



SOUTH AFRICAN MARITIME SAFETY AUTHORITY

SAFETY SURVEY CHECKLIST: CLASS IIA – PASSENGER VESSEL (HIGH SPEED CRAFT – ROBBEN ISLAND FERRIES)

The various Acts and Regulations place the onus on the owner and in some cases the master as well, to ENSURE that the vessel and the crew comply with the requirements of the regulations at all times.

PURPOSE: To *Assist and Guide* the Vessel Owner/Owner Representative to prepare the vessel for a survey.

SAMSA SURVEYORS: To *ensure* that the Owner, Master and Crew comply with relevant Legislation as well as Industry Safety Standards, they do not act as vessel superintendent and therefore do not release the Owner, Master and Crew from their accountability and responsibility to ensure that the vessel complies with Legislation and Best Industry Practises.

OWNER/OWNERS REPRESENTATIVE DECLARATION:			
Vessel Name	<input type="text"/>	Inspection Date	<input type="text"/>
Official Number	<input type="text"/>	Length (m)	<input type="text"/>
Gross Tons	<input type="text"/>	kW or HP	<input type="text"/>
I, being the <u>responsible person</u> for the abovementioned vessel, have read and completed the checklist, in preparation for the vessel's Hull Survey. I further understand that should the vessel not be ready for survey, the SAMSA SURVEYOR may terminate the survey/audit and that I will be invoiced as per SAMSA Policy.			
Responsible Person (Full Name)	<input type="text"/>	Signature	<input type="text"/>

MSA Section 223. Surveyor may direct that defects be made good.—(1) If upon the inspection of a vessel a surveyor finds that the provisions of section 73 or 221 or of the maritime occupational safety regulations *are not being complied with*, or that the vessel is *not equipped* as required by the construction regulations, the lifesaving equipment regulations, the radio regulations, the collision regulations or any other applicable regulations which may have been made or not marked as required by the load line regulations, or that the equipment is not in good condition, or that the deck lines or load lines are *not being properly maintained*, or that the master and crew *cannot demonstrate* the related competency at their place or places of duty, he shall give notice in writing to that effect to the owner or master, pointing out the deficiencies or defects and requiring that they be made good. (2) A copy or every notice so given shall be transmitted by the surveyor to the proper officer at any port at which a clearance for that vessel may be requested, and a clearance shall not be granted, and *the vessel shall be detained*, until a certificate under the hand of a surveyor is produced stating that *the deficiencies or defects have been supplied or made good*.

APPLICATION:

A passenger ship of 70 feet in length or over, other than a ship of Class V or VI, engaged on voyages of any kind other than international voyages

SAFE ACCESS			
SAMSA surveyors have instructions to issue a "prohibition order" requiring that all work on board be halted and access to the vessel be denied until safe access is provided to the satisfaction of the surveyor, this includes enclose space.			
ACCOMMODATION LADDERS AND GANGWAYS	Access equipment must be of good construction, sound material and adequate strength, free from patent defect and properly maintained. Gangways should not be used at an angle of more than 30° from the horizontal, unless designed and constructed for use at greater angles. Gangways should not be fixed to the ship's railings unless designed for such use. If rigged in an open section in the ship's bulwark or railings, any remaining gaps should be adequately fenced.		
ABBREVIATIONS			
MSA Const.	Merchant Shipping Act, No57 of 1951 Construction Regulations, 1968	MOS LL	Maritime Occupational Safety Regulation, 1994 as amended Load Line Regulations, 1969 as amended
SoN MN	Safety of Navigation Regulations, 1968 Marine Notice	SRA COCP	Ship Registration Act, 1998 as amended Carriage of Charts and Publication Regulations, 2002 as amended
MED COLREG	Ships Medicine and Medical Appliance Regulations, 1991 Collision Regulations	LSA RIR	Life Saving Appliances Regulations, 1968 Radio Installation Regulations, 2002
IFSL HSC	ICASA Frequency Spectrum License High Speed Craft Code	COSWP	Code of Safe Working Practises for Fishing Vessels (edition 2003)

