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# Workshop on Standardised Certification for Fishing Vessel Crews

South Pacific Commission  
Noumea, New Caledonia  
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# 1. Introduction

The concept of regional standardised certification for Pacific Island fishing vessel crews, and in particular the development of a Pacific Island Qualified Fishing Deckhand (PIQFD) certificate, has been studied by the Fisheries Training Section of the South Pacific Commission since early 1992. The subject was addressed at the 24th Regional Technical Meeting on Fisheries (Noumea, August 1992) where the following recommendation was made:

In acknowledgment of the potential for the increased employment of Pacific Island nationals in the industrial sector, the meeting recommended that SPC undertakes a study of the feasibility of introducing standardised fishing deckhand certification in the Region with the proviso that such a study should not be prioritised over existing SPC training-related activities.

In response to this recommendation, the Commission consulted with the Maritime Development Programme of the South Pacific Forum, the Forum Fisheries Agency, senior personnel in marine and fisheries training schools, national fisheries administrations, Pacific Island and overseas fishing industry representatives as available, and the donor community.

A summary of consultations and perspectives was subsequently reported to the 25th Regional Technical Meeting on Fisheries (Noumea, March 1994), which recommended:

The secretariat should continue to develop and coordinate national and regional initiatives in standardising fishing vessel crew certification.

The present workshop was promoted in response to this recommendation and also the fisheries training recommendations of the Forum Secretariat consultancy report on the development of a Regional Maritime Training Plan.

The workshop was convened by the South Pacific Commission in cooperation with the Forum Fisheries Agency and the Forum Secretariat, with financial support provided by the United Nations Development Programme under the SPC-FFA Regional Fisheries Support and National Capacity Building Project.

A series of three working papers were prepared by the Commission and distributed to invited participants from fisheries and maritime training institutions, fisheries administrations, and both national and foreign fishing industry representatives. The working papers summarised perspectives and issues in the establishment of regional standards for fishing vessel crew training and posed a series of questions for consideration by the workshop.

The suggested objectives for the workshop were listed as follows:

1. After consideration of the background and options, to decide whether the development of a certificate structure for the manning of commercial fishing vessels will benefit the Region.

2. If there is sufficient consensus that a certificate structure for manning commercial fishing vessels will benefit the Region, to determine an implementation strategy which will best reflect the Region's circumstances.
3. After consideration of the background and implications, to decide if there is sufficient interest and benefit to the Region in the development of a Pacific Island deckhand qualification and training structure for this qualification.
4. To seek confirmation from overseas employers that the creation of such a qualification would have their approval and cooperation.
5. If it is agreed that a qualified fishing deckhand structure will benefit the Region to:
  - a. Develop an approach which will implement the concept in a manner acceptable to Pacific regional countries and to both national and overseas employers.
  - b. List the minimum requirements which will be necessary for a person to undertake the training or examination.
  - c. Develop a course outline and structure.
  - d. List the main syllabus contents.
  - e. Outline means of developing course materials.
  - f. Develop means of ensuring regional compatibility and how to maintain parity between different countries.

Following a positive response from regional representatives, the workshop was convened at the Forum Secretariat Headquarters, Suva, Fiji, from 26 to 30 September, 1994.

This report summarises the deliberations and findings of the workshop, specifically with regard to the series of questions posed in the working papers.

## 2. Agenda

1. Opening formalities
2. Workshop objectives and background
3. Present regional situation for fishing vessel crew training
4. Issues in establishing Regional standardised certification for Pacific Island Fishing Vessel Crew
  - What is a regional standard?
  - Model structure
  - Benefits and constraints of initiating a regional standard
  - Safety
  - Employment and career structure
  - Institutional development
5. Group discussions on above
6. Implementation strategies – group discussions
7. Pacific Island Qualified Fishing Deck Hand Certificate
  - Overview
  - Operators review of current national deck hand training and pilot courses
8. Issues in establishing a Pacific Island Qualified Fishing Deck Hand Certificate
  - Pros and cons
  - Possible participants
  - Entry to course and examination criteria
  - Curriculum development
  - Model curriculum
  - Compatibility with overseas certificates
  - Programme development
  - Institutional development
  - Regional standardisation and cooperation
9. Group discussions on above
10. Implementation options and programme development – group discussions
11. Employment of Pacific Islanders on commercial vessels

