HULL INSPECTION CHECK SHEET AND REPORT FOR A HULL INSPECTION CONDUCTED BY THE OWNER

Vessel Name	Approved Marking

Name of Owner	Email

A hull inspection by the owner will extend the life of a hull inspection certificate by 24 months from the date of the owner inspection, but limited to a maximum of 48 months from the date of the hull inspection conducted by the safety officer.

The following checks should be completed before the vessel comes out of the water			✓
Prop shaft vibration and alignment	Check for excessive vibration when the prop is engaged at the full range of engine revs.	Excessive vibration suggests problems with prop shaft alignment or cutlass bearing. Excessive vibration can cause irreparable damage to the gear box, or lead to catastrophic failure of the stern gland or prop shaft, resulting in rapid flooding via the tail shaft.	
Keel bolts	Check keel bolts for excessive corrosion and torque to the manufacturer's specification.	Loss of a keel at sea usually results in an immediate capsize. Remember Moquini.	
Internal hull structure	Check inside the vessel for signs of structural failure especially around the keel and other stress points.	Stress fractures occur at change in section of the hull.	
Sea cocks	Check that seacocks open and close freely. Check for excessive corrosion. Check for dezincification of yellow metal seacocks (brass or bronze) by scratching. A pink colour suggests dezincification, leaving brittle residual copper which breaks off quite easily. Shake the seacock rigorously to test the robustness of the seacock and its attachment to the hull.	Seacocks can only be stripped or replaced when the boat is out of the water. Defective/suspect valves will have to be removed for service or replacement.	

The following checks should be conducted externally with the boat out of the water			✓
Sea cocks and through hull fittings	Check that the external components of all through hull fittings are not excessively corroded or cracked.	Failure of a seacock at sea can result in flooding. If the flooding is not detected early, it may be impossible to trace the source.	
Prop shaft	With the engine in neutral you should be able to rotate the prop by hand. Shake rigorously to check for play in the cutlass bearing. Check the cutlass bearing for excessive clearance. Check the attachment of the P bracket by shaking vigorously. Check and replace zinc anodes as necessary. If defects result in the shaft being pulled for inspection, the couplings must be re-blued.	Prop shaft vibration can cause catastrophic failure of the stern gland with consequent flooding. Prop shaft vibration can also cause gearbox damage and failure which can be very expensive. Engine/drive failure is the major cause of NSRI call-outs.	
Sail drives	Check condition of anodes.	Inadequate anode protection can ruin a sail drive.	
Propeller	Check that the locking nut and pin are in place. Check for excessive pitting or damage of the blades.	Avoid loss of the prop.	
External hull condition	Check that there are no stress cracks particularly around the keel, changes in section, hull appendages and other stress points. Check that there is no osmosis. Small blisters do not affect hull integrity, but larger and deeper blisters indicate ply separation and structural weakness.	Structural integrity of the keel attachment and hull.	
Rudder	Check for cracking of the rudder. Check the rudder to rudder stock connection. Lash the helm and apply maximum torque to the rudder by hand. There should be no movement in the connection between the rudder and rudder stock.	Loss of steerage.	

Declaration by the owner or owner's representative I have completed the above checklist in preparation for the hull safety inspection. Date	Name Signature

HULL INSPECTIONS CONDUCTED BY THE OWNER

Please note that a hull inspection conducted by the owner extends the validity of your current hull inspection certificate by 24 months from the date of the owner's hull inspection, but to a maximum of 48 months from the date of the initial safety inspection by the safety officer. This is described in more detail under "HULL INSPECTION CERTIFICATE EXTENSIONS" below.

Use this form if you wish to extend your current hull inspection certificate by conducting an owner-based hull inspection. When you have completed your hull inspection, upload it at

https://www.sailing.org.za/events/89294

When SA Sailing has processed your hull inspection report, you will get an automatic email with your extended hull inspection certificate attached.

HULL INSPECTION CERTIFICATE EXTENSIONS

The initial hull inspection conducted by a safety officer will be valid for 24 months from the date of the inspection.

A hull inspection conducted by the owner extends the validity period by 24 months from the date of the owner's hull inspection, but to a maximum of 48 months from the date of the initial safety inspection by the safety officer. There will be no charge for issuing a hull inspection certificate extension

The owner may do more than one extension, on the understanding that the hull inspection certificate cannot be extended beyond 48 months from the initial safety officer inspection. For example, if the boat comes out of the water 18 months after the initial safety officer hull inspection, the owner may choose to do a hull inspection himself, extending the life from 24 months to 42 months (i.e. 18 months plus 24 months). If the boat comes out of the water again 36 months after the initial safety officer hull inspection, the owner may choose to do another hull inspection himself, extending the life of the HIC to its maximum of 48 months from the initial safety officer hull inspection.

There is a separate check sheet for the initial hull inspection conducted by the safety officer.

BACKGROUND INFORMATION

For many years, SA Sailing managed to persuade SAMSA that we could rely on yacht owners to conduct a thorough inspection of their hulls when their vessel comes out of the water for antifouling. Unfortunately, despite our protestations, SAMSA changed their interpretation of the 2007 National Small Vessel Safety Regulations and now requires SA Sailing to conduct hull inspections. With the exception of a trailer-borne vessel, SA Sailing is no longer permitted to issue a CoF to a vessel unless there is a valid hull inspection certificate for that vessel.