DMR review of June and November GCC examinations in 2010

ADMIN DISCUSSION

ANNEXURE E requirements

These documents may not be signed off by recently qualified Engineers on the mine. There is sometimes favoritism or not committal attitude. The DMR requires a list of the engineers that will have permission to sign an annexure E from each company.

The DMR wants to take steps against Engineers that sign without being truthful as there have been cases where the DMR know the mine and the experience could not have been gained at the mine as the equipment does not exist there. In some cases the items signed off are against dates when the candidate was busy with other activities on the mine as well.

The DMR is now making a special effort to check all annexure E documents with a fine tooth comb.

NEW RULES that will be enforced

If a student does not achieve 20% in any exam they will be banned for a year from writing. If a student does not achieve 10% in the exam they will be banned from writing that subject for 2 years.

QUALIFICATIONS

The DMR wants to standardize the examinations of the universities of technology to reinstate a national Examination system (similar to the colleges NATED system) as the system being used can allow a student to pass the exam by just doing class tests and not attending the final exam. Also if the student is sick on Exam day they will be given the average of the class.

TUT is also a problem The university has fallen out of favor with the DMR as there are unresolved issues with their students

UNISA qualifications are not acceptable.

Factories ticket holders now need full 1 year of practical experience to be acceptable for the mines ticket.

The only university degree in electrical that is acceptable is the Heavy Current qualification.

APPLICATION FORMS
These forms are not completed properly and they will now be rejected if they are not completed properly. Lettie is spending too much time chasing after people to get the forms re-done correctly.

Some examples are:

No ID numbers

Incorrect boxes ticked

No boxes ticked

Letter of sobriety will not be accepted from a manager it must be an ENGINEER

All applications need to be accompanied by a record of service or copies of the payslips for the training period.

The word of someone that says you did work there is unacceptable now.

CV’s in lieu of Annexure E are not accepted anymore.

In the cases where the student obtains permission on the strength of a commitment to complete one or two items on their annexure E by a certain date and they write and pass they will not receive their certificate until the DMR has been satisfied that the outstanding items are completed. The candidate furthermore only has permission until the next closing date for the next exam otherwise to fulfill the promise or they will need to rewrite the total exam even if they have passed previously.

**MEETINGS OF THE COMMISSION**

The next meeting will be in March 2011, the DMR has requested that the Annexure E be reviewed and if there are items that should not be in the document please raise them with the commission.

**EXAMINATIONS**

**Plant**

The standard of answers for the theory questions was good in the last 2 papers but the practical questions were handled abysmally.

70% of candidates had never seen a humble hook/detaching hook or jack catches, spectacle plate etc.!
60% believe that when testing the detaching hook they take the conveyance into the spectacle plate and have a crew waiting in abeyance in case something goes wrong.

When candidates answer “they control the speed” there is never any mention of what the speed is for different activities.

Example 0,5 m/s when doing shaft exam is the speed that the driver controls to.

The question about pipes down the shaft was an extreme problem.

Electrical question about saving power in the plant, they tell you how but without an answer.

Conveyor question was answered well.

Transformer question was a disaster! The candidates do not answer what is asked always trying to embellish the answers as well. They are padding the answer, because they don’t have experience.

Wheels and rims: The dangers of the use of Nitrogen not even considered. This question is so well discussed on the internet. If they took some interest they would be far better off. The question was answered badly.

How to store conveyors was a total failure. One candidate said it was proper to roll the conveyor out in length of the workshop provided there was a concrete floor just double it back if needed as many times as required. When the conveyor is needed it is then rolled up for use to the length required. No covers rolls and jacks etc. this shows total lack of experience.

Shaft sinking question candidates have no idea of what a stage door is or crosshead, bucket, kibble etc. it seems there is no exposure in certain areas at all. They do not take the opportunity to look or even ask questions on their own.

The questions on intrinsically safe, pelton wheel and autoclave were all very badly answered as well.

CALCULATIONS

NO order in the calculation questions little bits of calculation all over the page, the candidates do not delineate questions. There are no sub headings in the answers no units to the answers.

