



Are you aware of what the National Small Vessel Safety Regulations require of you?

The Merchant Shipping (National Small Vessel Safety) Regulations, 2007, place the onus on the owner and in some cases the master as well, to ENSURE that the vessel and the crew comply with the requirements of the regulations at all times.

The SAMSA surveyors do NOT replace the owners and crew in matters of safety and their main function is to ensure that the owner, master and crew are in fact making reasonable efforts to apply regulations and maintain safety standards.

To assist the vessel's owner, owner's representative or skipper to manage safety aboard, the following checklist (and guideline) has been compiled for your attention.

The checklist is to be checked and completed prior the safety survey by the Owner or Skipper and any deficiencies noted to be rectified prior to the safety survey.

Please note that this document only covers the main issues, copies of the regulations and the amendments are published in both English and Afrikaans and may be purchased in Gazette form from the Government Printer, however, electronic copies (i.e. English text and already corrected with the latest amendments) of the regulations may be accessed from the SAMSA website: <http://www.samsa.org.za/content/boating>

APPLICATION: Power Driven Category C Pleasure vessels [>15hp]

Definitions:

Category C:	vessels operating less than 15 nautical miles from shore
Power Driven:	a vessel propelled primarily by mechanical means
>15hp:	means total engine power of more than 15hp, but not equal to 15hp
Pleasure vessel:	a vessel that is used solely for sport or recreation
Commercial vessel:	a vessel that is not a pleasure vessel

Owner(s) Declaration:

I owner/skipper/responsible person of the vessel have read and completed this checklist in preparation for the vessel's Local General Safety Survey/Certificate of Fitness Inspection.

I declare that NO modifications have been carried out to the vessel's construction, fittings and arrangements since the last survey. (If Modifications have been carried out, these must be listed below.)

Vessel Name and Number

Name and Signature of owner/skipper/responsible person

Date

Summary of modifications to vessel's construction, fittings or arrangements (if any).

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WHO SHOULD SURVEY YOUR VESSEL?

- SAMSA Employed Surveyors – Surveyors permanently employed by SAMSA for the execution of SAMSA’s responsibility’s
- SAMSA Appointed Surveyors – Surveyors appointed by SAMSA to carry out surveys of small vessels on behalf of SAMSA.
- Authorised Agency Safety Officers – Safety officers appointed by Authorised Agency’s. Survey of Pleasure vessels.

Description	Pleasure Vessels ≥ 9m but < 24m [100GT] (Certificate of Fitness)			Pleasure Vessels < 9m (Certificate of Fitness)			Notes:
	New Constr- uction	Initial Survey	Periodic Survey	New Constr- uction	Initial Survey	Periodic Survey	
SAMSA Employed Surveyor	NR ⁽⁵⁾	X	X ⁽²⁾	NR ⁽⁵⁾	X ⁽²⁾	X ⁽²⁾	(1) SAMSA surveyors would normally not carry out these surveys which should be carried out by “Appointed Surveyors” or “Safety Officers” (5) Attendance during construction of pleasure boats is not regulated (NR).
SAMSA Appointed surveyor ⁽³⁾	NR ⁽⁵⁾	X	X	NR ⁽⁵⁾	X	X	
Authorised Agency Appointed Safety Officer		X	X	NR ⁽⁵⁾	X	X	

Vessel and Owner Particulars						
Name of Vessel						
Category of operation Pleasure = Sport and/or Recreation		Cat B	Cat C	Cat D	Cat E	Cat R
Approved Marking						
Operational Limits						
Operational Home Port						
Length of Vessel						
Maximum number of persons permitted to be carried onboard						
Colour of hull and deck						
Make and model of vessel and engines						
Name of Owner						
ID Number of owner or company registration number						
Address of owner						
Telephone number of owner						
Email Address						

USE OF CHECKLISTS – Pleasure vessels

Surveyors and Safety Officers must receive a completed copy of the checklist at or before the time of survey.
 Pages 1 and 2 of the checklist must be retained by the surveyor/safety officer that conducts the survey/inspection.
 Pages 3 to 6 must be retained by the boat owner for guidance and future reference.

HAVE YOU PROVIDED SAFE ACCESS TO YOUR VESSEL?