ITEM	NOTES, GUIDANCE AND REFERENCE			TICK
DOCUMENTS				
Certificate of Registry SRA S23 MSA S13, S15	(1) Available and Valid (2) Correct Information Displayed			
Local General Safety Certificate MSA S73,S194,S199	(1) Available and Valid (2) Prominently Displayed (3) Correct Information Displayed	Expiry Date	To be surrendered to Surveyor	
Minimum Safe Manning Certificate MSA S73,S194,S199	(1) Available and Valid (2) Prominently Displayed (3) Correct Information Displayed	Expiry Date	To be surrendered to Surveyor	
Permit to Operate HSC Code	(1) Available and Valid			
Load Line Certificate MSA S204, 207	<u>Vessels >14m:</u> (1) Available and Valid (2) Load Line Exemption valid <i>(if any)</i> (3) Condition of Assignment <i>(if any)</i>			
Crew List LSA Reg 46	(2) Up to date Crew list (3) Names, Addresses, ID numbers and Rank			
Hull Certificate Const. Reg 193	<u>Dry Dock Certificate</u> (1) Available and Valid (2) Correct Information Displayed	Expiry Date		
Radio Certificate MSA S190	(1) Available and Valid (2) Correct Information Displayed (3) Frequency Spectrum License (ICASA)	Expiry Date	LGSC: only to be issued, if Radio valid	
Ship Manoeuvring Data	(1) Speeds: Full, Half, Slow Ahead (2) Elapse Times: Full, Half, Slow Ahead (3) Distance Travelled: Full Ahead to Full Astern <i>(Crash Stop)</i>			
Official Logbook MSA Sect 181 - 186	Vessels >100GT (1) Correctly completed (2) Entries made as soon as occurrences (3) Incident/Accidents/Illness recorded <u>Note:</u> Entries into the Official Logbook is admissible as evidence in court			
Articles of Agreement MSA Sect 102 - 108	<u>Vessels >100GT:</u> <u>Validity:</u> 2 years only (1) Correctly completed (2) Expired Articles delivered to SAMSA	Expiry Date		
Garbage	(1) Facilities must be provided for the retention of all garbage (eg. plastics) on board.			
Records	Fire Fighting and other safety equipment and maintenance to be recorded.			
Stability Book MSA Sect 226 SoN Reg 6 LL Reg 18	(1) Approved by SAMSA (2) Any special operating instructions must be posted in the wheelhouse and in the engine room, if appropriate. <u>Note:</u> If vessel was altered and the stability was affected, new stability book and drawings must be completed.			
Compass Deviation Card MSA S228 SoN Reg 13 & 14	<u>Valid only for 1 year:</u> <i>(Completed by qualified compass adjuster)</i> Compass deviation book if no annual compass swing	Expiry Date		

ITEM	NOTES, GUIDANCE AND REFERENCE		TICK
Nautical Charts And Publications SON Reg 15 COCP Reg 1,2,3,4,5,6 and 7	(1) All publications, charts must be valid for year and area of operation (2) Charts corrected (<5 years old, if uncorrected) (3) Tide Tables (4) SA Sailing Directions Volume I-IV (or BA pilotage books) (5) Nautical Almanac	(6) List of Lights and Radio signals (for area of operation) (7) Collision and Distress Signals Regulations (8) Chart Equipment: Parallel Ruler, Pencil 2B and Dividers	
Life Rafts LSA Reg 25	Annual Inspection Certificate, completed by a SAMSA approved Manufacturers Service Station		
Fire Fighting Appliances LSA Reg 118	Annual Inspection Certificate, completed by a SAMSA approved SAMFAS Service Station		
Gas Certificate Const Reg 159	Annual Inspection Certificate, if Gas Stove on board		
Muster Lists, Safety Plans and Evacuation Plans	(1) Displayed in various public locations		
Craft Documentation	(2) Craft Operating Manual (3) Training Manual (4) Maintenance Manuals (5) Servicing Manuals		
Medical & Medical Locker MSA S101&S167,S168 MOS Reg 5 MED Reg 4 & 9	(1) Crew Medical Certificates (2) Valid Annual Medical Locker Doctor/Pharmacist Certificate (3) Ship Captains Medical Book (>15hrs from port) [Latest version] (4) First Aid Book (<15hrs from port)		
Electrical Certificate Const Reg 180	(1) Electrical Test Certificate (2) Insulation test carried out every 4 years (circuits > 50V) (3) The resistance between all insulated circuits and earth may not be <100 000 ohms		
Occupational Safety MOS Reg 3	(1) "Maritime Occupational Safety Regulations, 1994" on board. (2) Latest version of MCA "Code of Safe Working Practices for Merchant Seaman" on board. (3) Safety Officer (other than Master/Skipper) appointed in writing (4) Safety Officer properly qualified. (5) Safety Representatives appointed <ul style="list-style-type: none"> a. <16 crew: 1 x safety representative b. >15 crew: 1 x officer selected by officers & 1 x rating selected by crew c. >30 crew: 1 x rating of each department (Deck, Engine and Catering) (6) Safety Committee appointed (7) Records maintained: <ul style="list-style-type: none"> a. Safety Meetings (minutes for the last 3 years should be on board) b. Safety Equipment visual inspections c. Safety Equipment Servicing/maintenance d. Incident and Accidents, including investigation details (last 3 years' records on board) (8) Vessel Structure, Equipment and Arrangements (including PPE)		
DISTRESS SIGNALS			
Flares LSA Reg 46 MN 9 OF 1996	(1) 12 x parachute flares (2) 6 x (4min) Daylight Smoke Flares	(3) Watertight Container (seal on lid satisfactory) (4) Expired flares disposed of at Police Station	
Flags	(1) Charlie, November (2 flags)		
Life Saving Signals Card LSA Reg 46 Int. Code of Signals	(1) Kept in Watertight container (2) Crew understands Distress Signals		

