displayed unstable behaviour on board. Early detection of these symptoms and appropriate actions can avoid this type of death.

SAMSA offers trauma counselling, assistance with securing UIF, COID and insurance and the facilitation of social grants through the Welfare Office, Mrs N Dubase (021 421 6170 email ndubase@samsa.org.za) . In addition community and workplace seminars are offered, at no cost to the industry on HIV/AIDS awareness and alcohol/substance abuse. Fishing operators are strongly recommended to review their Drug and alcohol policies and procedures.

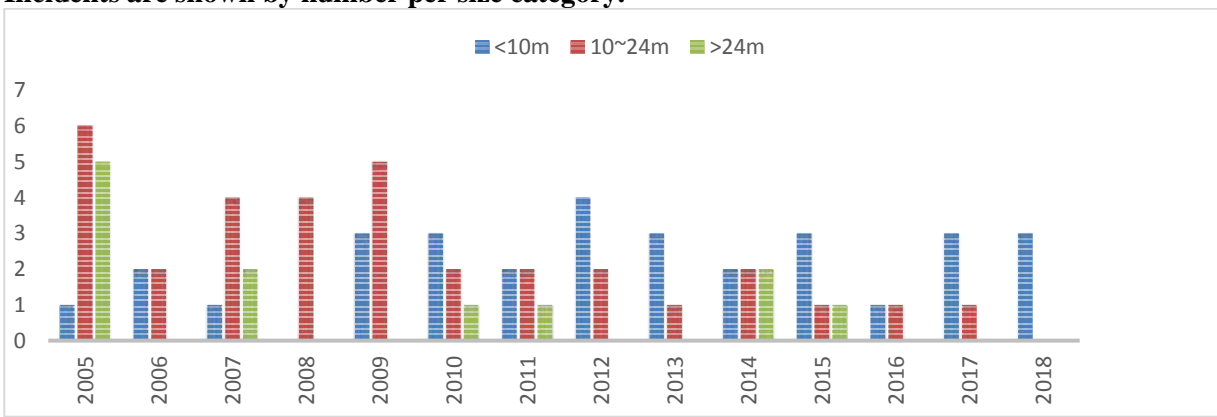
The operational incidents can be categorized as follows;

1. **Number of incidents by vessel size.**

Incidents are shown as a percentage by size category.

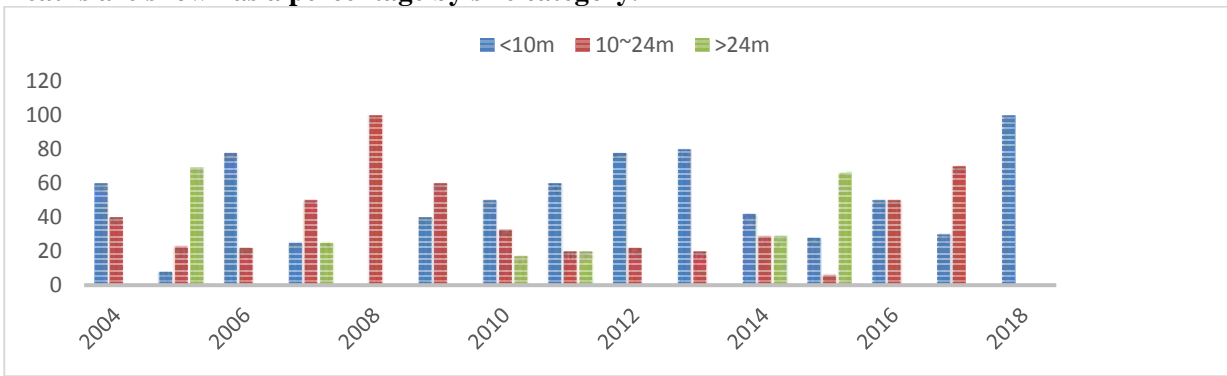


Incidents are shown by number per size category.