Owners and skippers are advised that SAMSA regards the non-provision of safe access to vessels in a serious light. Safe access is a requirement for ALL persons requiring access to vessels (not just surveyors). SAMSA surveyors are instructed to issue a PROHIBITION ORDER where safe access is not provided. All work on board is to be stopped until safe access is provided to the satisfaction of the surveyor. (Merchant Shipping Act, 57 of 1951 section 9(5))

Competent and Responsible Manning – Pleasure Vessels		V
Crewing Regulation 14	The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence. This certificate of competence (or a certified copy) must be available for inspection at all reasonable times.	
Manning Regulation 14	In addition to having a qualified skipper on board, the owner must ensure that the vessel is sufficiently and efficiently manned. There are to be sufficient competent persons on board with regards to the requirements of other safety provisions, i.e. such as keeping a proper lookout and the manning (minimum number of crew) of the vessel.	
Essential Safety Information Regulation 7	On EVERY occasion and BEFORE the vessel goes to sea; 1. All skippers MUST ensure that every person aboard receives essential and appropriate safety information; such as the location of the safety appliances and equipment aboard as well as instruction in the use of such items. and 2. All skippers MUST ensure that the safety appliances and equipment are inspected, fit and ready for use.	
Fuel reserve Regulation 8	A reserve of not less than 25% over and above the requirement for the intended voyage	
Operational Limits Regulation 10	No person may operate a vessel beyond the distance from shore for the category it is licensed.	
Carrying persons in excess Regulation 11	It is illegal to exceed the number of persons specified on the vessel's safety certificate, except in an emergency such as in the case of a search and rescue operation.	
Voyage information Regulation 12	Before a vessel goes to sea, the particulars of the vessel and the names of the crew are to be left with the harbour master, at the launch site, or in certain cases, relatives, a police station or responsible person. However, where local authorities or authorized agents have implemented reporting mechanisms, these shall be complied with. Upon returning from sea or the voyage, the person or authorities with whom the voyage information were left, must be informed accordingly.	
Assisting vessels in distress and reporting dangers to navigation Regulation 13	It is the duty of a skipper to report dangers to navigation and assist vessels in distress.	
Physical and mental fitness Regulation 17	No person may operate a vessel or vessel's equipment whilst under the influence of alcohol or drugs. (Maximum of 0,05 gram/100 ml alcohol in blood or 0,24 mg/1000 ml alcohol in breath). No person may refuse that a specimen of blood or breath be taken. No person may operate a vessel if he/she is not physically able to do so and/or of sound mental health.	
Requirements for water-skiing Regulation 36	Water-skiing is only allowed in areas indicated by the regulating authority and it is not allowed at night; The towing vessel may not use a steel or other metallic rope; In addition to the skipper, there must be a competent person in the towing boat observing the water-skier; The towing vessel may not follow closer than 100 metres in the wake of another towing vessel - towing a skier, person, aquatic or airborne device. A water-skier : - must wear a suitable buoyancy aid and must have knowledge of the standard hand signals in use; - may not purposefully let go of the rope in congested areas; - may not create a nuisance or danger for other water users.	