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Life Jackets LSA Reg 17(9), 30, 39(4) Annex 10 MN 37 of 2016	(1) Total Number Lifejackets = 105% (2) Approved: SAMSA & SABS (3) Enough for all Crew (4) Vessel Name & Official Number (5) Plastic Whistle and Light (6) Reflective Tape (7) Stored in Dry, Accessible Place (8) Clean & Good Condition	Total Life Jackets	Operational Area Type 1: <15nm SN 12402-7
Line Throwing Appliance LSA Reg 17(10); 31 Annex 2	(1) 4 x Lines (2) 4 x Rockets (3) Expiry Dates valid		
Evacuation Slide	2 x Evacuation Slides (<i>as per SAMSA approved evacuation plan</i>)		
Life Buoys LSA Reg 17(7), 29(3) Annex 9	Vessel <60.9m = 8 x Lifebuoys Vessel >60.9m but <183m = 18 x Lifebuoys Vessel >183m but <243m = 30 x Lifebuoys	Vessel >60.9m but < 122m = 12 x Lifebuoys Vessel >183m but <243m = 24 x Lifebuoys	(1) 50% of Life Buoys fitted with self-igniting light (2) Min x lifebuoy per side, fitted with min. 27m line (3) Min 1 x Lifebuoy with a light to be fitted with a 15min Man Overboard Marker (MOB) (4) Marked with Vessel Name, Port of Registry (<i>both sides</i>) (5) Beckett Lines and Reflective Tape
LIFE SAVING EQUIPMENT			
Anchors Const Reg 168	(1) Anchor with chain - can be rapidly deployed. (2) A spare anchor available (3) Anchor windlass (<i>if anchor weight is >75 kg</i>) (4) Classification Built Vessel: Comply with Class rules (<i>but must have 1 x anchor and 1 x spare</i>) (5) Anchor operation to be demonstrated (<i>if possible</i>)		
Emergency Escapes Const Reg 163	If more than 10 people are accommodated in a space, a clearly marked, unobstructed emergency escape must be provided.		
Ventilation Const Reg 165	(1) Adequate ventilation is to be provided to all spaces (2) Sleeping spaces must be provided with inlet and exhaust ventilators (3) Air inlets and exhausts must be closable from an external position (4) Fully functional (especially under deck and factory)		
Toilets	At least 1 x toilet of more (<i>dependent on number of crew</i>)		
Garbage	Facilities provided		
ADJOINING E/R Escape & Ventilation Const Regs 163	Accommodation adjoining machinery spaces is to be fitted with effective means to prevent fumes from entering the compartment		
Galley Stoves Const Reg 159 & 170	(1) 1 x Fire Blanket (<i>Recommended</i>) (2) Fuel / power sources must be located outside the galley. (3) Remote means of isolating the fuel / power source - fitted outside the galley. (4) <u>Gas Stove:</u> a. Gas Shut Off Valve fitted b. Automatically shut off (<i>if flame extinguished</i>) c. Gas piping - seamless steel, stainless steel or copper (<i>if low pressure</i>)		
FIRE FIGHTING EQUIPMENT			
Safety Signs	No smoking signs to be displayed in all passenger accommodation spaces.		
Fire Alarm and Detection Systems LSA Reg 54	<u>Fire Alarms:</u> Fitted in all passenger and crew spaces <u>Detection System:</u> Fitted in areas not accessible areas by fire patrols <u>Note:</u> Fire Detectors: Fitted in passenger spaces, toilets, operating rooms, machinery spaces, fuel storage spaces.		

