# 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. SAMSA surveyors and SAS safety officers 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 to the safety survey by the Owner or Skipper and any deficiencies noted are to be rectified prior to the safety survey.

Please note that this document only covers the main issue. Copies of the regulations and amendments are published in both English and Afrikaans in the Government Gazette. However, SAMSA legal department have produced an electronic copy in English which incorporates all of the gazetted amendments. These are available on the SAMSA and SAS web sites.

APPLICATION: Category D Power Driven Pleasure Vessels <100gt (that are not passenger vessels) surveyed by South African Sailing Safety

Officers.

**Definitions:** 

Pleasure vessel:

vessels operating less than 5 nautical miles from shore Category D: Power driven: a vessel propelled primarily by mechanical means

Determined by a formula based on enclosed volume. NOT displacement (weight) **Gross Tonnage (gt)** 

>15hp means total engine power of more than 15hp, but not equal to 15hp

a vessel that is used solely for sport or recreation Commercial vessel: a vessel that is not a pleasure vessel

Passenger vessel: a vessel that carries more than 12 passengers

Passenger: any person carried on a vessel, except persons employed or engaged as crew; rescued survivors and

infants under one year of age

#### Owner(s) Declaration:

I, the owner/skipper/responsible person of the vessel, have read and completed this che Certificate of Fitness (CoF) inspection. I hereby declare that the vessel meets the requir no modifications other than those listed below have been carried out to the vessel's consince the last survey.	ements defined in the checklist and that
Vessel Name and Number	
Name and Signature of owner/skipper/responsible person	Date
Name and Signature of owner/skipper/responsible person  Summary of modifications to vessel's construction, fittings or arrangements (if any).	Date
	Date
	Date
	Date
	Date

### DOCUMENTATION REQUIRED FOR YOUR SURVEY

- 1. This safety checklist must be completed by the owner/owner's representative/skipper before the safety inspection and brought to the safety inspection. The front two sheets must be submitted to SAS.
- 2. You must have a copy of the following documentation to give the safety officer for submission to SAS
  - a. Proof of payment
  - b. Your buoyancy certificate (if applicable)
  - c. In the case of a visiting foreign registered vessel, a copy of your foreign registration certificate.
  - d. In the case of a vessel>24m LOA, a copy of the certificate proving that your vessel is <100GT.
- 3. You must have the following documentation available for inspection
  - a. Your vessel's Certificate of Listing and your previous Certificate of Fitness (CoF). Note that any vessel with an SA or ZA marking must be correctly listed by SAS in the name of the current owner.
  - b. Your ship station radio license.
  - c. The current inspection certificate for your liferaft (if applicable).

Please note that if the safety checklist has not been completed, the safety officer cannot go ahead with the safety inspection.

d Owner Particulars
Length of Vessel in meters
SAMSA registration (O/N) number
What is the foreign registration number
MMSI number if applicable (from radio licence)
EPIRB ID (15-digit hexadecimal code)
Colour of deck
Does the vessel have a buoyancy certificate?  ✓ for Yes X for No

### **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 safety officer and submitted to SAS together with the notification of completion of survey for filing and audit purposes. The remaining pages 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))