CONSTRUCTION REQUIREMENTS – Annex 1		v
CONSTRUCTION REQUIREMENTS Regulation 6	It is an offence to sell a vessel which does not comply with the construction requirements except where accompanied by a letter or certificate detailing the extent to which the vessel does not or cannot comply.	
PLANS Regulation 4	Photographs and a buoyancy certificate are required in lieu of detailed plans.	
DOCKING/SLIPPING Regulation 5 Regulation 23 Initial inspections for COF will require the external structure and fittings of the vessel to be inspected by the surveyor.	<u>COF Annual Checks:</u> <u>Trailer-borne vessels:</u> Ensure the vessel's structure, equipment, appliances arrangements and material continues to be in compliance with the regulations. <u>Non-trailer-borne vessels:</u> Owners are required to maintain their vessels in a safe condition and document their efforts to do so [see: HULL INSPECTIPON RECORD]. Surveyors and Safety Officers may require vessels to be removed from the water for external hull inspection, if the condition of the vessels hull or fittings requires additional inspection at the time of annual survey.	
SUFFICIENT RESERVE POSITIVE STABILITY Regulation 6	Careful consideration of vessel stability required when considering modifications to the vessel or changes in the vessels operation which increase the load carried by the vessel.	
INGRESS OF WATER Regulation 6	Decked vessels shall not have any point of possible ingress of water, except for scuppers, less than 200 mm above the surface of the water. Careful consideration required when modifications to scupper arrangements are considered. (Changes to as-built arrangements.)	
COLOUR OF DECK Regulation 9	To assist with search and rescue, the deck is to be painted or pigmented in a colour which is readily visible from above in any sea condition. (Or the vessel may carry a pigmented canvas extending the full the width of the vessel, but not less than 2m x 2m).	
NAVIGATION LIGHTS Collision Regulations	Any vessel going to sea at night must have properly fitted navigation lights in accordance with the International Collision Regulations. Lights must be of an approved type; must show the correct sectors; wiring to be neat, secured and waterproof.	
KILL SWITCH Reg 7(5) and (6)	To be fitted on power driven vessels of more than 15HP outboard engines of 9 metres or less in overall length To be attached to the skipper or operator at all times <u>except</u> when launching or beaching the vessel through surf.	
BUILT-IN BUOYANCY Paragraph 1 Policy: Marine Notice 8 of 2012 <u>To be fitted where life-rafts are not carried.</u> Vessels are required to be provided with buoyancy certificates, confirming the provision of built-in buoyancy. These certificates are required to be kept onboard with the COF and to be presented at the time of survey or when requested by an enforcement officer. <u>Exceptions:</u> <ul style="list-style-type: none">Vessels participating in an organised event under the auspices of an authorised agency are exempted only for the duration of the event.	<u>Buoyancy:</u> The buoyancy provided must be capable of keeping the vessel afloat when fully flooded, swamped or capsized, and, provide a platform upon which the full complement can be secured. <u>Built-in buoyancy:</u> Built-in buoyancy must consist of a material such as foam, or approved plastic bottles that are not affected by water, oil or oil products to the satisfaction of the authority. For wooden or GRP vessels the industry norm is that the volume displaced by the buoyancy provide inside the vessel must represent a figure of 60% of the gross weight of the vessel. <u>One compartment flooding:</u> In lieu of built in buoyancy, decked vessels (<i>the larger displacement vessels</i>) may have at least two watertight bulkheads, so positioned and of such strength, that in the event that the largest compartment being flooded, the vessel will remain afloat with positive transverse stability. (In the worst envisaged load condition!) <u>Inflatable vessels:</u> Inflatable vessels of any category whether fully inflatable or semi-rigid, may in lieu of fitted buoyancy be constructed with at least 3 separate buoyancy chambers and have the capacity to stay afloat despite the largest two of the chambers being completely deflated. The hull of a semi-rigid inflatable is not considered to be one of the 3 buoyancy chambers required.	