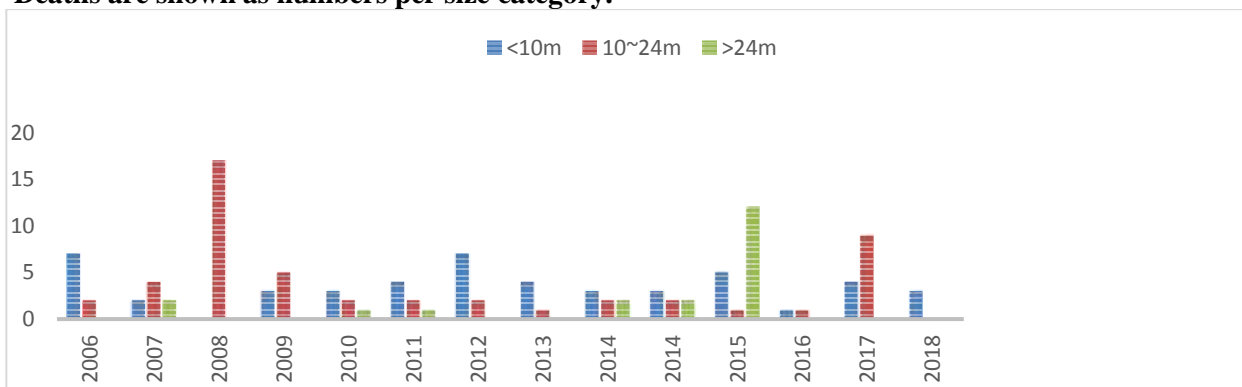


2. **Deaths by size category.**

Deaths are shown as a percentage by size category.



Deaths are shown as numbers per size category.

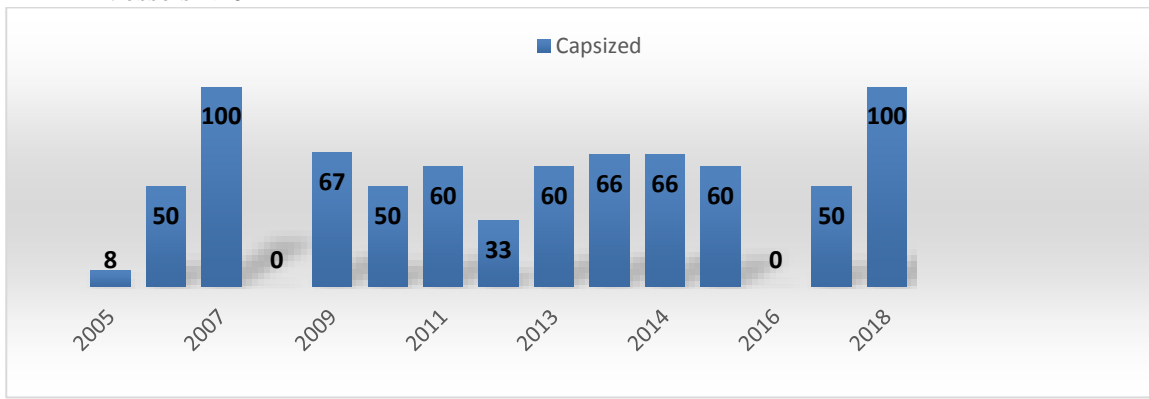


3. **Types of incidents.**

Types of incident are shown as a percentage per size category.