General Information (p Commercial Vessels	The National Small Vessel Safety Regulations define a pleasure vessel as a vessel that is	t
Regulation 2	used solely for sport and recreation. Any other vessel is a commercial vessel. A SAS CoF	
negalation 2	is for pleasure vessels only. By ticking the block to the right, the owner acknowledges	
	that he has understood that he may not use his vessel for commercial purposes.	
Passenger vessels	Any vessel carrying more than 12 passengers is defined as a passenger vessel and has to	Г
Regulation 2	meet additional safety requirements beyond the scope of the SAS safety inspection.	
	By ticking the block to the right, the owner acknowledges that he has understood that he	
	may not carry more than 12 passengers.	
Foreign going vessels	Vessels going foreign must be registered. The country of registration is known as the	
	vessels flag state. Vessels registered in SA require a Local General Safety Certificate	
	issued by SAMSA. If your vessel is registered in SA, get your survey done by a SAS safety	
	officer authorised to do safety surveys on SAMSA registered recreational vessels.	
Foreign registered vessels	Foreign registered vessels passing through SA waters have the right of innocent passage	Г
	which includes coming into nominated ports for repairs or supplies. Visiting foreign	
	registered vessels which want to cruise in SA waters may get a 6-month visitor's CoF.	
	Foreign registered vessels based in SA on a more permanent basis must be listed and	
	marked and get a 12-month CoF like all other local vessels.	
Hull Inspections	From January 2021, SAS will not issue a CoF to a non-trailer borne vessel unless it has a	
	valid Hull Inspection Certificate. Trailer borne vessels – where the safety inspection is	
	conducted with the vessel on a trailer – do not require hull inspection certificates.	
Crewing	The vessel has to be under the constant guidance of a person holding an appropriately	Г
Regulation 14	endorsed Certificate of Competence. This certificate of competence (or a certified copy)	
	must be available for inspection at all reasonable times.	
Manning	In addition to having a qualified skipper on board, the owner must ensure that the vessel	T
Regulation 14	is sufficiently and efficiently manned. There are to be sufficient competent persons on	
0	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	On EVERY occasion and BEFORE the vessel goes to sea, all skippers must ensure that:	T
Regulation 7	1. 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.	
	2. The safety appliances and equipment are inspected, fit and ready for use.	
Fuel reserve	A reserve of not less than 25% over and above the requirement for the intended voyage	T
Regulation 8	, ,	
Operational Limits	No person may operate a vessel beyond the distance from shore for the category it is	T
Regulation 10	licensed.	
Carrying persons in excess	It is illegal to exceed the number of persons specified on the vessel's safety certificate,	Г
Regulation 11	except in an emergency such as in the case of a search and rescue operation.	
Voyage information	Before a vessel goes to sea, the particulars of the vessel and the names of the crew are to	T
Regulation 12	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	It is the duty of a skipper to report dangers to navigation and assist vessels in distress.	
reporting dangers to navigation		
Regulation 13		
Radio watchkeeping on VHF	If you have a VHF radio, it is an ITU requirement to keep a listening watch, when	
while at sea.	practicable, on channel 16 while at sea. If you have a DSC VHF radio, you are also	
TU Radio Regulations.	required to keep a listening watch on Ch70 while at sea.	
Physical and mental fitness	No person may operate a vessel or vessel's equipment whilst under the influence of	
Regulation 17	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.	
Reporting Marine Incidents	The master or owner is required to report all serious marine safety incidents to SAMSA.	Г
Merchant Shipping Act Sect 259		
	of great peril. See Marine Notice 8 of 2011 or any update to that marine notice.	1

Requirements for water-skiing	The towing vessel may not use a steel or other metallic rope;	
Regulation 36	In addition to the skipper, there must be a competent person in the towing boat	
	observing the water-skier;	
Water-skiing is only allowed in	A vessel may not follow closer than 100 metres in the wake of another towing vessel -	
areas indicated by the	towing a skier, person, aquatic or airborne device.	
regulating authority and it is not	A water-skier:	
allowed at night;	must wear a suitable buoyancy aid and must have knowledge of the standard	
	hand signals in use;	
	<ul> <li>may not purposefully let go of the rope in congested areas;</li> </ul>	
	<ul> <li>may not create a nuisance or danger for other water users.</li> </ul>	