Hatches on deck Paragraph 2	Hatches on the open deck must be provided with hatch covers that are watertight when dogged down. Special care is to be given to flush deck hatches. All watertight hatches should be able to withstand a hose test. Where a fishing hatch can be opened to the sea, the cover must be capable of being secured in an emergency.	
Guard rails (Paragraph 3)	All open decks or walk ways on <u>power driven vessels</u> should be protected as follows: Vessels 9 metres or more - 600 mm high Vessels less than 9 metres - 450 mm, high <i>Surf operated vessels are exempted if they have bulwarks at least 450 mm forward and 300 mm aft.</i> <i>Vessels with cabin tops which extend nearly to the ship's side, with a crew access forward are exempt if provided with a toe rail of at least 50 mm along the outer edge of the deck and substantial, secure handrail on each side of the cabin.</i>	
Towing arrangements Paragraph 4	Every vessel must be provided with an efficient means of securing a tow rope or anchor cable. Arrangements provided forward and aft. (Capability to tow and to be towed)	
Underwater hull fitting Paragraph 5	Inlet and discharge pipes attached to the <u>underwater</u> part of the hull must be properly flanged to the hull and provided with a valve or shut-off cock inserted in the line as close as possible to the hull. <u>Definition of underwater:</u> The maximum loaded waterline when the vessel is heeled to 7 deg for power driven vessels and the sheer line	
Ventilators Paragraph 6	Vents serving engine or accommodation spaces to be provided with proper closing devices or water traps to prevent water ingress into the compartment. Vents serving only engine spaces must be able to shut off air flow in case of fire.	
Engine power Paragraph 7	Every motorised and passenger vessel must have an engine capable of propelling the vessel in its fully loaded condition at a speed of at least 5 knots. If operating in a surf, each engine must be capable of propelling the vessel at a safe speed when operating in surf conditions. (rough conditions)	
Number of engines Paragraph 7	If outboard propulsion is used, the vessel must be provided with at least two outboard engines.	
Inboard Petrol Engines (Paragraph 7 (4))	Engine installed in a compartment protected from spray and flooding and is adequately ventilated Manual bilge pump fitted in engine compartment Battery to be stowed outside of engine bay, protected by spray and flooding Marinised carburettor with flash arrester fitted Sparkless alternator and starter Flameproof extractor fitted to engine bay, runs for 30s before engine starts Remote controlled fire extinguishing system Auxiliary outboard fitted	
Exhaust Pipes and Silencers Paragraph 7(5)	Water cooled or lagged.	
Fuel tanks (Paragraph 8)	To be efficiently secured and constructed of suitable material; Outlets of built in tanks to have shut off valves (or approved automatic shut off or anti-siphoning devices). If not readily accessible the valves should be able to be operated remotely; Filler pipes must have threaded plugs or caps. Only non corrosive materials may be used; Breather pipes should not leak even if the vessel is heeled to 50°; Fuel levels should be able to be determined and where gauge glasses are fitted, they must be fitted with self closing valves; All fuel tanks holding PETROL must be fitted or stored outside engine and battery compartments.	

<p>Electrical installations (Paragraph 9) (Motor driven vessels)</p>	<p>Vessel to be provided with at least two identical banks of batteries. If engines are provided with hand start arrangements only one bank of batteries may be fitted.</p> <p>A suitable battery charging appliance must be provided for each bank of batteries; If there is more than one engine, then each engine must be provided with a battery charging appliance capable of charging both banks of batteries.</p> <p>A single bank of batteries must be capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment.</p> <p>Installation to conform to good marine practice.</p>	
<p>Emergency steering Annex 1 Para 10</p>	<p>Fitted except where steered by means of a tiller. May be portable but must be accessible for rapid attachment) Alternative emergency steering to be practical and demonstrated.</p>	
<p>Bilge pumping arrangements (<u>motor vessels</u>)</p> <p>One (1) power driven bilge pump (capacity 3000 litres per hour)</p> <p>One (1) hand operated pump (capacity 2000 litres per hour)</p>	<p><u>ONLY</u> applies to vessels <u>without</u> self draining decks (<i>exceptions for ski-boats and inflatable boats, sailing or rowing dinghies</i>)</p> <p>Where vessels over 7m in length are fitted with <u>an inboard main engine</u>, the bilge pump must be driven by the main engine. If the main engine cannot act as the prime mover, the pump may be electrically powered. In addition the vessels must be fitted with a hand operated bilge pump situated above the main deck.</p> <p>Other power driven vessels over 7m in length must have at least two hand-operated bilge pumps, one installed below deck and the other above deck.</p> <p>Vessels under 7m in length must be fitted at least one hand operated pump</p> <p>All bilge pumps must be fitted with piping arrangements, valves, suction and strainers for pumping out all compartments except for the fish hatch, (if it can be flooded and the vessel still maintains positive stability or adequate buoyancy).</p> <p>Underwater discharges need sufficient non-return valves fitted to prevent back flooding;</p> <p>Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck)</p>	
<p>Visibility at steering position (Paragraph 12)</p>	<p><u>Clear</u> visibility, through safety-toughened clear glass (<i>i.e. not through opaque and starred plastic</i>), forward, from two points abaft the beam on each side (112½° to port and stbd of the centre line) or out in the open. Protection of glare from the sun may be afforded by portable tinted screens (or the roll-down type) and <u>not fixed/stuck to the glass.</u></p>	
<p>Maintenance of propulsion and steering machinery (Paragraph 13)</p>	<p>Periodically serviced and maintained according to the manufacturers specifications by competent persons.</p>	
<p>Gas appliances (Paragraph 15)</p>	<p>The device must be maintained in good working order at all times.</p>	
<p>Dive boats (Paragraph 17)</p>	<p><u>ONLY</u> applies to diving vessels.</p> <p>If operated through the surf, fitted with adequate seating and grab points other than on the gunwale (except for inflatable vessels).</p> <p>To provide adequately secured racks for accommodating all the dive tanks.</p>	