a. **Capsized**

Vessels <10m

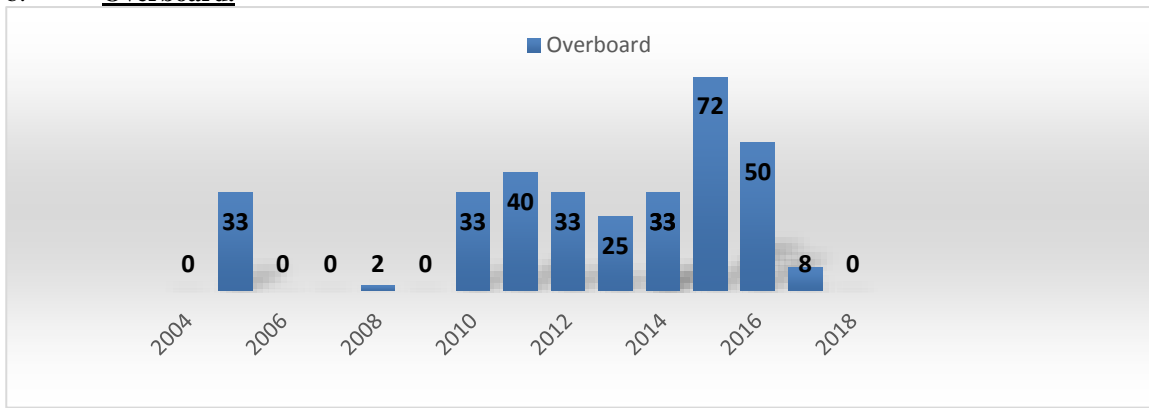


Capsize of small vessels is primarily due to 4 reasons:

- at sea in unsuitable weather conditions,
- hauling of anchors over the side and not the bow,
- too close to the shore, and
- overloading.

The requirement that flotation aids are worn within the surf zone can only reduce the number of fatalities.

b. **Overboard.**



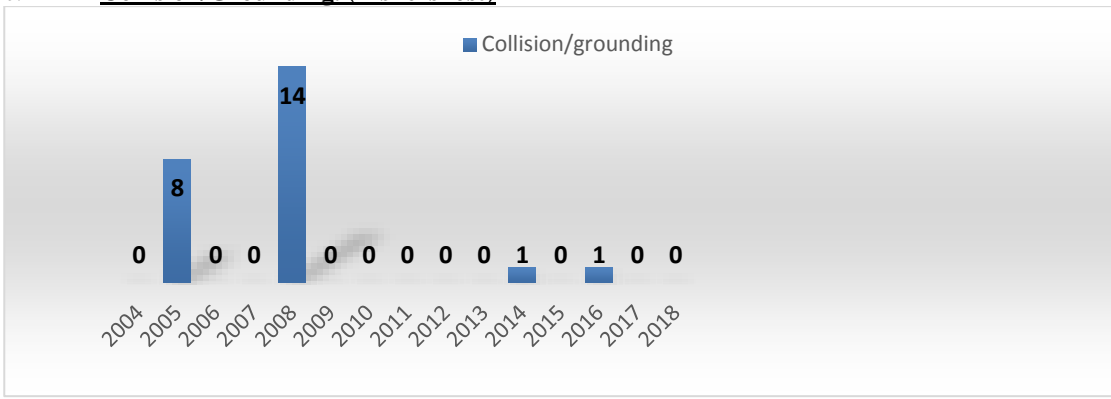
After the capsizing of small vessels this is the single largest category leading to death. Crew members lost overboard are either lost:

- while shooting or hauling fishing gear
- at night when the vessel is steaming, and this year
- an unfortunate incident, after abandoning their vessel in rough seas.

To reduce this reason for death the following steps should be taken onboard:

- flotation aids are worn at all times on deck where the nature of the work can lead to a crew member being knocked overboard,
- crew members that go on deck while there is no fishing operation should never be alone. Skippers are encouraged to introduce a buddy system where there are always 2 crew members together, this is especially important at night; and
- when working near or at the side of the vessel safety harnesses should be worn.

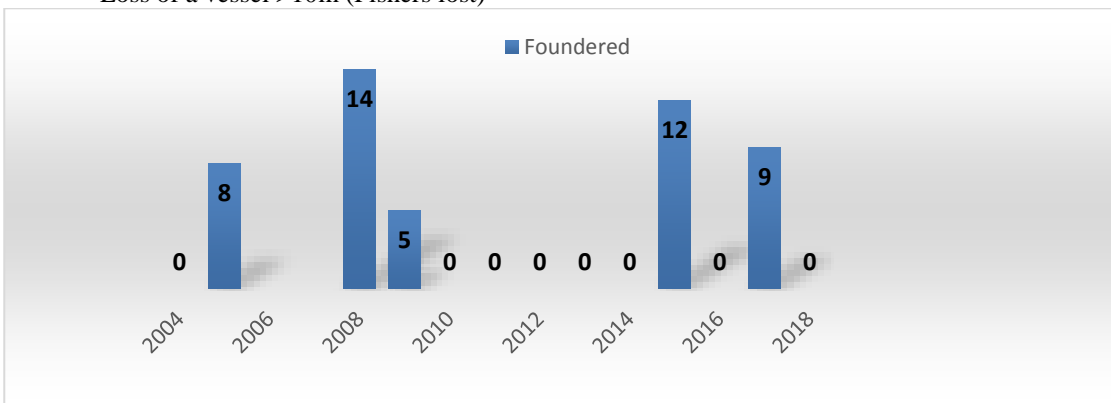
c. **Collision/Grounding. (Fishers lost)**



