



**SOUTH AFRICAN MARITIME  
SAFETY AUTHORITY  
OFFICE TELEPHONE &  
FAX NUMBERS**

**Pretoria**

Tel: 012-3662600

Fax: 012-3662601

**Richards Bay**

Tel: 035-788 0068

Fax: 035 -788 0067

**Durban**

Tel: 031- 307 1501

Fax: 031- 3064983

**East London**

Tel: 043- 722 4120

Fax: 043 -722 2264

**Port Elizabeth**

Tel: 041- 585 0051/3

Fax: 041- 585 1213

**Mossel Bay**

Tel: 044-6904201

Fax: 044-691 1206

**Cape Town**

Tel: 021- 421 6170

Fax: 021- 4190730

**Saldanha Bay**

Tel: 0227141612

Fax: 022 714 3635

**Port Nolloth**

Tel: 027-8517695

Fax: 027-8517699



**THE NATIONAL SMALL  
VESSEL SAFETY  
REGULATIONS 2007**

**ADDITIONAL  
REQUIREMENTS FOR  
PASSENGER VESSELS**

**FOR MORE INFORMATION GO TO  
[WWW.SAMSA.ORG.ZA](http://WWW.SAMSA.ORG.ZA) AND READ THE  
*MERCHANT SHIPPING (NATIONAL  
SMALL VESSEL SAFETY) REGULATIONS  
2007* TOGETHER WITH SAMSA'S  
SMALL VESSEL POLICY DOCUMENT ;  
“ MARINE NOTICE 13”**

Passenger vessels in this context are any small vessels carrying more than 12 passengers and are restricted to 5 nautical miles from shore and 15 nautical miles from a safe haven.

A passenger is defined as any person carried in a vessel except a person employed, or engaged, in any capacity on board the vessel, on the business of the vessel.

Regulation 4 of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 refers to submission and approval of plans etc. SAMSA rigidly applies this regime to passenger vessels as follows:

DESCRIPTION	Passenger	
	#20 pax	>20 pax
Passenger vessels under SAMSA survey		
Photographs	X(a)	X(a)
Buoyancy Certificate (i.e. There is reasonable proof of buoyancy provided and compliance with construction is documented)	X	
General Arrangement Drawing	X(g)	X(g)
Lines Plan	X(d)(g)	X(g)
Stability Book		X
Practical Stability Test	X	
Safety Plan		X
Passenger Seating Plan	X	X
Construction Plan(s) as directed by the attending surveyor	X	X
Bilge System Schematic	X	X
Sea Water System Schematic	X(e)	X(e)
Particulars	X(f)	X(f)

Notes

- (a) Must be updated from time to time where changes are made.
- (b) A Buoyancy certificate is not required if a vessel carries a SAMSA-approved life raft.
- (d) Only required on passenger vessels over 12 m overall length or where a tonnage computation is necessary and the owner does not accept the short method of computation.
- (e) The sea water system schematic may be incorporated in the bilge system schematic.
- (f) Not required if additional drawings are provided which entirely satisfy the requirements for "particulars" contained in the small vessel safety and construction regulations.
- (g) Drawings to scale 1:25

NO SAMSA OFFICER BELOW THE RANK OF GENERAL MANAGER MAY ACCEPT A FAIT ACCOMPLI AS A PASSENGER VESSEL UNLESS BUILT UNDER CLASS - **ABSOLUTELY NO EXCEPTIONS!**

### Additional requirements for passenger vessels

Every passenger vessel must comply with the following requirements in addition to the general construction requirements,

- (1)(a) two outboard engines, or an inboard diesel engine must be fitted;
- (b) petrol outboard engines must be provided with either approved portable fuel tanks; containing a maximum combined total of 50 litres, or inboard tanks built and fitted to the appropriate ISO standards containing a combined maximum of 200 litres in total at any time.
- (c) inboard engine compartments must be protected by
  - (i) smoke and heat sensors linked to an alarm generating device located at the conning position; and
  - (ii) a manual fire smothering system capable of remote operation;
- (d) a bilge alarm must be fitted in every compartment having a hull fitting open to the sea; and

(e) seating arrangements must be adequate for the number of persons authorised to be carried by the vessel's local safety certificate

(2) Every passenger vessel certified to carry a maximum of 20 passengers must in addition comply with following requirements;

- (a) with the vessel in the worst anticipated intact condition and, as far as is practicable, with 75 per cent of the passengers congregated on one side of the vessel and 25 per cent on the other side, the angle of heel may not exceed 7 degrees and may not result in deck-edge immersion of the vessel;
- (b) with the vessel in the worst anticipated intact condition and, as far as is practicable, with all of the passengers congregated on one side, neither may a capsizing moment be introduced nor may the resultant angle of heel result in a down-flooding point being reached; and
- (c) with the vessel in its fully loaded condition including passengers, crew and fuel, the freeboard at the lowest point may not be less than 381 mm for vessels not exceeding 6,1 metres in length and 762 mm for vessels of 18,3 metres in length; for vessels of intermediate length, the freeboard is to be obtained by linear interpolation.

Compliance with the requirements as contemplated above may be demonstrated theoretically or practically.

(3) Every passenger vessel certified to carry more than 20 passengers must comply with the stability criteria applicable to ships classified as class VI passenger ships in terms of the Safety of Navigation Regulations or with the requirements stated above in the case of category R passenger vessels, as decided by the Authority.

NOTE THAT A STABILITY PROGNOSIS FOR VESSELS DESTINED TO CARRY MORE THAN 20 PASSENGERS MUST BE CARRIED OUT BEFORE NEW BUILDING IS APPROVED AS SOME VESSELS ARE FOUND TO BE UNSTABLE ONLY AFTER HAVING BEEN BUILT!