SAFETY APPLIANCES AND EQUIPMENT: Category C Power Driven Pleasure Annexure 2 of National Small Vessel Safety Regulations, 2007.

Safety Item No	Description	Remarks	V								
1	Approved Life-jacket To be fitted with the following: a) Whistle b) Lifting loop c) Retro-reflective material These devices provide face-up flotation	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">DAY OPERATIONS</td> <td style="text-align: center;">SANS 12402-4</td> <td style="text-align: center;">Level 100</td> <td style="text-align: center;">ONE per Person</td> </tr> <tr> <td style="text-align: center;">NIGHT OPERATIONS</td> <td style="text-align: center;">SANS 12402-3</td> <td style="text-align: center;">Level 150</td> <td></td> </tr> </table> <p>Refer to the latest Marine Notice: New Compulsory standards for lifejackets used on South African Vessels SAMSA strongly recommends an approved light; if operating at night</p>	DAY OPERATIONS	SANS 12402-4	Level 100	ONE per Person	NIGHT OPERATIONS	SANS 12402-3	Level 150		V
DAY OPERATIONS	SANS 12402-4	Level 100	ONE per Person								
NIGHT OPERATIONS	SANS 12402-3	Level 150									
2	Approved Buoyancy aid (Working Lifejacket) To be fitted with the following: a) Whistle b) Lifting loop c) Retro-reflective material These devices provide for continuous wear and provide lift, without significant face-up turning ability	<p>It is NOT mandatory to be supplied with buoyancy aids additional to the life jacket on pleasure vessels. It is accepted that it may be impractical to wear an approved lifejacket for specific operations onboard.</p> <p>NOTE: Life Jackets or PFD's to be worn by: a) every child under 12 (twelve) years of age on deck whilst the vessel is underway. b) when launching or returning through the surf c) when directed by the skipper, d) persons engaged in water skiing activity</p> <p>SAMSA advises recreational vessels to consider the wisdom of wearing a comfortable buoyancy aid at all times whilst at sea.</p>	V								
3	Lifebuoy	<u>Only</u> on non-planing vessels	V								
4	Dan buoy	<u>Only</u> on trawlers and on sailing vessels over 9m in length.	V								
6	Hand-held red distress flares Exp. / / 20.....	2	<p>To be in good condition, SAMSA approved and unexpired.</p> <p>It is an offence to tamper with expiry dates, besides being very dangerous. (Note: All expired pyrotechnics are to be handed in at the SAPS explosives unit for disposal.)</p>								
7	Red rocket parachute flares Exp. / / 20.....	2									
8	Floating orange smoke marker Exp. / / 20.....	1									
10	One (1) waterproof torch, spare batteries and a spare bulb	<u>ONLY</u> required on vessels operating at night - Spare batteries and bulb to be kept in a watertight container	V								
11	Hand-held spotlight with own 12 V battery	<u>ONLY</u> required on dive boats operating at night.	V								
12	Sound signalling device (other than a life-jacket whistle)	<u>ONLY</u> required on vessel operating WEST of Port Alfred. Frequency range 250Hz - 700Hz, audible not less than 1 kilometre over water in still conditions. It is highly recommended by SAMSA that vessels operating East of Port Alfred also carry a sound signalling device.	V								
13	Ships bell or sound signalling device capable of making the signal "R"	<u>ONLY</u> required on vessels of 20m or more in overall length. ("R" is Morse Code . - .)	V								
15	Code Flag "A" (rigid)	<u>ONLY</u> required on dive boats	V								
16	Two (2) black balls or shapes, at least 400mm in diameter	<u>ONLY</u> required on vessels of 12 (twelve) metres or more in overall length.	V								
17	Radar reflector of at least 400mm in diameter (or patent type of equivalent echoing capability)	<u>To be carried by all vessels</u> <u>Power Driven vessels</u> of 9 metres or more in overall length operating west of Port Alfred must permanently fit the radar reflector. It is strongly recommended by SAMSA that vessels less than 9 metres in overall length, sailing vessels and vessels operating East of Port Alfred also permanently fit their radar reflector.	V								
18	Marine VHF or 29MHz radio to be fitted as appropriate to area of operation	VHF to have at least channel 16 and one other working channel 29Mhz to have local marine channels A, B and C An annual ship station licence to be obtained from ICASA. The skipper to be in possession of a Restricted Radio Telephone Operators Certificate for vessels fitted with VHF radio equipment.	V								