Groundings are totally avoidable providing the principles of good seamanship and watch keeping are adhered to.

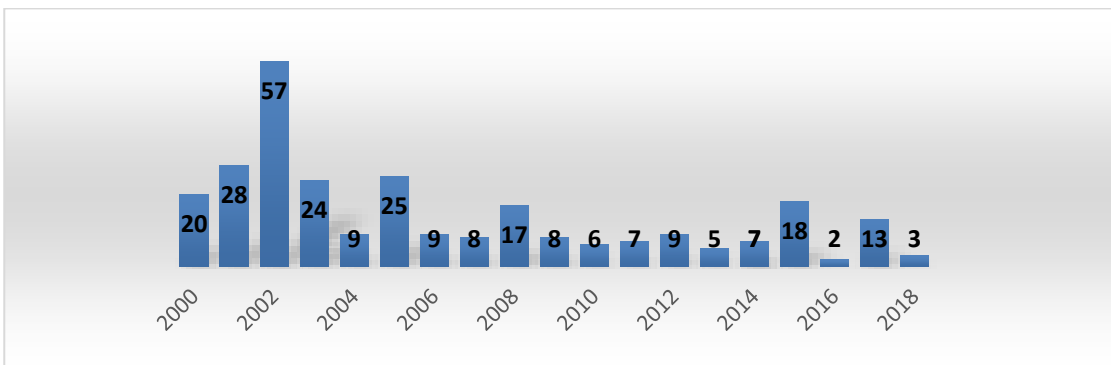
d. **Foundered.**

Loss of a vessel >10m (Fishers lost)



It is vital that skippers continually monitor all methods of receiving weather reports and consider if the fishing trip is safe in the predicted weather conditions. Early consideration should be given to seeking shelter when the predicted weather may endanger the vessel.

4 Deaths per year



SAMSA offers safety workshops in communities that operate small vessels. If you would like our Fishing Safety Specialist to visit your community please contact Selwyn Bailey on 041 582 2138 or sbailey@samsa.or.za. SAMSA will engage fishing vessel operators on the substance abuse issue on board vessels as a matter of urgency.

5 Deaths by area

| Year | Sald | C.T | M.B | P.E | E.L | Dbn | R.B | Ocean/ | Total |
|--------------|-----------|-----------|-----------|------------|----------|-----------|----------|-----------|------------|
| 1996 | 3 | 0 | 2 | 12 | 0 | 1 | 0 | 0 | 18 |
| 1997 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 1998 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 17 | 21 |
| 1999 | 0 | 2 | 2 | 45 | 0 | 1 | 1 | 0 | 51 |
| 2000 | 6 | 3 | 6 | 2 | 0 | 2 | 1 | 0 | 20 |
| 2001 | 4 | 7 | 2 | 10 | 0 | 0 | 5 | 0 | 28 |
| 2002 | 11 | 17 | 20 | 4 | 3 | 2 | 0 | 0 | 57 |
| 2003 | 16 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 24 |
| 2004 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 2005 | 1 | 3 | 1 | 19 | 1 | 0 | 0 | 0 | 25 |
| 2006 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 9 |
| 2007 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 2008 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 17 |
| 2009 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2010 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| 2011 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 7 |
| 2012 | 1 | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 9 |
| 2013 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 2014 | 4 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 2015 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2016 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2017 | 1 | 1 | 0 | 9 | 2 | 0 | 0 | 0 | 13 |
| 2018 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 79 | 83 | 49 | 131 | 6 | 11 | 8 | 17 | 383 |

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