- Overseas employers' perspectives
- National vessel operators perspectives.
- Current employment models

- Federated States of Micronesia
- Kiribati
- Solomon Islands
- Fiji
- Vanuatu

#### 12. Options for advanced certificates

- Overseas models
- Possible developments for advanced certificates in the medium-to-long term

#### 13. Institutional needs and regional coordination

- Preparation and sharing of course material.
- Course development
- Syllabus/curriculum development
- Maintaining uniform minimum standards
- Teaching resources and equipment
- Coordination perspectives

#### 14. Group discussions on above

#### 15. Adoption of the workshop report

### 3. Summary of Discussions

1. The workshop commenced at 9.00 a.m. with a welcome by the workshop convenor and an opening address from the Secretary General of the Forum Secretariat, Hon. Mr Ieremia Tabai.

2. Mr Peniasi Kunatuba was elected as workshop chairman and Mr Alastair Robertson as vice-chairman.

3. Following adoption of the agenda, workshop background, proposed objectives and a brief summary of current fishing vessel crew training in the Region were presented by the workshop convenor as background to general discussions. Brief summaries of national training programmes were then delivered.

4. Working paper 2, 'Issues in establishing a regional standard for Pacific Island fishing vessel crew', was introduced by the vice-chairman. The workshop then broke into three working groups to consider the questions and issues raised in the working paper. Working group perspectives were subsequently presented in brief to the workshop and revealed a general consensus as to the establishment of Regional standards for fishing vessel crew certification.

5. Questions considered by the working groups and their Subsequent discussions are summarised as follows:

6. What national benefits will accrue from the establishment of a Regional standardised certification and the accompanying training?

More efficient delivery of training, potential for a collective approach to legislation, financial returns from enhanced employment opportunities (providing training standards are acceptable to employers) and establishment of a career structure in fisheries.

7. Will these be sufficient to justify the cost of implementation and operation?

Although costs may be high in the short term, ultimately the potential benefits will justify the implementation costs – the potential for an increase in domestic fleets, better national returns from increased job opportunities, and more people are trained.

8. How will a certification structure benefit or cost fishing vessel operators and crews?

#### **Costs:**

For potential crews, there may be a course or exam fee; for established crews, this may also apply, and established crews may be required to undertake certification.

For vessel operators, there may be a requirement to bear the cost of on-board training and possibly to contribute to sponsorship of trainees.



**Benefits:**

For potential crews, there will be a career path defined, greater safety for new recruits and the possibility of advancement in the industry.

For vessel operators, it is envisaged that crews will be more efficient and vessels will be safer. The potential for increased efficiency suggests improved operational economics.

**9. How will vessel operators view certification?**

It will give them trained personnel but may also make it difficult to crew their vessels with qualified personnel. It is important that any Regional standard complies with international standards, and notable that further fleet-specific training may be required beyond agreed minimum standards. It is likely that this will have cost implications for vessel operators. Vessel operators also noted that certification requirements in employment should not be mandatory but left to employer discretion.

**10. What government support might be expected for this certification process?**

Legislative support for certification, possible financial support for training and loans for fleet development, support for a standards-monitoring body, and support for promoting employment of trained persons.

**11. Can certificates be made compatible with other overseas countries?**

Provided the standards adopted are compatible with international standards, there should be no major difficulty with international compatibility; specific compatibility would be subject to negotiation.

**12. Who will stand the costs of establishing and maintaining a certification system?**

Costs could potentially be shared by beneficiaries (trainees and employers) and governments. There is a range of possible funding options which may be considered by governments.

**13. Under whose authority will the certificate be granted?**

Certification should be granted by national bodies which are already undertaking maritime certification.

**14. Under what auspice will the coordination of regional standardisation occur?**

The establishment of a regional coordinating body comprising representatives of appropriate government bodies, regional organisations and employers was put forward but the need for further deliberation on appropriate mechanisms for coordination and quality control was noted.

15. What assistance can regional schools expect in developing the capacity to teach fishing qualifications ?

Schools will have potential access to regional resources through liaison with the coordinating body.

16. What special materials, teaching aids or workshops will schools need?

Specific requirements vary according to current resource levels in each school and the specific courses to be offered; specific requirements are likely to be equipment- and manpower-related and should be documented in liaison with the coordinating body.