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Main Deck and Accommodation LSA Reg 66, 67	<p><u>Materials:</u> Shall be non-combustible / low flame spread/ fire restricting</p> <p><u>Fire Control Panel:</u> In working order</p> <p>(1) Fire Plans and Sprinkler Plans displayed</p> <p><u>Hydrants:</u></p> <p>(1) Sufficient hydrants in number</p> <p>(2) Single jet of water can reach any part of the vessel while using only one length of hose.</p> <p><u>Fire Hoses:</u></p> <p>(1) Fire hose and Spray / Jet nozzle for each hydrants</p> <p>(2) Fire Hose length: Suitable length but not >18.3m</p>	
Communication	<p><u>Public address:</u> In working order</p> <p><u>Safety Pamphlets:</u> Displayed in all passenger seats</p> <p><u>Safety Video:</u> Displayed prior to departure</p>	
Fire Extinguishers LSA Reg 102	<p><u>Fire Extinguishers:</u> (Accommodation and Crew Spaces)</p> <p>(1) Minimum of 2 x <u>suitable</u> portable fire extinguisher per space</p> <p>(2) 1 x Dry Powder/CO₂ fire extinguisher at or near galley entrance</p> <p><u>Engine Room:</u></p> <p>(1) 1 x Foam fire extinguisher per 375kW installed power</p> <p>(2) Min. 2 Fire Extinguishers</p> <p>(3) Max. 6 Fire Extinguishers</p> <p>(4) 1 x Dry Powder/CO₂ fire extinguisher per space</p> <p>(5) Fixed Fire Smothering: (i.e. CO₂ or NOVAC systems)</p>	
ENGINE ROOM		
Engine Room LSA Reg 69,70, 103	<p>Engine rooms are required to be insulated to the requirements of “Class A” sub-division</p> <p><u>Fixed Fire Smothering:</u> (i.e. CO₂ or NOVAC systems)</p> <p><u>Fire Pump:</u></p> <p>(1) 1 x power driven fire pump</p> <p><u>Emergency Fire Pump:</u></p> <p>1 x power or manually driven emergency fire pump, located outside the engine room.</p> <p><u>Smoke/Heat Detectors:</u> Fitted in each space</p>	
Main Engine Const Reg 73, 78	<p>The Main Engine must be able to be brought into operation when initially no power is available to the ship.</p> <p><u>If Electric Start:</u></p> <p>(1) Single Main Engines: Minimum 1 x charging unit, other than Main Engine</p> <p>(2) Twin Main Engines: Each engine’s charging unit may charge both sets of batteries</p> <p><u>If Air Start:</u></p> <p>(1) 1 x Air Receiver</p> <p>(2) 1 x Air Compressor</p> <p>(3) Drains fitted for condensate drainage</p> <p>(4) Pressure Relief valve(s) fitted, set at [1.1bar x Working Pressure]</p>	
Emergency Escape Const Reg 90	<p>(1) Clearly marked,</p> <p>(2) Unobstructed engine room emergency escape</p>	
Fireproofing Const Reg 155	<p><u>Exhaust pipes and silencers of internal combustion engines:</u></p> <p>(1) Efficiently cooled, lagged or installed in such a manner that they do not create a fire hazard</p> <p>(2) Lagging, if used, must be impervious to oil or coated so that it is impervious to oil</p>	
Rotating Parts Const Reg 155	<p>Guards are to be provided for all rotating shafts and drive belts which could cause injury to crew under normal operating conditions.</p>	
Ventilation Const Reg 165 & 170	<p>(1) Minimum of 2 ventilators provided for engine room</p> <p>(2) Efficient closing arrangements (<i>flaps or plugs</i>) provided for ventilators.</p> <p>(3) Remote (<i>Outside engine room</i>) stopping arrangements provided for any inlet/exhaust fans fitted.</p>	
Pump Shut-Offs LSA Reg 115	<p>(1) Must be provided for all fuel transfer pumps and purifiers</p> <p>(2) Must be Remote (outside of engine room)</p>	

