## 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 C Sailing Pleasure Vessels <100gt (that are not passenger

	or dive vessels) surveyed	by South African Sailing Safety Officers.
Definitions: Category C: Sailing vessel: Gross tonnage (gt) Pleasure vessel: Commercial vessel Passenger vessel: Passenger:	mechanical means of propulsion Determined by a formula based on en a vessel that is used solely for sport or a vessel that is not a pleasure vessel a vessel that carries more than 12 pas	rea for navigation under sail alone whether or not fitted with closed volume. NOT displacement (weight)
Owner(s) Declaration:		
Certificate of Fitness (CoF	inspection. I hereby declare that the	and completed this checklist in preparation for the vessel's vessel meets the requirements defined in the checklist and that d out to the vessel's construction, fittings and arrangements
Vessel Name and Numbe	r	
Name and Signature of o	wner/skipper/responsible person	Date
Summary of modification	ns to vessel's construction, fittings or a	rrangements (if any).

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.
- 2. 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 (if applicable). 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.
- 4. Please note that if the safety checklist has not been completed, the safety officer cannot go ahead with the safety inspection.

Vessel an	d 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	

## <u>USE OF CHECKLISTS – Pleasure vessels</u>

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))

Commercial Vessels	ease tick to acknowledge that you have read and understood)  The National Small Vessel Safety Regulations define a pleasure vessel as a vessel that is	1
Regulation 2	used solely for sport and recreation. Any other vessel is a commercial vessel. A SAS CoF	
negulation 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	
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	
	marked and get a 12-month CoF like all other local vessels.	1
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	1
	conducted with the vessel on a trailer – do not require hull inspection certificates.	1
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)	
Manning	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	
Essential Safety Information	proper lookout and the manning (minimum number of crew) of the vessel.  On EVERY occasion and BEFORE the vessel goes to sea, all skippers must ensure that:	-
Regulation 7	Every person aboard receives essential and appropriate safety information; such as	
Regulation 7	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	1
	station or responsible person. However, where local authorities or authorized agents	1
	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		$\vdash$
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.	$\vdash$
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.	
Penarting Marina Incidents		$\vdash$
Reporting Marine Incidents Merchant Shipping Act Sect 259	The master or owner is required to report all serious marine safety incidents to SAMSA.  This includes loss or serious damage to a vessel loss of life or serious injury or a situation	1
wierchant bilipping Act Sect 259	This includes loss or serious damage to a vessel, loss of life or serious injury, or a situation	1

<b>Construction Requirement</b>	s — Annex 1 (please tick to indicate compliance)	✓
CONSTRUCTION REQUIREMENTS	It is an offence to sell a vessel which does not comply with the construction	
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 LGSC/COF will	Surveyors and Safety Officers may require vessels to be removed from the water	
require the external structure and	for external hull inspection, if the condition of the vessels hull or fittings requires	
fittings of the vessel to be inspected	additional inspection at the time of annual survey.	
by the 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 (Regulation 6)	the vessel or changes in its operation which increase the load carried by 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	
negalation 3	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	
complete tragalations (com egs)	correct sectors; wiring to be neat, secured and waterproof	
Built-in buoyancy	Sailing vessels are only exempt from the requirement to have certified buoyancy or	
Paragraph 1	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	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.	
	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	All open decks or walk ways on <u>sailing vessels</u> should be protected as follows:	
(Paragraph 3)	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:	
	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	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 sailing vessels: The sheer line, at midships.	
Ventilators	I vents serving engine or accommodation spaces to be provided with proper closing	
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.	

	1	
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	
	If fitted with only one inboard petrol engine, an auxiliary outboard engine required	
Exhaust Pipes and Silencers	Water cooled or lagged.	
Paragraph 7(5)		
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	
	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.	