17. Can an examination system be created which ensures a minimal regional standard?

Examination standards and general quality assurance could be established by the coordinating body.

18. Should fishing vessels of under 15 metres be included in any new legislation?

No absolute consensus was reached on this matter; it is possible that legislation should focus on vessel application (where it is fishing and what methods are being practised) rather than being size specific.

19. Should fishing certificates be transferable with trading certificates?

Provided the standards of certification between maritime and fisheries are compatible, there should be mechanisms to credit seetime and certification transferability.

20. Should a fishing deckhand certificate be part of the path leading to higher fishing certificates? (Not presently the case under the South Pacific Maritime Code.)

A deckhand qualification is suggested as an appropriate entry-level qualification.

21. Should this meeting endorse any of the following recommendations of the Forum Secretariat report?

i. It is recommended that the fishing vessel crews be qualified in a manner similar to personnel on trading vessels.

General agreement with this recommendation.

ii. It is recommended that the SPMC with some additional items specific/appropriate to fishing vessels be used as the syllabus for certification.

Agreement in principal, but concern that a specific transfer of qualifications as defined in the code might be unnecessary complex and a simpler system should be considered. Also important to ensure alignment with international codes.

iii. It is recommended that duplication be eliminated by having fisheries training for ship-board operations conducted only at the existing maritime schools because they have the equipment and expertise required.

General disagreement as establishment of schools is a national prerogative.

iv. It is recommended that fishing certificates be restricted to fishing vessels to protect the fishing industry's emerging work force for that industry.

General disagreement.

v. It is strongly recommended that the marine training interests of the Forum Fisheries Agency, the South Pacific Commission and the Maritime Division of the Forum Secretariat should liaise to coordinate their activities on marine training. Consultation by a conference call with those providing marine training should follow to determine a final position on this new and important endeavour in Forum Island countries.

The present workshop was viewed as an acknowledgment of this recommendation.

22. The workshop convened in plenary session to consider the summarised discussion of the working groups with regard to working paper 2. The above noted general themes were presented item by item for consideration, with discussion initially focused on the specifics of national-level benefits from regional standards and considering in depth, without specific resolution, the possible mechanisms for regional management of standards in terms of quality and continuity.

23. Discussion was then held regarding manning levels for fishing vessels, and although acknowledged as a national legislative prerogative, a flexible approach to national manning levels was supported.

24. During the course of discussions, a range of additional items were added to the previously drafted responses to the questions considered by the working groups and were subsequently incorporated in this report.

25. The workshop noted the suggestion in working paper 2 that consideration be given to the preparation of recommendations in the following areas:

- The advisability of creating a regional standard,
- A certification model which will best address regional circumstances and encourage employment and career structures,
- How training can be developed to support the certification process,
- What support will be necessary in the development of the training and the certification structure.

26. In consideration of this suggestion, a working group was formed to undertake preparation of draft recommendations.

27. Working paper 3, 'Issues in establishing a Pacific Island Qualified Fishing Deckhand Certificate', was then introduced to the workshop. The workshop broke into working groups to consider the questions and issues raised in the working paper. On return to plenary session, working group perspectives were presented in brief to the workshop and are summarised as follows:

### **Benefits and restraints**

28. What national benefits will accrue from the establishment of this certificate and the accompanying training?

Similar benefits as noted in consideration of working paper 2.

29. Will these benefits justify the cost of establishing the qualification and training?

Yes, similar benefits as noted in consideration of working paper 2.

### **Candidate specific**

30. What type of person will take this qualification?

The qualification would be suited to both new entrants and experienced fishermen.

31. What will be their educational backgrounds?

Specific educational qualifications should not be a barrier to course entry, however an age entry-level and seetime requirement will be necessary to complete certification. National discretion as to specific candidate requirements should apply.

32. What will be their motivation to gain this qualification?

Greater employment opportunities, access to a career path, and prospects for higher pay.

33. How long will they stay in the industry and do they expect a career structure ?

It is envisaged that a career structure will develop and there is potential for qualified persons to remain committed to ongoing employment in the fisheries sector. The duration of employment is likely to be determined by the type of vessel and fishing operation. It is likely that persons will be more attracted to employment which allows for some flexibility in contract periods and leave periods.

