



# HULL INSPECTION CHECK SHEET AND REPORT FOR AN INSPECTION BY A SAFETY OFFICER

Vessel Name		Approved Marking
Name of Owner	Email	

Documents required for your hull inspection:

1. You need to have proof of payment. The certificate system will not accept the hull inspection report from the safety officer until he has uploaded the proof of payment.
2. Please complete the check list below and bring it to the hull inspection. The safety officer cannot go ahead with the hull inspection unless you have done that.

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 sea cocks open and close freely. Check for excessive corrosion. Check for dezincification of yellow metal sea cocks (brass or bronze) by scratching. A pink colour suggests dezincification, leaving brittle residual copper which breaks off quite easily. Shake the sea cock rigorously to test the robustness of the sea cock and its attachment to the hull.	Sea cocks 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 sea cock 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.	

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

<b>Declaration by the safety officer</b> I have inspected the hull externally and based on that visual inspection it appears to be in seaworthy condition  <div>Place</div> <div>Date</div>	Name
	Signature

## HOW TO ARRANGE FOR A HULL INSPECTION BY A SAFETY OFFICER

To get your hull inspected, the procedure is as follows:

1. You need to start by paying for your hull inspection.
2. The price is on the SAS web site at [www.sailing.org.za](http://www.sailing.org.za). Under WHAT WE DO select “VESSEL LISTING AND SAFETY” and then “Hull Inspection Procedure”
3. Pay SAS by EFT and print the proof of payment. The SAS bank account is FNB Pinelands, Branch Code: 260-209, Account No: 6274 7183 995. As a reference, use H01 plus your vessel marking (e.g. H01 SA1234)
4. Note that you have to give the proof of payment to the safety officer. He has to upload the proof of payment and the signed off check sheet. The certificate system will not accept the upload without the proof of payment.
5. You now need to make an appointment with a safety officer for a hull inspection. The inspection is best done once the hull has been cleaned but before it has been antifouled.
6. You need to complete your hull inspection check sheet and sign it off before the hull inspection.
7. Once the safety officer has signed off the check sheet, he will sign on to the SA Sailing certificate system and upload the check sheet and proof of payment.
8. The SA Sailing certificate administrator will check the uploaded documents and approve the hull inspection. The approval will trigger an automatic email to you with your hull inspection certificate attached.
9. The certificate system will now be aware that your vessel has a hull inspection certificate. From January 2021, the certificate system not issue a CoF to a vessel where the safety inspection is conducted in the water unless there is a valid hull inspection certificate for that vessel.

## 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 require SA Sailing to conduct hull inspections. From January 2021, SA Sailing will not be able to issue a CoF to a vessel where the safety inspection is conducted in the water unless there is a valid hull inspection certificate for that vessel.

The initial hull inspection conducted by a safety officer will be valid for 24 months from the date of the inspection. The safety officer will send the hull inspection report to SA Sailing – or better still – upload it through the system. The SA Sailing administrator will then issue a hull inspection certificate (HIC) via email.

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. So 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 a hull inspection extension conducted by the owner.