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

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.

Category E Sailing Pleasure Vessels <100gt (that are not passenger

or dive vessels) surveyed by Sou	uth African Sailing Safety Officers.
-	
= = = = = = = = = = = = = = = = = = = =	from shore and 15 miles from an approved launch site
·	vigation under sail alone whether or not fitted with
• •	was NOT displacement (weight)
•	
• • •	
a vessel that carries more than 12 passengers	
	employed or engaged as crew; rescued survivors and
infants under one year of age	
sponsible person of the vessel, have read and comp	
chan those listed below have been carried out to th	·
 er	
er	
er Dwner/skipper/responsible person	Date
)	vessels operating not more than 1 nautical mile a vessel provided with sufficient sail area for nay mechanical means of propulsion Determined by a formula based on enclosed vol a vessel that is used solely for sport or recreatio a vessel that is not a pleasure vessel a vessel that carries more than 12 passengers any person carried on a vessel, except persons e infants under one year of age

APPLICATION:

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.
- You must have a copy of the following documentation to give the safety officer for submission to SAS
 - a. Proof of payment
 - b. In the case of a visiting foreign registered vessel, a copy of the foreign registration certificate
 - c. 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.
- 4. Please note that if the safety checklist has not been completed, the safety officer cannot go ahead with the safety inspection.

Vessel and Owner Particulars			
Name of Vessel			
Approved Marking	Length of Vessel in meters		
Is the vessel registered with SAMSA? ✓ for Yes X for No	SAMSA registration (O/N) number		
For a foreign registered vessel, what is the country of registration	What is the foreign registration number		
Radio call sign if applicable (from radio license)	MMSI number if applicable (from radio licence)		
Maximum number of persons permitted to be carried on board	EPIRB ID (15-digit hexadecimal code)		
Colour of hull	Colour of deck		
Does the vessel have a liferaft? ✓ for Yes X for No	Does the vessel have a buoyancy certificate? ✓ for Yes X for No		
Marina where normally moored (or normally launched for a trailer-borne vessel)			
Name of Owner			
ID Number of owner or company registration number			
Telephone number of owner			
Email Address of owner			
Postal address of owner			

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))

	please tick to acknowledge that you have read and understood)	~
Commercial Vessels	The National Small Vessel Safety Regulations define a pleasure vessel as a vessel that is	
Regulation 2	used solely for sport and recreation. Any other vessel is a commercial vessel. A SAS CoF	
	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	
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	
	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	
11. II to an east?	marked and get a 12-month CoF like all other local vessels.	\vdash
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.	\vdash
Crewing	The vessel has to be under the constant guidance of a person holding an appropriately	
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	
Regulation 14	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.	<u> </u>
Essential Safety Information	On EVERY occasion and BEFORE the vessel goes to sea, all skippers must ensure that:	
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.	
Operational Limits	No person may operate a vessel beyond the distance from shore for the category it is	
Regulation 10	licensed.	
Carrying persons in excess	It is illegal to exceed the number of persons specified on the vessel's safety certificate,	
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	
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	
ITU Radio Regulations.	required to keep a listening watch on Ch70 while at sea.	L
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.	
Merchant Shipping Act Sect 259		
5	of great peril. See Marine Notice 8 of 2011 or any update to that marine notice.	1