<b>Construction Requirements</b>	<b>S – Annex 1</b> (please tick to indicate compliance)	<b>√</b>
CONSTRUCTION REQUIREMENTS	It is an offence to sell a vessel which does not comply with the construction	1
Regulation 6	requirements except where accompanied by a letter or certificate detailing the	
	extent to which the vessel does not or cannot comply	
DOCKING/SLIPPING	COF Annual Checks:	
Regulation 5	<u>Trailer-borne vessels:</u> Ensure the vessel's structure, equipment, appliances	
Regulation 23	arrangements and material continues to be in compliance with the regulations.	
Marine notice 9 of 2016	Non-trailer-borne vessels: Owners are required to maintain their vessels in a safe	
	condition and document their efforts to do so [see: HULL INSPECTIPON RECORD].	
Initial inspections for COF will require	Surveyors and Safety Officers may require vessels to be removed from the water	
the external structure and fittings of	for external hull inspection, if the condition of the vessels hull or fittings requires	
the vessel to be inspected by the	additional inspection at the time of annual survey.	
surveyor.	From the first safety inspection in 2020, non-trailer-borne vessels will require a hull	
	inspection certificate.	
SUFFICIENT RESERVE POSITIVE	Careful consideration of vessel stability required when considering modifications to	
STABILITY	the vessel or changes in the vessels operation which increase the load carried by	
Regulation 6	the vessel.	
INGRESS OF WATER	Decked vessels shall not have any point of possible ingress of water, except for	
Regulation 6	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	To assist with search and rescue, the deck is to be painted or pigmented in a colour	
Regulation 9	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	Any vessel going to sea at night must have properly fitted navigation lights in	
Collision Regulations (Colregs)	accordance with Colregs. Lights must be of an approved type; must show the	
	correct sectors; wiring to be neat, secured and waterproof.	
Kill switch	To be fitted on power driven vessels of more than 15HP outboard engines of 9	
Regulation 7(5) and (6)	metres or less in overall length	1
	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	Buoyancy:	
Paragraph 1	The buoyancy provided must be capable of keeping the vessel afloat when fully	
Policy: Marine Notice 8 of 2012	flooded, swamped or capsized, and, provide a platform upon which the full complement can be secured.	
· ·	Built-jn buoyancy:	
To be fitted where life-rafts are not	Built-in buoyancy must consist of a material such as foam, or approved plastic	
carried.	bottles that are not affected by water, oil or oil products to the satisfaction of the	
Vessels are required to be provided with buoyancy certificates,	authority.	
confirming the provision of built-in	For wooden or GRP vessels the industry norm is that the volume displaced by the	
buoyancy. These certificates are	buoyancy provide inside the vessel must represent a figure of 60% of the gross	
required to be kept on board with the	weight of the vessel.	
COF and to be presented at the time	One compartment flooding:	
of survey or when requested by an	In lieu of built in buoyancy, decked vessels (the larger displacement vessels) may	
enforcement officer.	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!)	
Exceptions:	Inflatable vessels:	
Vessels participating in an organised	Inflatable vessels of any category whether fully inflatable or semi-rigid, may in lieu	
event under the auspices of an	of fitted buoyancy be constructed with at least 3 separate buoyancy chambers and	
authorised agency are exempted only	have the capacity to stay afloat despite the largest two of the chambers being	
for the duration of the event.	completely deflated. The hull of a semi-rigid inflatable is not considered to be one	
	of the 3 buoyancy chambers required.	
Hatches on deck	Hatches on the open deck must be provided with hatch covers that are watertight	
(Paragraph 2)	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	
Guard rails	secured in an emergency.	
(Paragraph 3)	All open decks or walk ways on <u>power driven vessels</u> should be protected as follows:	
(Taragraph 3)	Vessels 9 metres or more - 600 mm high	
	Vessels less than 9 metres - 450 mm, high	
	Provided that category D and E vessels <9m are exempt if every occupant wears a	
	flotation aid when underway and the vessel does not go to sea at night.	
	<u>Surf operated vessels</u> are exempted if they have bulwarks at least 450 mm forward	
	and 300 mm aft.	
	<u>Vessels with cabin tops</u> which extend nearly to the ship's side, <u>with a crew access</u>	
	<u>forward</u> 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.	
Towing arrangements	Every vessel must be provided with an efficient means of securing a tow rope or	
(Paragraph 4)	anchor cable at the bow and at the stern. (Capability to tow and to be towed)	
Underwater hull fittings	Inlet and discharge pipes attached to the <u>underwater</u> part of the hull must be	
(Paragraph 5)	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.  Definition of underwater for power vessels: The maximum loaded waterline when	
	the vessel is heeled to 7 degrees.	
Ventilators	Vents serving engine or accommodation spaces to be provided with proper closing	
(Paragraph 6)	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	Every power vessel must have an engine capable of propelling the vessel in its fully	
(Paragraph 7)	loaded condition at a speed of at least 5 knots.	
	If operating in surf, each engine must be capable of propelling the vessel at a safe	
	speed when operating in surf conditions. (rough conditions)	
Inboard Petrol Engines	Engine installed in a compartment protected from spray and flooding and is	
(Paragraph 7 (4))	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	

Exhaust Pipes and Silencers	Water cooled or lagged.
Paragraph 7(5)	
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
Electrical installations (Paragraph 9) (Power driven vessels)	compartments.  Power driven vessels must be provided with at least one bank of batteries, unless the vessel is fitted only with hand-start engines.  A suitable battery charging appliance must be provided. 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.
	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.  Installation to conform to good marine practice.
Emergency steering Annex 1 Para 10	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.
Bilge pumping arrangements Annex 1 Para 11.3	ONLY applies to vessels without self-draining decks (exceptions for ski-boats and inflatable boats, sailing or rowing dinghies)
One (1) power driven bilge pump (capacity 3000 litres per hour)	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.
One (1) hand operated pump (capacity 2000 litres per hour) Portable pump levers to be kept in a	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.  Vessels under 7m in length must be fitted at least one hand operated pump
readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck)	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).  Underwater discharges need sufficient non-return valves fitted to prevent back flooding.
Visibility at steering position (Paragraph 12)	Where a steerage position is not in the open, clear visibility is required, through safety-toughened clear glass ( <i>i.e.</i> not through opaque and starred plastic), forward, from two points abaft the beam on each side (112½° to port and starboard of the centre line). Protection of glare from the sun may be afforded by portable tinted screens (or the roll-down type) and not fixed/stuck to the glass.
Maintenance of propulsion and steering machinery (Paragraph 13)	Periodically serviced and maintained according to the manufacturers specifications by competent persons.
Gas appliances (Paragraph 15)	All gas appliances and tubing must be maintained in good working order at all times. A safety cut-off device that is activated automatically if the flame is blown out is highly recommended.
Dive boats (ONLY applies to diving vessels) (Paragraph 17)	If operated through the surf, fitted with adequate seating and grab points other than on the gunwale (except for inflatable vessels).  To provide adequately secured racks for accommodating all the dive tanks.