There are some candidates that use their own numbering system and answer the same question twice as they do not seem to recollect that they have already done it. Only the first one is marked even if the second one is better a line will be drawn through it.
Manipulation of formula and substitution in formulae is unknown science according to the DMR.

This is unacceptable as the DMR does not have the time to wet nose all candidates and check where they went wrong, particularly when all/some of the above is present. General neatness and handwriting and terminology is still problematic; for instance a “boogie” on a conveyor it would seem that candidates hear a word during their training and do not know the context but it is used so frequently it becomes part of their vocabulary and is always out of context.

**Cable fault question**

Even if the candidate has the incorrect Mathematics and the DMR can see the correct method being applied, some marks will be allocated. No methodology to be found.

**Steam question**

Only Four people attempted this question and three passed it.

Finally there were 2 questions that had a mistake in the question asked and the candidates that made the assumption right or wrong obtained marks for their effort.

**LAW PAPER**

**General**

The future law papers will include the standards that are in the law book.

Definitions will count 20% of total marks and all definitions need to be quoted in context with the correct interpretation.

There were very few definitions answered / attempted during the last 2 examinations.

The objectives of the act were well answered.

The Engineers responsibilities will always be a question.

Once again the delineating of questions and reading and interpreting questions correctly are still a huge problem. Candidates constantly use their own numbering system and the DMR does not have the time to sort out which answer belongs where.
There is a tendency to answer questions more than once in a question paper with the hope that they can gain more marks but when this is seen only the first attempt is marked and the others get a line through them. So if the second or third attempt is better and the first is not ruled out by the candidate that is where the marks will be gained and not with the good answer later in the paper.

The commission will not be asking questions on Directives

However Guidelines will be considered particularly on winders and Horizontal transport areas of responsibility.

There are new regulations on the way and **all candidates should be using the DMR site** to get the latest information on the ACT and Regulations. Once it has been published on the DMR site it is deemed suitable for examinations.

**Question on dangerous occurrences**

Here the students need to shorten the answers as there is a lot of padding.

When quoting the chairlift as an occurrence or any other unit for that matter the candidate needs to be specific about what is the dangerous occurrence on the chairlift. What is it that is dangerous real specific.

**Winder rope question**

This question was really badly handled and the lack of experience shows right through. Candidates answer as if they have never seen or participated in rope examinations, and show a total lack of understanding of the process.

**NOTE FOR THE RECORD:**

The candidates seem to believe that everything is referred to the chief inspector around decisions on the use of a spare rope/ old rope and changing a rope/or the safety factor temporarily or rope inspections, in the way the questions are answered; where in reality these are daily decisions that an Engineer needs to take.

The candidates do not really understand their role when they are appointed to the job, particularly the type of decisions that they are expected to make.

**Conveyor question**

When candidates answer these questions there is a tendency to being vague in the answer. The issue is the commission mark what is answered and if the facts are not there the commission is not there to try and decipher what they think he knows.

**ELECTRICITY**
The usage of “shall,” “must” and “may” is what the law is about there is no place for grey areas the law is specific, precise and exact. The candidates do not understand this.

When candidates answer their question they are fond of quoting “refer to Regulations”, however they never say which regulation (16.75 for example) they are specifying. This again shows lack of understanding of what the examination is about and the candidate will lose marks.

Another favorite is “it must comply with the regulations”!!!! Which regulation and what part of the regulation?????

All Engineers need to comply to the regulations as that is part of their duties but during the examination questions the answers need to be specific to be correct.

NOTE

There are a number of appointments on the mine such as:

Manager
Engineer
Surveyor
Occupational Health

The candidates should understand the structure and the levels of appointment in their organization. It is clear they do not understand these different roles.

Many of the candidates (49%) are fairly good at theory, but they are pathetic at practical, accident statistics analysis and the likes shows this

25th MARCH 2011 is the closing date for the June exam registration and the commission will welcome some participation from the mines in the form of questions that may assist in making the paper fairer to all involved.