34. At what time in their career should this training start?

Trainees would be able to take the course without seetime as a pre-sea programme but should not be awarded the qualification until appropriate seetime has been undertaken.

35. What benefits will having this qualification give the holder?

Greater employment opportunities, enhanced safety skills, access to a career path, prospects for higher pay.

### **Maintaining standards**

36. The term 'qualified' indicates that the person has been proven to have reached a level of complete competency. How will this be determined?

By undertaking and passing practical and oral examination and assessment of competencies. Additional competency assessment may be undertaken in association with seetime requirements. Seetime requirements should be legitimised by the use of a seamen's record book.

37. How can it be assured that a minimum standard is being maintained throughout the Region?

By establishing a regional audit and monitoring mechanism.

38. Who will be the examiner and how will the examination system operate?

Examinations will be carried out by accredited national examiners.

39. What will be the minimum qualification of the teachers and the examiners?

In general, teachers will be expected to have a qualification compatible with the level which they are teaching, although national discretion as to teacher competence and ability would allow for persons of equal qualifications or less.

In competency-based assessment, the role of assessment is spread but accredited national examiners should have overall responsibility.

Examiners should have a higher qualification than that which they are examining.

40. Under whose authority will the certificate be granted?

Under established national authority. It is noted that national authority may not be established until such time as appropriate legislation is in place.

### **Seetime requirements**

41. Should the qualification be obtained at pre-sea-level or after the person has gained some seetime?

The course of study and examination should be open to persons without qualifying seetime, but persons should not be certified until appropriate seetime has been undertaken.

42. If so, how much seetime is required for 'qualification'?

There is some question as to appropriate definitions of seetime and actual seetime required. A range of 6 – 18 months was reported, and a 12 month period suggested as appropriate.

Consensus was reached that the seetime requirement should be 18 months with a six-month concession for satisfactory completion of an approved course of study.

### **Cost issues**

#### **43. Who will pay?**

Cost sharing between trainees, governments and employers.

#### **44. Should the student pay a course fee?**

Yes.

#### **45. Should vessel owners pay some of the costs?**

Yes. In some countries, national operators already pay a national training levy.

#### **46. Should overseas vessels be asked to contribute to training costs, possibly when negotiating access agreements?**

There was general agreement that all vessel operators, whether national or foreign, should contribute to the cost of training.

There are a number of possible mechanisms for collection of training levies, and these are at the discretion of governments.

The possibility of negotiating financial support for training activities through access arrangements is one option for consideration by governments, although opposition to this suggestion was expressed by Distant Water Fishing Nation delegates.

It is likely that foreign operators would resist a direct levy, however if there is potential benefit to the operators, they will be prepared to contribute.

### **Vessel operators**

#### **47. How will the vessel operators view this certificate?**

Vessel operators are unlikely to accept mandatory employment requirements, and certified deckhands may require fleet-and method-specific upgrading prior to employment. In general, it may be necessary to negotiate employment opportunities but operators will be more positive about employing skilled deckhands.

48. Will the employer be prepared to pay more for a 'qualified' deckhand than for one who is not qualified?

In general, yes. Depends on operator circumstance and negotiation.

49. What are the main reasons an overseas employer will employ Pacific Island seafarers and fishermen?

To comply with national requirements, ensure access to competitive and safe crew, and enhance position in access negotiation.

### **Qualification specific**

50. Will this certificate be accepted within the manning scales of national and DWFN vessels?

Although bridging programmes may be required for language and cultural perspectives, the certificate will comply with established international standards, and should therefore be acceptable to manning requirements of foreign fleets.

The acceptability of the certificate will also be dependent on the maritime and fisheries legislation of the countries concerned.

51. Can this certificate be made compatible with other overseas countries?

Yes, although many countries do not have equivalent certification.

52. Should this qualification be recognised for employment on trading vessels as well as fishing vessels?

The certificate differs from the proposed path for able bodied training as outlined in the SPMC in that it comprises a single course and less seetime. Transferability to trading vessels would be subject to completing appropriate seetime and upgrading.

53. Are there any benefits in maintaining a regional register of QFDs?

There will need to be some type of register for crews, particularly for ease of access to and negotiation of employment. A regional register could be difficult to maintain, so national or sub-regional alternatives should be considered.