Construction Requirements	s — Annex 1(please tick to indicate compliance)	✓
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.	
DOCKING/SLIPPING Regulation 5 Regulation 23 Marine notice 9 of 2016	COF Annual Checks: Trailer-borne vessels: Ensure the vessel's structure, equipment, appliances arrangements and material continues to be in compliance with the regulations.	
Initial inspections for LGSC/COF will require the external structure and fittings of the vessel to be inspected by the surveyor.	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]. 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. From the first safety inspection in 2020, non-trailer-borne vessels will require a hull	
SUFFICIENT RESERVE POSITIVE	inspection certificate. Careful consideration of vessel stability required when considering modifications to	
STABILITY (Regulation 6) INGRESS OF WATER Regulation 6	the vessel or changes in its operation which increase the load carried by the vessel. 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 (Colregs)	Any vessel going to sea at night must have properly fitted navigation lights in accordance with Colregs. Lights must be of an approved type; must show the correct sectors; wiring to be neat, secured and waterproof.	
Built-in buoyancy Paragraph 1	Sailing vessels are only exempt from the requirement to have certified buoyancy or a liferaft: • when on sheltered waters or • when at sea within 15 miles from shore and within 30 miles from a safe haven, provided such vessels do not operate at night except for the period within two hours after sunset within the designated limits of a commercial harbour. Tick the box to indicate that you have understood this requirement	
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. Sailing vessels with aft facing companionways which are closed by washboards need not be watertight, but should still be able to substantially retard water ingress.	
Guard rails (Paragraph 3)	All open decks or walk ways on sailing vessels should be protected as follows: • Vessels 9 metres or more - 560 mm high • Vessels less than 9 metres - 410 mm Provided that category C, D, E and R sailing pleasure vessels less than 9 meters are exempt from this requirement if: 1. Such vessel is within 30 miles of a safe haven and 2. Every occupant of the vessel wears an approved flotation aid in rough weather when on deck.	
Towing arrangements (Paragraph 4)	Every vessel must be provided with an efficient means of securing a tow rope or anchor cable at the bow and at the stern. (Capability to tow and to be towed)	
Underwater hull fittings (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. Definition of underwater for sailing vessels: The sheer line, at midships.	
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.	

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 Paragraph 7(5)	Water cooled or lagged.	
Fuel tanks	To be efficiently secured and constructed of suitable material;	
(Paragraph 8)	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.	
Electrical installations	Every sailing vessel fitted with an inboard auxiliary engine must be provided with at	
(Paragraph 9)	least one bank of batteries, unless a hand-start engine is fitted.	
(Sailing vessels)	Vessels required to be provided with one or more banks of batteries must be	
	provided with a suitable battery charging appliance, and if more than one engine is	
	fitted each engine must be fitted 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	Fitted except where steered by means of a tiller. May be portable but must be	
Annex 1	accessible for rapid attachment)	
Para 10	Alternative emergency steering to be practical and demonstrated.	
Bilge pump requirements for	Minimum capacity 2000 litres per hour;	
category B, C, D,E and R decked	Underwater discharges need sufficient non-return valves fitted to prevent back	
sailing vessels over 7m in length:	flooding;	
One (1) hand operated bilge pump	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)	
Visibility at steering position	Where a steerage position is not in the open, clear visibility is required, through	
(Paragraph 12)	safety-toughened clear glass (i.e. 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	Periodically serviced and maintained according to the manufacturers specifications	
steering machinery (Paragraph 13)	by competent persons.	
Gas appliances	All gas appliances and tubing must be maintained in good working conditions at all	
(Paragraph 15)	times. A safety cut-off device that is activated automatically if the flame is blown	
(0 p /	out is highly recommended.	
Standing rigging	SAS recommends that standing rigging should be thoroughly checked at least once	
(Regulation 6)	every two years by a rigging expert or someone with appropriate expertise.	
(TODGIGGOTT O)	eter, the years by a righting expert of someone with appropriate expertise.	