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Fuel Tanks Const Reg 157	(1) If the tank capacity is >100 litres, filling pipes must lead to the weatherdeck with screwed plug arrangements for closing. Minimum allowable filling pipe diameter = 38 mm. (2) Sounding Pipes in Engine Room (<i>incl. all spaces below main deck</i>) must have self-closing cocks (3) Vent pipe of at least the same internal diameter of the filling pipe provided (4) Means must be provided to ascertain the tank level (5) Vent pipes fitted with <u>anti-flashback gauze</u> $t_{max} = 0.5 \text{ mm}$ (<i>non-corrosive material</i>) (6) <u>Shut-off cocks</u> provided at all tank outlets: easily closed locally <u>and</u> from a remote position (<i>not required if suction line is not gravity fed</i>)	
Steering Gear Const Reg 85	(1) Efficient steering Arrangement - can be rapidly brought into action (2) <u>By-pass arrangements fitted</u> on hydraulic steering systems to prevent hydraulic locks (3) <u>Communication</u> available between the bridge and steering flat	
Bilge Pumping Arrangements Const Reg 28, 31, 33, 34, 35, 36	<u>Vessels >21.3m but <76.2m:</u> (1) 2 x Power Driven Pumps (<i>1 x may be Main Engine driven</i>) plus 1 x power driven or hand operated pump (must be power driven for pelagic vessels). <u>General:</u> (1) Hand operated pumps are to be capable of being operated above the main deck. (2) The Main Engine driven pump or hand pump(s) may be replaced by an independent power pump. (3) Bilge arrangements are to be provided for the draining of all watertight compartments. (4) <u>Pipe Configurations:</u> Non-return or L-cocks are to be fitted in bilge suction lines (5) <u>Bilge alarm:</u> An audible and visible bilge alarm for machinery spaces, which are not normally manned, shall be fitted in the engine room and wheelhouse.	
WATERTIGHT INTEGRITY		
Integrity SoN Reg 7	(1) Watertight/weather tight integrity of all bulkheads, doors and hatches maintained (2) Doors or Hatches Hose Tested (<i>if required</i>) <u>Notes:</u> The surveyor may want to sight the vessels stability book to confirm the vessels "enclosed volume"	
Water On Deck Const Reg 164	Adequate freeing ports and scuppers fitted to allow for the rapid clearing of water in all conditions. Freeing port arrangements must be such that persons are not able to pass through them. <u>Area of freeing ports:</u> (1) At least one square foot per 6 feet (<i>every 1.8m</i>) length of bulwarks which are 30 inches (<i>762mm</i>) high (2) For greater heights the area shall be increased in direct proportion	
Railings/ Bulwarks Const Reg 91	Guard rails, stanchions and bulwarks must be in good condition and freeing ports must not have been welded closed	
Passenger Operations	Maximum number of passengers the vessel may carry, to be clearly marked for passengers to read Safety Belts fitted to front row passenger seats.	
Emergency Power	Sufficient to maintain essential services (<i>Bilge Pumps, Fire Pumps, etc.</i>) and emergency lighting for (<i>Lighting, Navigation Lights. Etc.</i>)	
General Const Reg 45	(1) Electrical cabling must be of the flame retardant type. (2) Electrical cabling adequately supported and protected. (3) Light fittings must be located in such a way that they present no fire risk. (4) All lights covered.	
EXTENSION		
MSA Sect 197	Submissions for extensions to a vessel's Local General Safety Certificate: (1) Must be submitted, in writing, to SAMSA before the validity of the certificate expires.	