54. Only two of the groups had completed consideration of the syllabus-related questions. The workshop was requested to study the draft syllabus overnight, and subsequently convene in plenary to review the working group findings from the previous day and consider syllabus-related issues.

55. The workshop convened in plenary session to review the working groups findings with regard to working paper 3, and consider the draft syllabus for the proposed qualified fishing

deckhand certification. The workshop agreed to review perspectives as summarised by the secretariat on an item-by-item basis.

56. Considerable debate was subsequently undertaken in regard to entrance criteria, seetime requirements, the examination process and cost-related issues. A general consensus was reached in regard to all these matters and the secretariat summary was revised to reflect the idea perspectives of the workshop.

57. In order to expedite review of the draft syllabus, a working group was commissioned to undertake an item by item review of the syllabus outline and report their considerations to a subsequent plenary session.

58. In reflection of the direction of the meeting, a revised draft agenda was prepared by the secretariat and accepted by the workshop as a guide to the subsequent deliberations of the meeting.

59. The previously commissioned working group charged with formulation of recommendations from the workshop was asked by the chairman to reconvene and prepare recommendations in regard to workshop perspectives in the following areas:

- Whether the establishment of a Pacific Island Qualified Fishing Deckhand Certificate would benefit the Region.
- The course entry and examination criteria.

60. Presentations of overseas perspectives were then made by the Australian National Fishing Industry Training Council and Japan Tuna. The Australian presentation provided an overview of the Australian experience in developing a competency based training programme, while the presentation from Japan Tuna reviewed current Japanese training in Kiribati and Japanese policy as to employment of foreign nationals.

61. The workshop convened in plenary to consider the report of the syllabus working group. The working group noted that the syllabus suggested a single course of study, rather than the two-tiered structure outlined for the AB's ticket in the SPMC, and that in this instance, fisheries certification should not follow the recommendations of the SPMC. The use of the word 'minimum' with regard to the proposed syllabus was questioned as it was noted that the syllabus was in excess of the proposed requirements for deckhands in Standards of Training, Certification and Watchkeeping for Seafarers (STCW). It was noted that the proposed certificate was required to meet general needs for a range of fleets and situations.

62. The working group agreed that the QFD certificate should not be a watchkeeper certificate and that IMO model courses for safety, firefighting and first aid should be utilised. The inclusion of fishing-related modules – outside of fish handling and a general introduction to fishing – was viewed as the prerogative of institutions and not examinable in the context of certification.

63. The draft syllabus was modified by the working group to reflect their consultation process, and reviewed by the plenary session which accepted the changes outlined.



64. The workshop then broke into two working groups to consider the further development of standards and certification structure, and institutional needs. These working groups subsequently reported back to plenary, summarising their deliberations and draft recommendations which focused on the need to suggest a process whereby the concept of regional standards for fishing vessel crew certification could be carried forward.

65. Further discussion was undertaken regarding national perspectives on implementation of both the QFD program and a fisheries certification structure.

66. An additional voluntary working group was then convened to consider the prioritisation of activities and allocation of resources.

67. The workshop then proceeded with presentations from national institutions as to current fisheries training activities and employment scenarios.

68. The voluntary working group subsequently reported to plenary session that available resources should be channelled into the development of course materials packages in support of the QFD syllabus and for fisheries tutor exchange between institutions.

69. The suggestion of the working group was endorsed by the plenary session and an appropriate recommendation drafted accordingly.

70. A review of the workshop report and draft recommendations was then undertaken and minor modifications were included into the report.

71. The chairman subsequently thanked the participants and organisers for their positive inputs into the workshop and several participants noted the value of the workshop for the development of fisheries certification in their home countries.

72. The chairman then closed the workshop.

## 4. List of Recommendations

The following recommendations were put forward by the workshop with the suggestion that they be widely circulated to national administrations, marine and fisheries departments, national and foreign industry representatives and regional and international organisations.

1. Following consideration of the issues relating to the establishment of a regional standard structure for certification of fishing vessel crews, the workshop recommended that:

- a regional standard structure for fishing vessel crew certification should be adopted;
- the basic qualification in such a structure should be at the deckhand level;
- advanced certification should be based on established international and regional codes.