Safe	ty Appliances and Equipment	t – Annex 2 (please tick	to indicate compliance)							
Item No	Description	Remarks			_		Remarks			✓
2	Approved Buoyancy Aid To be fitted with the following:									
	1. Whistle		·	Level 50						
	2. Lifting loop	Night time operations	SANS/ISO 12402-3	Level 150						
	3. Retro – reflective material									
	Please note that a Level 100 PFD	Buoyancy Aids.								
		SAS and World Sailing stro	ngly recommend wearing o	comfortable inflatable						
	might not turn an unconscious person onto his back. A level 50m PFD is	single chamber 150N lifejackets with integrated harnesses where appropriate. An approved light is recommended for night operation. Life jackets or PFD's are to be worn:								
	intended for competent swimmers									
	and might be inadequate for non-	1. by every child under twelve (12) years of age on deck when the vessel								
	swimmers.	is underway.								
		when directed by the skipper								
5	Projectile flare set	Unexpired and containing								
9	Hand Held Smoke Marker	Unexpired, approved.								
10	One (1) waterproof torch, spare	ONLY required on vessels	nerating at night - Snare I	hatteries and hulb to	t					
10	batteries and a spare bulb	be kept in a watertight cor		oatteries and build to	1					
13	Ships bell or sound signalling device	ONLY required on vessels		angth	1					
13	capable of making the signal "R"	("R" is Morse Code • — •)	or zoni or more in overall it	ingui.	1					
16	Two (2) black balls or shapes, at least	ONLY required on vessels	of 12 (twolve) metres or me	are in averall length	1					
10	400mm in diameter	ONLY required on vessels (of 12 (twelve) metres of mi	ore in overall length.						
20	EPIRB	If the owner opts for an EP	IPP or DIP It is assential th	nat it is registered with						
20				_						
	Only required for Category A vessels.	the MRCC. The EPIRB false	_							
		reluctant to initiate search	and rescue unless they car	i conjirm that the						
2.4	College of the colleg	vessel is indeed at sea.	-la-da-sa-la-af-0 (-ia)	* t						
24	Suitable approved fire extinguishers.	One per engine, and, in de								
	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								
20	Full and of anti-			AS Stations						
29	Full set of sails	Including storm sails when			<u> </u>					
32	Proper <u>patent</u> anchor and chain, with	Length of chain: Vessels o								
	a suitable length of rope for the area		nder 6 (six) metres - at leas	st 3m						
	of operation	Length of Rope: At least 5	u metres							
		Inspect weak link.		- ! ! .!	<u> </u>					
33	Watertight capsize bottle attached to	Containing flares, survival		·						
	vessel with rope readily accessible in	must not be less than 1.5 t	imes the length of the vess	sei and manufactured	1					
	event of capsize	to be non-slip.			1					
38	SAMSA Approved self-inflating life-raft	Category B, C, D and E sail		t from the	1					
	capable of carrying all persons aboard.	requirement to have certif			1					
	Stowed on deck or in a readily	 when on sheltere 			1					
	accessible position.		n 15 miles from shore and		1					
	Serviced according to the	·	ded such vessels do not op							
	manufacturers' instructions.		hin two hours after sunset	within the designated	1					
		limits of a comme			1					
		SAMSA strongly recomme			1					
		Refer to the latest Marine			1					
39	Spares	Adequate for the purpose		repairs to machinery						
40	Tools	and essential equipment a			1					
41	Highly visible 2m x 2m canvas	Only applies to vessels not								
	(Regulation 9)	colour which is readily visi			 					
	Approved Marking	The vessel must be marked		-						
	Regulation 21	an Authorised Agency. SA		ling vessels and ZA	1					
		numbers for power vessels		-	<u> </u>					
	Marking of equipment	All life-jackets, buoyancy a		· ·	1					
	Annex 2 Para 3(1)	and life-rafts are to be per	manently 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(1)	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. Emergency and routine communication Fixed marine VHF radio Portable waterproof VHF radio and/or cell Back-up emergency communication phone in a transparent plastic waterproof pouch (e.g. Aquapac) Suitable magnetic steering compass and/or For use in navigation. Particularly useful when lost in fog. hand bearing compass A suitable combination of navigational A suitable combination of navigational equipment, viz: charts, chart plotter, equipment appropriate for the voyage GPS, log, depth sounder, radar and AIS. Suitable means of cutting standing rigging Jack stays and secure clip on points To allow crew to clip on in adverse weather conditions Danbuoy Horse shoe life buoy Floating light or lights attached to the To assist with MOB recovery at night. danbuoy and/or horse shoe ring

To help locate a MOB at night

To plug a through hull opening in the event of a sea cock breaking off

Portable LED spotlight

through hull openings

Tapered soft wood plugs stowed adjacent to