



South African Maritime Safety Authority

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Marine Notice 14 of 2013

Small Vessel Construction - Requirements for Windows at the Steering Position

TO ALL PRINCIPAL OFFICERS, SURVEY STAFF, AUTHORISED AGENTS, SAFETY OFFICERS, BOAT BUILDERS, BOAT DEALERS, BOAT OWNERS AND OTHER INTERESTED AND AFFECTED PARTIES

Summary

This marine notice communicates policy for the design and construction of wheelhouse windows (if provided) on vessels to achieve compliance with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007.

1. INTRODUCTION

This marine notice communicates policy for the design and construction of wheelhouse windows (if provided) on vessels to achieve compliance with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (NSVR).

2. REGULATORY REQUIREMENT

Regulation 6(1)(a) of the NSVR states as follows:

Every vessel must be constructed of suitable materials of good quality, with due regard to sound design practice and methods of construction . . .

Regulation 6; Annex 1(12) of the NSVR further states:

Visibility at Steering Position

Where a steering position is not situated in the open, visibility from 112,5 degrees to port and starboard of the centreline must be through safety-toughened clear glass or a South African Bureau of Standards approved alternative. Protection from the glare of the sun may be afforded by means of portable tinted screens.

3. SOUTH AFRICAN BUREAU OF STANDARDS APPROVED ALTERNATIVE

SANS 12216:2008 – Small Craft - Windows, portlights, hatches, deadlights and doors – Strength and watertightness requirements; is a South African Bureau of Standards approved alternative for compliance with Regulation 6, Annex 1(12). Boat builders and repairers are accordingly required to comply with this standard when installing windows at the steering position and to reference the standard as a best-practice guide for installations in other areas (alternative standards for installations in other areas may also be accepted by SAMSA).

4. NSVR CATEGORY VS SANS DESIGN CATEGORY

For application of SANS 12216:2008, NSVR vessel “categories” are equated to the SANS “Design Categories” as follows:

NSVR Category	Description	SANS Category	Description
A	Vessels operating any distance from shore	A	Boat designed for extended voyages where conditions experienced may exceed wind force 8 (Beaufort scale) and significant wave heights of 4m and above, but excluding abnormal conditions (eg. Hurricane)
B	Vessels operating less than 40 nautical miles from shore	B	Boat designed for offshore voyages where conditions up to and including wind force 8 (Beaufort scale) and significant wave heights up to and including 4m may be experienced
C	Vessels operating less than 15 nautical miles from shore	C	Boat designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including wind force 6 (Beaufort scale) and significant wave heights up to and including 2m may be experienced
D	Vessels operating less than 5 nautical miles from shore		
E	Vessels operating not more than 1 nautical miles from shore and 15 miles from an approved launch site		
R	Vessels operating solely on sheltered waters	D	Boat designed for voyages in sheltered waters, small bays, estuaries, lakes, rivers and canals where conditions up to and including wind force 4 (Beaufort scale) and significant wave heights up to and including 0.5m may be experienced

5. SURF LAUNCHED VESSELS

Boats which are intended to be launched through the surf are required to be provided with SANS Category A windows, irrespective of their NSVR category.

While this is representative of the most stringent design standard it should be realised that the vessel skipper could create an abnormal condition during the surf launch process which the window design may not be able to accommodate. Skippers are required to manage this risk to avoid potential injury to themselves and/or their crew.

6. PROOF OF COMPLIANCE

In determining the required thickness(es) for windows of a certain material and edge connection type, the information and calculation methods provided in SANS 12216:2008 must be used. Where there is doubt regarding the type of material used or where a material(s) is proposed to be used for which the required characteristics are not provided in SANS 12216:2008, it is the responsibility of the owner/builder to provide the required information to the satisfaction of SAMSA.

Where vessels are constructed under SAMSA survey, window specifications must be submitted as part of the plan approval process. Where vessels are not subject to SAMSA survey during construction, builders are to ensure that window specifications are provided in the owner’s manual.

7. INSPECTION AT THE TIME OF SURVEY

At the time of initial, annual or ad-hoc inspection, surveyors will confirm that windows are/remain fit for purpose based on consideration of:

- a. Condition of edge connections.
- b. Window strength eg. Cracking, delamination.
- c. Window clarity (de-lamination, scratching, discoloration).

Windows that are not considered fit for purpose will be required to be replaced in accordance with the provisions of SANS 12216:2008.

8. CONCLUSION

This marine notice is published to provide guidance on application of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007, which are aimed at reducing the loss of life of persons boating (navigating) on South African waters, and may be reviewed from time to time.

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Issued by and obtainable from:
The South African Maritime Safety Authority
161 Lynnwood Road
Brooklyn Pretoria

P O Box 13186
Hatfield 0028
South Africa

Tel.: +27 12 366 2600

Fax: +27 12 366 2601

E-mail: smallvessels@samsa.org.za

Web Site : www.samsa.org.za