2. Following discussion on a certification model which would best address regional circumstances and encourage employment and career structures the workshop recommended that:

- a certification structure be developed for training of fishing vessel crew to a level of competency suitable to appropriate vessel sizes/engine power, fishing methods and operational areas. Whilst the SPMC might be used as a guide this should not preclude the possibility of using the code to develop a simpler model.
- the minimum vessel size of 15 meters, as outlined by the code should be reduced to a level which reflects local legislation and circumstances.
- the certificate structure should be developed in a way which would allow the holders of fishing certificates to obtain trading vessel certificates by completion of bridging courses and additional seetime on trading vessels.

3. The meeting recognised the importance of maintaining a regional standard and recommended that:

- the Forum Secretariat, SPC, FFA, and representatives of industry, liaise with the South Pacific Board for Educational Assessment, training institutions and appropriate national bodies to examine ways to develop an effective regional accreditation and certification system.
- The initial focus for implementing regional standard fishing vessel certification should be a qualified fishing deckhand certificate.

4. Mindful of the potential for increased employment opportunities for fishing vessel deckhands through standardised certification, the workshop recommended that:

- A regional standard for fishing vessel deckhand certification based on a combination of established regional and international guidelines be adopted.
- Appropriate national administrations give consideration to adoption of regional standards for fishing vessel deckhand certification.

5. With regard to course entry and certification criteria and noting the requirements of international codes and the jurisdiction of national administrations, the workshop recommended that:

- A minimum age of 16 be a prerequisite for course entry;
- A period of appropriate sea service of not less than 18 months be required for certification as a qualified fishing deckhand. Sea service remission of 6 months may be obtained on the successful completion of an approved training programme.

6. In view of the need to further advance the certification of QFD's and to develop a regional certificate structure and standards for fishing vessel crews, it is recommended that:

- The Forum Secretariat, the South Pacific Commission and the Forum Fisheries Agency cooperate in the formation and funding of a body which will coordinate the development of a regional structure for the certification of fishing vessel crews.
- In making this recommendation, it is suggested that one function of the council will be the establishment of a network of national advisory structures to ensure all aspects of the process are covered and consensus is obtained.

7. In acknowledging the varying stages of development of training institutions and being aware that a minimum regional standard of QFD training is important, it is recommended that:

- The coordinating body undertake the collection and dissemination of information, the development and distribution of appropriate course materials and a standard teaching resource training package in line with the syllabus proposed for QFD certification.
- Pilot courses be conducted for the purpose of course evaluation and determination of training resource and equipment needs and associated costs.

## 5. List of Working and Information Papers

### Opening address

Hon Ieremia Tabai, Secretary-General, Forum Secretariat

### Working papers

Working paper 1	Workshop background and suggested objectives
Working paper 2	Issues in establishing a regional standard for Pacific Island fishing vessel crew
Working paper 3	Issues in establishing a Pacific Island Qualified Fishing Deckhand Certificate

### Information papers

Information paper 1	Pacific Island Qualified Fishing Deckhand Certification: Preliminary Considerations (Paper presented to Regional Technical Meeting on Fisheries, SPC, Noumea, 1992)
Information paper 2	Revised draft examination syllabus – Pacific Island Qualified Fishing Deckhand
Information paper 3	Certification and training of fishing personnel in New Zealand
Information paper 4	Certification and training of fishing personnel in Australia
Information paper 5	Training programme for tuna fishing in Kiribati and employment opportunities for overseas crew on tuna fishing vessels of Japan
Information paper 6	Marine and fisheries training and certification in Vanuatu
Information paper 7	Fishing vessel crew training at the Micronesian Maritime and Fisheries Academy
Information paper 8	School of Marine and Fisheries Studies – syllabus outline for basic fishing techniques course

Information paper 9	Regional opportunities in the tuna industry for creating sustainable Jobs – Forum Fisheries Agency
Information paper 10	Nautical School Audits and ISO 9002 standards
Information paper 11	International Convention on Standards of Training, Certification and Watchkeeping for Skippers, Officers, and Radio Personnel of Fishing Vessels (STCW-F) 1995.
Information paper 12	The role of the International Labour Office (ILO) in the Code of Conduct for Responsible Fishing Operations
Information paper 13	International conventions and appendices and other recommendations of IMO related to responsible fishing operations
Information paper 14	Report of the Expert Consultation for the Code of Conduct for Responsible Fishing Operations, June 1994

## 6. Reference Documents

*South Pacific Maritime Code*, 1986, Forum Secretariat, Fiji.

