

**SOUTH AFRICAN NOTICE TO MARINERS
NO 6 OF 2012**

Former Notice No 6/2012 is cancelled and updated.

SOUTH AFRICA, Oil Pollution - Observation and Reporting

1. Since 1 October 1985 the Department of Environmental Affairs and Tourism (DEA&T) has been responsible for matters relating to the combating of oil pollution with the Department of Transport (DOT) retaining responsibility for prevention. This arrangement applied to functions in terms of the Prevention and Combating of Pollution of the Sea by Oil Act 6 of 1981 (as it was originally called). With the establishment of the South African Maritime Safety Authority (SAMSA) on 1 April 1998, the administration of this Act [now called the Marine Pollution (Control and Civil Liability) Act 6 of 1981] was transferred to SAMSA in terms of the South African Maritime Safety Authority Act 5 of 1998. However, section 52 of the latter Act continues DEA&T's responsibility for combating oil pollution.
2. SAMSA, DEA (Department of Environmental Affairs) and Smit Amandla Marine (the managers of the standby tug "Smit Amandla") are all concerned with the prevention, containment and cleaning up of oil spills at sea. These organizations should be informed as soon as possible whenever there is an oil spill or a threat of an oil spill.
3. Oil spills and threatened spills should be reported immediately to the nearest SAMSA Principal Officer, failing which (and in the following order) SAMSA's Regional Managers, SAMSA's Chief Executive Officer (CEO), any of the other SAMSA officials, the DEA officials, or the managers of Smit Amandla Marine.
4. For ships at sea, the South African coastal maritime radio stations will connect the responsible ship's officer to the South African Maritime Rescue Coordination Centre (MRCC), which will alert the appropriate Principal Officer.
5. A ship in port can report to the duty officer in the control tower of the Transnet National Ports Authority (TNPA), who will forward the communication to the Principal Officer of the port. Alternatively, the ship, or the ship's agent, can communicate directly with the Principal Officer.
6. The SAMSA official receiving the initial report will immediately place the organisation on alert by informing the responsible persons at DEA and Smit Amandla Marine. He or she will then inform SAMSA's Regional Manager about the incident and any action taken. The Regional Manager will inform higher authority, as appropriate, and, if necessary, activate SAMSA's Casualty Response Unit.
7. If for any reason the above procedure fails, any person in the organisations mentioned in paragraph 6 should carry forward the procedure by alerting other relevant persons and organisations.
8. Agreement has been reached with TELKOM that radiotelephone or radiotelegraphy reports of this nature passed through South African Coast Radio Stations, depending on the locality, radio reports may be addressed to The Principal Officer of SAMSA via port control (VHF Channel 16) at the following ports: Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha Bay.
9. As the prevention of the pollution of the sea by oil is of international importance it is considered that vessels on passage along the coastline of the Republic of South Africa or lying in an anchorage off the various ports can be of invaluable assistance to the Department by reporting:
 - a. Oil slicks sighted;
 - b. Oil accidentally discharged;
 - c. Oil discharged in the interests of Safety of Life at Sea;
 - d. Vessels in distress likely to cause oil pollution.
10. Article 8 and Protocol I of MARPOL 73/78 establishes reporting requirements for pollution incidents. Reports should contain as much of the following information as possible:
 - a. Name of the person reporting the incident;
 - b. Telephone number (work/home) or other means of contact;
 - c. Date and time of observation;
 - d. Details of observation;
 - e. Location (e.g. latitude and longitude or the position relative to the coastline);
 - f. Source and cause of pollution (e.g. name and type of vessel, collision or grounding);
 - g. Type and estimated quantity of oil spilled and the potential and probability of further pollution;
 - h. Weather and sea conditions;
 - i. Action taken or intended to respond to the incident.
11. The following is a guide as to the appearance of oil on the sea and the method of reporting such oil:
 - a. Effect of oil on appearance of the water:
 - i. Condition 1 :Barely visible under most favourable light conditions.
 - ii. Condition 2 :Visible as a silvery sheen on the water surface.
 - iii. Condition 3 :First trace of colour may be observed.

- iv. Condition 4 :Bright bands of colour.
- v. Condition 5 :Colours begin to turn dull natural to colour of oil.
- vi. Condition 6 :Colours natural to colour of oil.

Note: Conditions 4, 5 and 6 would require immediate action by the Oil Pollution Organisation.

- b. Information required in the text of a report of an oil sighting:
 - i. Condition as stated above.
 - ii. Position.
 - iii. Extent of oil slick.
 - iv. Weather or wind direction.
 - v. Vessel involved.

12. Thus a typical message would read as follows:

CAPT I.M. SPILLER
 SPILLER@C-OIL.COM.AU
 17 APR 12 1020UTC
 OIL SIGHTED
 35-03 S 020-31 E
 M/V OIL CARRIER STOP POSSIBLE SPILLAGE
 CONDITION 6 STOP 3 BY 3 MILES
 FORCE 3 SE
 SAMSA CAPE TOWN INFORMED VIA E-MAIL

Note : Insert word STOP between phrases only when confusion may occur.

13. No Master or member of the crew making or associated with a report of this nature would be called upon to give evidence in a court of law if his vessel is due to sail before the trial.

Reporting discharge of oil and/or damage to a vessel.

14. The following information is required from the Master for a radio report of discharge of oil and/or damage to his vessel when navigating within 50 nautical miles off the coasts of South Africa:

- a. Name and Call sign, Official Number and Port of Registry.
- b. Position, Course and Speed.
- c. Nature of Damage (See Note below).
- d. Prevailing weather and sea conditions.
- e. If bound for a port in the Republic of South Africa.

15. If applicable, the particulars contained in the certificate issued in terms of *Article VII of the International Convention on Civil Liability for Oil Pollution, 1969*, is required to be carried on board.

Note : Damage to a vessel shall be deemed to have created the likelihood of a discharge of oil if it is of such a nature as to detrimentally affect in any way the vessel's seaworthiness or efficient working.

16. Up to date telephone lists of persons responsible for combatting oil spills are issued regularly by SAMSA in MARINE NOTICES. The Principal Officer (PO) stationed closest to the incident should be the first contact.

Marine Notices are obtainable from:

The South African Maritime Safety Authority
 161 Lynnwood Road
 Brooklyn, Pretoria
 PO Box 13186
 Hatfield 0028
 South Africa

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 Telefax:+27 12 366 2601
 e-mail: marinenotices@samsa.org.za
 Website : www.samsa.org.za