Safe	ty Appliances and Equipment	t – Annex 2 (please tick to indicate compliance)	
Item No	Description	Remarks	✓
1	Approved <u>Life-jacket</u> Above to be fitted with the following items Whistle Lifting loop Retro – reflective material	One life-jacket per person aboard. The minimum requirements are:  Daylight operations  SANS/ISO 12402-4  Level 100  Night time operations  SANS/ISO 12402-3  Level 150  Single chamber 150N inflatable lifejackets to SANS 12402-3 are now accepted for all categories of vessel. Refer to the latest Marine Notice:  New Compulsory standards for lifejackets used on South African Vessels	
2	Approved Buoyancy aid (Also called working lifejackets or PFD's)  To be fitted with the following:  a) Whistle b) Lifting loop c) Retro-reflective material PFD' are comfortable to wear and provide some buoyancy but not sufficient to turn an unconscious person face-up.	SAMSA strongly recommends an approved light if operating at night  It is accepted that it may be impractical to wear certain approved lifejackets (e.g. foam lifejackets) for specific operations on board. It is not mandatory for recreational vessels to carry buoyancy aids in addition to approved life jackets.  However, SAS and World Sailing strongly recommend wearing comfortable inflatable single chamber 150N lifejackets with integrated harnesses where appropriate. These are accepted as lifejackets for all categories of vessel. 150N is the minimum required to turn an unconscious person face-up.  Life jackets or PFD's are to be worn:  1. by every child under twelve (12) years of age on deck when the vessel is underway.  2. when directed by the skipper	
		SAMSA strongly recommends an approved light if operating at night	
3 4 6 7	Dan buoy Two (2) hand-held red distress flares Two (2) red rocket parachute flares	Required on sailing vessels over 9m in length.  Unexpired SAMSA approved and marked with vessel name. It is an offence to tamper with expiry dates, besides being very dangerous. (Note: All	
8	One (1) floating orange smoke marker	expired pyrotechnics are to be handed in at the SAPS explosives unit for disposal.)	
10	One (1) waterproof torch, spare batteries and a spare bulb	ONLY required on vessels operating at night - Spare batteries and bulb to be kept in a watertight container	
12	Sound signalling device (other than a life-jacket whistle)  ONLY 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.	
13	Ships bell or sound signalling device capable of making the signal "R"	ONLY required on vessels of 20m or more in overall length.  ("R" is Morse Code • — • )	
16	Two (2) black balls or shapes, at least 400mm in diameter	ONLY required on vessels of 12 (twelve) metres or more in overall length.	
17	Radar reflector of at least 400mm in diameter (or patent type of equivalent echoing capability)	Required on all cat A, B, C and D vessels.  SAMSA strongly recommend a permanently fitted radar reflector.	
18	Fixed mount marine VHF radio. A 29 MHz radio is no longer accepted. See Marine Notice 6 of 2015	Capable of operating on Ch 16 and at least one other working channel A current ship station licence from ICASA is required.  The skipper is required to have a Restricted Radio Telephone Operators Certificate (Marine), a Short Range Certificate or Long Range Certificate.	
20	EPIRB Only required for Category A vessels.	If the owner opts for an EPIRB or PLB, It is essential that it is registered 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.	
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. Serviced annually by an approved SAMFAS station.	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). See latest Marine Notice for SAMSA approved SAMFAS Stations	
29	Full set of sails	Including storm sails where appropriate	—
30	Suitable means of cutting standing rigging	ONLY required on sailing vessels	

32	Proper <u>patent</u> anchor and chain, with a suitable length of rope for the area of operation	Length of chain: Vessels of 6 (six) metres and more - at least 5m  Vessels under 6 (six) metres - at least 3m  Length of Rope: At least 100 metres Inspect weak link.	
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 First on the Scene, published by St Johns Ambulance.	
38	SAMSA Approved self-inflating life-raft capable of carrying all persons aboard. Stowed on deck or in a readily accessible position. Serviced according to the manufacturers' instructions.	Category B, C, D and E 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.  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  Approved Marking	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.  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 Annex 2 Para 3(1)	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".	
	Marking of trailer Annex 2 Para 3(2)	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.	

an absolute minimum requirement. It is up to specific voyage. The list below would be considered	recommended by SAS. It is important to recognise that the regulations de the owner/skipper to decide what additional equipment is appropriate for a dered by many skippers to be a minimum list of additional equipment. For a many skippers to be a minimum list of additional equipment.	
Waterproof handheld VHF radio and/or Satellite phone or cell phone in a transparent waterproof pouch (e.g. Aquapac) and/or EPIRB/PLB	Strongly recommended for a coastal passage to provide back-up emergency communication	
A suitable combination of navigational instruments appropriate for the voyage	A suitable combination of the following navigational instruments viz: chart 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 voyage or area of navigation		
Jack stays and secure clip on points	To allow crew to clip on in adverse weather conditions	
Floating light or lights attached to the danbuoy and/or horse shoe ring	To assist with MOB recovery at night.	
Portable LED spotlight	To help locate a MOB at night	
Tapered soft wood plugs stowed adjacent to through hull openings	To plug a through hull opening in the event of a sea cock breaking off	