*Document for Guidance on Fishermen's Training and Certification – An International Maritime Training Guide*, 1988, FAO, ILO & IMO, United Kingdom.

*Model Course Programme Catalogue*, 1989, IMO, United Kingdom.

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# 8. Annex: Revised Examination Syllabus

## Pacific Island Qualified Fishing Deckhand

### **ITEM 1 THE MEANING OF COMMON NAUTICAL TERMS WHICH WOULD APPLY TO THE WORK AND BASIC NAVIGATION OF A FISHING VESSEL**

### **ITEM 2 THE NAMES AND FUNCTIONS OF THE VARIOUS PARTS OF A FISHING VESSEL INCLUDING GEAR AND EQUIPMENT**

Given a diagram of a fishing vessel, identify the main compartments, strength members, structures and equipment. State the functions of these parts.

Given a diagram of a purse seine net, a longline, gill net, trolling gear, identify the main components.

### **ITEM 3 THE MARINE COMPASS (GYRO COMPASS); ITS USE FOR STEERING; PRECAUTIONS REQUIRED WHEN USING A COMPASS AND AUTOMATIC PILOT**

Using diagrams or models, use a compass to take bearings relative to compass north and ship's head.

State precautions required when using a Gyro Compass with regards to comparison to compass course.

State the dangers of relying on automatic pilot with regards to fatigue and accuracy of course.

State the circumstances under which an auto pilot should not be used.

State the cardinal and inter-cardinal points of a marine compass.

Understand the effect of ferrous objects or magnetic fields on the operation of a marine compass.

#### **ITEM 4 HOW TO KEEP A PROPER LOOKOUT**

State the procedure to keep a proper lookout in order to maintain a margin of safety between own vessel and other traffic.

Given situations, identify risk of collision by visual or compass bearings and report accordingly to the officer in charge of the watch.

Given situations, identify the hazardous position of the boat too close to land by:

- Land inside the radar ring set by the skipper.
- Depth displayed on the sounder less than that specified by the skipper.

State the importance of a visual lookout with regards to collision avoidance.

State the signs of dragging anchor when on anchor watch.

State procedures to take-over/hand-over lookout duty of a vessel to ensure safety continuity.

#### **ITEM 5 RECOGNITION OF LIGHTS AND SHAPES, AND AN ELEMENTARY KNOWLEDGE OF THE STEERING AND SAILING RULES AS CONTAINED IN THE INTERNATIONAL COLLISION REGULATIONS**

Given diagrams, models or projected images identify the navigation lights and day shapes of small craft, fishing vessels and power-driven vessels for vessels underway, at anchor, or aground.

#### **ITEM 6 THE CHARACTERISTICS AND USE OF THE VARIOUS TYPES OF ROPES, WIRE AND CHAIN TO BE FOUND ON FISHING BOATS; PRECAUTIONS TO BE OBSERVED WHEN HANDLING ROPES AND CHAINS**

Identify manila, polypropylene, nylon and terylene ropes. State their main characteristics and uses.

Identify the commonly used chain items (e.g. shackles, hammerlocks, rigging screws).

State the dangers of nylon rope.

State the safety precautions to observe when working with wire rope.

State signs of failure in rope, wire and chain items.

State precautions for the treatment of rope and wire to maximise working life.

**ITEM 7 THE KNOTS AND SPLICES IN COMMON USE; MEANS USED TO PREVENT THE END OF A ROPE OR WIRE FROM FRAYING; STOPPERS**

Tie and state uses of the following knots:

- reef knot
- round turn and two half hitches
- bowline
- bowline on the bight
- clove hitch
- rolling hitch
- sheet bend (single and double)
- carrick bend
- timber hitch with half hitch
- marling hitch
- figure of eight knot
- sheep shank
- fisherman's bend/anchor hitch
- blackwall hitch

Splice synthetic rope:

- eye splice on three-strand synthetic rope (minimum 5 tucks) and multiplait (minimum 4 tucks);
- back splice on three-strand synthetic rope (minimum 3 tucks);
- short splice on three-strand synthetic rope (minimum 4 tucks) and multiplait (minimum of 4 tucks).

