



South African Maritime Safety Authority

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Marine Notice No 3 of 2015

Man Overboard Smoke and Light Float

TO SAMS EXAMINERS, PRINCIPAL OFFICERS, MARITIME EDUCATION & TRAINING PROVIDERS, SHIP AND FISHING VESSEL OWNERS & OPERATORS AND SEAFARERS

Summary

This Marine notice addresses the positioning and use of Man Overboard Lifebuoys, and Man Overboard Smoke and Light Floats on board South African Vessels.

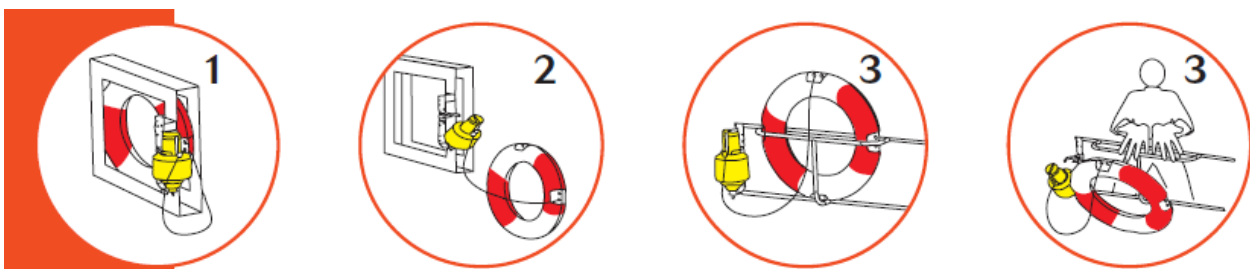
Background

During surveys, it has been noted that the positioning of the Man Overboard Smoke and Light Float is not always correct. In the event of the lifebuoy being deployed, incorrect fitment/position of the MOB unit may result in non-deployment.

Guidance

1. The intention of the Lifebuoy and Man overboard Smoke and Light Float mechanism is to ensure that when the Lifebuoy is deployed, either by gravity or manually, the smoke and light float is deployed and activated at the same time into the water via the rope connection.
2. The lifebuoys attached to the Man overboard Smoke and Light Float must be specifically weighted at 4.0kg, whether deployed by gravity release or not.
3. SAMS does not recommend manual removal and deployment of the Man Overboard Smoke and Light unit itself, due to the associated risk of burn injuries.
4. There may be a concern that weather conditions may cause accidental release of units mounted in the correct manner. Although such units are typically type approved and built fit for purpose, vessel owners may choose to effect some form of protection for the unit, so long as deployment of the same is not affected in any way.

All South African Vessels required to carry a MOB smoke float arrangement should check to ensure that deployment will be effected as per manufacturer's guidelines, or as per the illustration below. It must be borne in mind that due to the falling pivot design of the Smoke and Light Float, it does not practically deploy if positioned inboard of the vessel's railing, or against an inboard bulkhead away from the vessel's side. Such positioning renders the unit ineffective.



All vessels which are required to carry such units should ensure compliance as soon as practicable from the date of publication of this notice.

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