Item No	Description	Remarks			,
1	Approved <u>Life-jacket</u>	One life-jacket per person aboard. The minimum requirements are:			╁
_	To be fitted with:	Daylight operations	SANS/ISO 12402-4	Level 100	
	Whistle	Night time operations	SANS/ISO 12402-3	Level 150	
	Lifting loop	Single chamber 150N infla			
	Retro – reflective material	accepted for all categories	•		
	Netro remedive material	New Compulsory standard			
		SAMSA strongly recommen			
2	Approved Buoyancy aid	It is accepted that it may b			+
	(Also called working lifejackets or PFD's)  To be fitted with the following:  • Whistle	lifejackets (e.g. foam lifeja mandatory for recreationa approved life jackets However, SAS and World S inflatable single chamber 1	ckets) for specific operation I vessels to carry buoyance Gailing strongly recommend	ns on board. It is not y aids in addition to	
	Lifting loop	_	-		
	Retro–reflective material	where appropriate. These vessel. 150N is the minimum		_	
	PFD' are comfortable to wear and		um required to turn an uni	conscious person race-	
	provide some buoyancy but not	up.	la a compania		
	sufficient to turn an unconscious	Life jackets or PFD's are to		ala alcunta e e de e	
	person face-up.	<ol> <li>by every child under to is underway.</li> </ol>	welve (12) years of age on	ueck when the vessel	
		2. When launching or ref	turning through the curf		
		3. When directed by the			
		4. When water skiing	экірреі		
		_	nds an annroved light if on	perating at night	
3	Lifebuoy	SAMSA strongly recommends an approved light if operating at night  Only on non-planing vessels		crating at might	+
4	Dan buoy			nøth	+
6	Two (2) hand-held red distress flares.	Only on trawlers and on sailing vessels over 9m in length.  To be in good condition, SAMSA approved, unexpired and marked with			+
7	Two (2) Red rocket parachute flares	vessel name. It is an offence to tamper with expired and marked with			
8	One floating orange smoke marker	very dangerous. (Note: All expired pyrotechnics are to be handed in at the		_	
Ü	one notting orange smoke marker	SAPS explosives unit for dis			
10	One (1) waterproof torch, spare	ONLY required on vessels	operating at night - Spare	batteries and bulb to	
	batteries and a spare bulb	be kept in a watertight cor	ntainer		
11	Hand-held spotlight with own 12V	ONLY required on dive boa	nts operating at night.		
	battery				
12	Sound signalling device (other than a	Frequency range 250Hz - 7	'00Hz, audible not less tha	n 1 kilometre over	T
	life-jacket whistle)	water in still conditions.			
	ONLY required on vessel operating	It is highly recommended I		rating East of Port	
	WEST of Port Alfred	Alfred also carry a sound s	ignalling device.		
13	Ships bell or sound signalling device	ONLY required on vessels of		ength.	
	capable of making the signal "R"	("R" is Morse Code • — • )			$oldsymbol{\perp}$
15	Code Flag "A" (rigid)	ONLY required on dive boa			
16	Two (2) black balls or shapes, at least 400mm in diameter	ONLY required on vessels of	of 12 (twelve) metres or m	ore in overall length.	
17	Radar reflector of at least 400mm in	To be carried by all vessels	=		
	diameter (or patent type of equivalent	Power Driven vessels of 9			
	echoing capability))	of Port Alfred must perma			
		It is strongly recommended			
		overall length and vessels fit their radar reflector.	operating East of Port Alfr	eu aiso permanentiy	
18	Fixed mount marine VHF radio. A 29	Capable of operating on Cl	n 16 and at least one other	r working channel	+
10					
	MHz radio is no longer accepted. See	A current ship station licer			
	Marine Notice 6 of 2015.	The skipper is required to			
		Certificate (Marine), a Sho	_		
		Catagon, D., and I - 1 - 1	not have a second to the	or oppropriate !	
		Category D vessels that do to fit a fixed mount VHF ra			1