Splice wire rope:

- eye splice with locking tuck, 5 full tucks against the lay.

Perform whipping to prevent end of rope unlaying.

Tie a rope or chain stopper on rope or wire.

**ITEM 8 THE USE OF PURCHASES**

Using a diagram or block identify the parts of a block.

Be able to rig: gun tackle, handy billy, two-fold purchase, three-fold purchase.

State the purpose of tackles with regards to power gained.

State the precautions to be taken when using a snatch block.

State procedures to inspect and maintain wire or top topping lifts, runners and guys.

## **ITEM 9 HOW TO STEER**

Identify common helm orders:

- hard to port
- hard to starboard
- ease the wheel
- midships
- check her
- meet her
- steady as she goes
- steady

Demonstrate above to examiner during practical exam.

## **ITEM 10 THE USE OF WINCH AND WINDLASS; THE RIGGING AND USE OF DERRICKS**

State precautions to be taken when driving a winch or surge drum.

State the procedure for anchoring and weighing anchor on all sizes of vessels.

Identify the parts of a derrick rig (from a diagram or model).

## **ITEM 11 PREPARE A FISHING VESSEL FOR SEA AND FOR HEAVY WEATHER**

State procedures to prepare a vessel for sea with regard to fish holds, tanks, stores and ship's equipment.

State procedures to prepare a vessel for heavy weather.

## **ITEM 12 BOAT CLEANLINESS**

State procedures and reasons for maintaining vessel cleanliness, and for maintaining personal hygiene.

## **ITEM 13 DECK MAINTENANCE**

Understand the need for regular maintenance on winches, windlasses, derricks and all ancillary deck equipment.

Understand the practices necessary for maintaining vessel maintenance and appropriate surface treatments.

#### **ITEM 14 PERSONAL SAFETY**

Identify protective clothing and circumstances in which it should be used.

State measures to be taken to avoid falling or being swept overboard.

State hazards of refrigerant gases and precautions to take.

Identify hazard areas on deck and precautions to take.

Identify the dangers of entering unvented closed spaces.

State the hazards of working in areas of extreme low temperatures.

#### **ITEM 15 THE PROPER USE OF DISTRESS SIGNALS CARRIED BY FISHING VESSELS**

State all distress signalling equipment carried on a fishing vessel and correct procedure for their use.

Demonstrate all methods of signalling distress carried on a fishing vessel.

#### **ITEM 16 THE PROPER USE OF RADIO TELEPHONE AND VHF IN AN EMERGENCY**

Demonstrate the correct MAYDAY procedure.

Demonstrate the correct PAN PAN and SECURITEE procedure and be aware that the use of radio and transmitting equipment is illegal without appropriate operating licences, except in the case of an emergency.

#### **ITEM 17 PROFICIENCY IN SURVIVAL CRAFT AND PERSONAL SURVIVAL TECHNIQUES**

Candidates for Qualified Fishing Deckhand are required to satisfactorily complete the following safety-related courses:

IMO Model Course 1.13: Medical Emergency – Basic Training

IMO Model Course 1.19: Personal Survival

IMO Model Course 1.20: Basic Fire-fighting

#### **ITEM 18 OVERVIEW OF PACIFIC OFFSHORE FISHERIES**

Demonstrate a knowledge of:

Common fishing vessel types in the Pacific Region.



For Purse Seine, Longline, and Pole/Line Vessels:

- gear terminology;
- target species;
- fishing practices;
- fishing seasons and grounds.

#### **ITEM 19 INTRODUCTION TO FISH HANDLING**

State: reason for keeping fish in good conditions.

State: important factors influencing spoilage and quality.

State: visual changes in quality of caught fish.

State: methods of handling fish and processing on board

State: methods of chilling and making ice slurries.

State: preparation procedures for sashimi tuna.

#### **ITEM 20 THE MAINTENANCE AND OPERATION OF FISHING GEAR AND EQUIPMENT**

Courses of study in aspects of fishing gear and fishing technology will not be required for the examination for Qualified Fishing Deckhand Qualification, however such courses can be added to a general programme of training at the discretion of training institutions.