21	Depth sounding device or hand lead line	<u>ONLY</u> required on dive boats
22	Steering Magnetic Compass	Compass to be illuminated on vessels operating at night.
24	Suitable approved fire extinguishers	One <u>per engine</u> , and, in decked vessels of 9 (nine) metres or more in length, one (1) in each compartment formed by a complete transverse bulkhead (e.g. galley, sleeping accommodation and wheelhouse). Serviced annually by an approved DOTFAS or SABS accredited service station. See latest Marine Notice for SAMSA approved DOTFAS Stations
27	Grab-line fitted to outside of gunwale	<u>Required ONLY</u> for dive boats. Not required for vessels equipped with a secured boarding ladder extending into the water.
28	Capsize rope for use when vessel is inverted in the water	<u>ONLY</u> for inflatable vessels and ski-boats less than 9 (nine) metres in overall length. Rope to be attached when proceeding to sea.
31	Suitable sea-anchor, fitted with hawser and tripping line (rigged and ready for use)	<u>ONLY</u> required on surf launched vessels of less than 9 (nine) metres in overall length.
32	Proper <u>patent</u> anchor and chain, with a suitable length of rope for the area of operation	<i>Length of chain:</i> Vessels of 6 (six) metres and more - at least 5 (five) metres Vessels under 6 (six) metres - at least 3 metres <i>Length of Rope:</i> At least 100 metres
33	Watertight capsize bottle attached to vessel with rope readily accessible in event of capsize	Containing flares, survival and emergency equipment. The rope length must not be less than 1.5 times the length of the vessel and manufactured to be non-slip.
34	Space blankets	2 off
35	Drinking water	One litre per person
36	First-aid kit	To be suitable for the vessel's size, compliment and intended operation, to the satisfaction of the surveyor or safety officer. To include an elementary first-aid manual such as the publication entitled <i>First on the Scene</i> , published by <i>St Johns Ambulance</i> .
37	Suitable air bellows and repair kit	<u>ONLY</u> required on inflatable vessels
38	SAMSA Approved self inflating life-raft capable of carrying all persons aboard	Life-raft <u>ONLY</u> required if built in buoyancy, one compartment flooding or two chamber flooding (Inflatables) is NOT provided. <u>If carried:</u> Stowed on deck or in a readily accessible position. Commercial vessels the raft must be serviced annually by an approved life-raft servicing agent. Pleasure vessels the raft must be serviced according to the manufacturers' instructions. It is strongly recommended that life-rafts be fitted with hydrostatic release units Refer to the latest Marine Notice regarding provision of life-rafts
39	Spares	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
40	Tools	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
41	Highly visible 2m x 2m canvas	Only applies to vessels not painted in visible colours. To be pigmented in a colour which is readily visible from above in any sea condition. (Or the vessel may carry a pigmented canvas extending the full the width of the vessel, but not less than 2m x 2m).
Annex 2 Para 3(1)	Marking of equipment	All life-jackets, buoyancy aids, life-buoys, Dan-buoys, flares, oars, paddles and life-rafts are to be permanently marked with the vessel's name or "approved marking".
Annex 2 Para 3(2)	Marking of trailer	Where any vessel is launched from a trailer other than a dolly at a private launching site the trailer must be marked in a conspicuous position, with the vessel's name, or approved marking and with the owner's name and emergency contact number.