20	EPIRB	If the owner opts for an EPIRB or PLB, It is essential that it is registered
	Only required for Category A vessels.	with the MRCC. The EPIRB false alarm level is so high that the MRCC will
		be reluctant to initiate search and rescue unless they can confirm that the
		vessel is indeed at sea.
21	Depth sounding device or hand lead line	ONLY required on dive boats
22	Steering Magnetic Compass	Compass to be illuminated on vessels operating at night.
		If the steering compass is electronic, a suitable waterproof marine
		handheld compass must be carried.
24	Suitable approved fire extinguishers.	One per engine, and, in decked vessels of 9 (nine) metres or more in
	Serviced annually by an approved	length, one (1) in each compartment formed by a complete transverse
	SAMFAS station.	bulkhead (e.g. galley, sleeping accommodation and wheelhouse).
		See latest Marine Notice for SAMSA approved SAMFAS Stations
26	2 oars or paddles	Only for single outboard engine vessel
27	Grab-line fitted to outside of gunwale	Required ONLY 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	ONLY for inflatable vessels and ski-boats less than 9 (nine) metres in
	inverted in the water	overall length. Rope to be attached when proceeding to sea.
31	Suitable sea-anchor, fitted with	ONLY required on surf launched vessels of less than 9 (nine) metres in
	hawser and tripping line (rigged and	overall length.
	ready for use)	
32	Proper patent anchor and chain, with	Length of chain: Vessels of 6 (six) metres and more - at least 5m
	a suitable length of rope for the area	Vessels under 6 (six) metres - at least 3m
	of operation	Length of Rope: At least 100 metres
22	N/-+	Inspect weak link.
33	Watertight capsize bottle attached to	Containing flares, survival and emergency equipment. The rope length
	vessel with rope readily accessible in	must not be less than 1.5 times the length of the vessel and manufactured
34	event of capsize  Space blankets	to be non-slip.  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
30	Tilst-ald Rit	the satisfaction of the surveyor or safety officer.
		To include an elementary first-aid manual such as the publication entitled
		First on the Scene, published by St Johns Ambulance.
37	Suitable air bellows and repair kit	ONLY required on inflatable vessels
38	SAMSA Approved self-inflating life-raft	ONLY required if built in buoyancy, one compartment flooding or two
	capable of carrying all persons aboard.	chamber flooding (Inflatables) is NOT provided.
	Serviced according to the	If carried, to be stowed on deck or in a readily accessible position.
	manufacturers' instructions.	SAMSA strongly recommend fitting a hydrostatic release unit.
		Refer to the latest Marine Notice regarding provision of life-rafts
39	Spares	Adequate for the purpose of carrying out emergency repairs to machinery
40	Tools	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.
	Approved Marking	The vessel must be marked with an approved marking issued by SAMSA or
	Regulation 21	an Authorised Agency. SAS issues SA numbers for sailing vessels and ZA
		numbers for power vessels.
	Marking of equipment	All life-jackets, buoyancy aids, life-buoys, Dan-buoys, flares, oars, paddles
	Annex 2 Para 3(1)	and life-rafts are to be permanently marked with the vessel's name or
		"approved marking".
	Marking of trailer	Where any vessel is launched from a trailer other than a dolly at a private
	Annex 2 Para 3(2)	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.

Additional safety equipment strongly recommended by SAS. It is important to recognise that the regulations define an absolute minimum requirement. It is up to the owner/skipper to decide what additional equipment is appropriate for a specific voyage. The list below would be considered by many skippers to be a minimum list of additional equipment. For a more complete list the World Sailing Offshore Special Regulations (available on the SAS web site) provides a useful reference. Waterproof handheld VHF radio and/or cell To provide back-up emergency/distress communication in the event of phone in a transparent waterproof pouch capsize, flooding, swamping or DC power failure. (e.g. Aquapac) and/or EPIRB/PLB A suitable combination of the following navigational instruments viz, chart A suitable combination of navigational instruments appropriate for the voyage plotter, GPS, log, depth sounder, radar and AIS. Back up handheld GPS Independent of the yachts power supply Hand bearing compass For use in navigation and as a back-up to the ship's steering compass. Suitable charts for the area of navigation Floating light or lights attached to the To assist with MOB recovery at night. danbuoy and/or horse shoe ring Portable LED spotlight To help locate a MOB at night Tapered soft wood plugs stowed adjacent to To plug a through hull opening in the event of a sea cock breaking off

through hull openings