

### THE REQUIREMENTS FOR SMALL VESSELS TO OPERATE AS OFF PORT LIMIT (OPL) SUPPLY LAUNCHES.

ALL SAMS PERSONNEL, SHIP AGENTS, PORT AUTHORITIES, SHIP OWNERS, SHIP MANAGERS, SEAFARERS AND OTHER INTERESTED AND AFFECTED PARTIES

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#### Marine Notice's affected

<i>Cancelled or superseded:</i>	None	<i>Read in conjunction with:</i>	MN 39 Of 2013, MN 20 of 2018
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#### SUMMARY

To provide an overview of the requirements of design, construction, operation and manning of Off Port Limit (OPL) launch vessels operating along the South African Coast of less than 25 GRT (Small Vessels).

#### MS National Small Vessels Safety Regulations 2007

- 6.1 (a) Every vessel must be constructed of suitable materials of good quality, with due regard to sound design practice and methods of construction and under normal operating conditions the design must provide a sufficient reserve of positive stability so that the vessel cannot capsize easily when carrying a load.**
- (b) On decked vessels no point of possible ingress of water, except scuppers may be less than 200mm above the surface of the water measured when the vessel is afloat in an undamaged condition in calm water.**
- (c) The design and construction of a vessel must, in addition, comply with Annexure 1.**

#### MS National Small Vessels Safety Regulations 2007

- 14(1) The Owner of a vessel must ensure that the vessel is operated by or under the constant guidance of a Skipper who is physically able and of sound mental health and who in case of a**
- (a) Commercial vessel holds, subject to Regulation 18(2), a valid certificate of competence issued by a certifying authority.**
- (2)(a) The owner must, in addition to meeting the requirements of sub-regulation (1), ensure that the vessel is otherwise sufficiently and efficiently manned.**

#### Table of Contents

<b>1</b>	<b>List of Abbreviations .....</b>	<b>2</b>
<b>2</b>	<b>Background .....</b>	<b>2</b>
<b>3</b>	<b>Transitional arrangements .....</b>	<b>2</b>
<b>4</b>	<b>General Requirements for all OPL launches .....</b>	<b>2</b>
<b>5</b>	<b>Requirements for launches conducting Crew transfer .....</b>	<b>4</b>
<b>6</b>	<b>Requirements for launches conducting Cargo transfers .....</b>	<b>5</b>
<b>7</b>	<b>Requirements for launches transporting Marine Pollutants .....</b>	<b>5</b>
	<b>Annex 1 - IMO Pilot ladder guidance poster .....</b>	<b>6</b>
	<b>Annex 2 - List of Minimum Pollution Control Equipment for OPL launches that carry marine pollutants .....</b>	<b>7</b>

## 1 List of Abbreviations

AIS	Automatic Identification System
GRT	Gross Registered Tons
IMO	International Maritime Organisation
MOB	Man Over Board
OPL	Off Port Limits may also include the area within port limits where vessel do crew changes or collect stores
PTB	Personnel Transfer Basket
PLB	Personal Locator Beacon
SOPS	Standard Operating Procedures

## 2 Background

OPL Launches transfer ships spares, stores, victuals, water, lubricating oil, paint, chemicals and/or personnel and other essential items out to ships within the TNPA anchorages or further out to sea for vessels not calling into the anchorage.

They range in size from small vessels that are under 25 GRT to launches that are over 25GRT and up to 150 GRT. This MN only deals with vessels that are under 25GRT.

## 3 Transitional arrangements

- .1 Vessels that are being operated as OPL launches prior to this MN being published are required to comply by the first safety survey due, 6 months after the date of publication of this MN.
- .2 Launches that are listed as under construction, by a SAMSA Office, at the date of publication of this Marine Notice will also be granted a grace period of 6 months from the date of publication of this Marine Notice to comply with the requirements.
- .3 The minimum Safe Manning arrangement will be effective 30 days after publication of this Marine Notice.

## 4 General Requirements for all OPL launches

### .1 General Requirements

- .1 During the opening meeting for the construction of a new OPL launch or the conversion of an existing vessel to an OPL launch, the Owners intent to use the launch as an OPL launch needs to be clearly stated to the attending surveyor.
- .2 An OPL launch should be fit for purpose, a vessel design that is not suitable shall not be approved as an OPL launch.
- .3 All OPL launches shall be fitted with a fixed marine DCS VHF radio that is ICASA approved and conforms with SAMSA performance standards
- .4 The radio communication is to be tested with the receiving vessel before leaving port on the allocated channel.
- .5 SAMSA highly recommend that all OPL Launches, operating within shipping lanes and interfacing with vessels calling for service, to be fitted with an AIS for easy identification by VTS and other Law Enforcement Agencies.
- .6 All OPL launches shall have SOPS, signed off by their management, for each type of operation that the launch may carry out, where all possible risks are identified. The launch crew are to be trained in these SOPS and a copy of the SOPS and training records shall be kept on board the launch, available for inspection.
- .7 All OPL launches shall have effective plans and procedures for the recovery of persons from the water.
- .8 All Launches shall comply with the IMO Pilot ladder guidance and have the poster displayed – **See annex 1**
- .9 All launches shall have adequate insurance cover for the intended operation.

### .2 Manning of launches

- .1 An OPL launch shall be manned at all times by a qualified Skipper and a minimum of 2 competent crew members. A competent crewmember shall be a person that has completed induction and SAMSA recommends that the crewmember is also the holder of a Personal Survival Training and Able Seafarer Deck course certificate of attendance.

- .2 Records of safety drills (as per the requirements of the MS NSVR 2007 as amended), including the recovery of a Man Overboard shall be readily available for inspection.
- .3 The duties of each crewmember shall be clearly defined and displayed on board.

### **.3 Manning of launches used for Medical Incidents where a helicopter is not used.**

- .1 In addition to the manning requirements for the vessel type as defined in the regulations, prior to any launch being considered for the transfer of casualties of a medical related incident, a risk assessment shall be done by the Incident Coordinator in consultation with MRCC, to ensure the launch being used complies with the requirements for having a medical support team on board.
- .2 The medical team would need to comprise of persons appropriately trained for such operations and be competent and trained in the necessary evacuation methods employed when using stretchers or evacuation of casualties with impending injuries.

### **.4 OPL's with Laden Tankers**

- .1 The Rendezvous position for laden tankers off Cape Town is 6nm west of Green Point light as defined in Notice 5(8a) of the Annual Summary of South African Notices to Mariners.
- .2 Laden Tankers not calling in any South African port, is to follow the routing as stipulated in Notice 5 of the Annual Summary of South African Notices to Mariners.

### **.5 Design and construction**

- .1 At the design phase the National Small Vessels Safety Regulations of 2007 should be carefully followed to ensure that the launch is able to operate safely in a seaway.
- .2 The maximum envisaged load to be carried should be known so that the launch can be designed with adequate reserve buoyancy to achieve the required minimum of 200mm of freeboard in the fully loaded condition and to survive in a damaged condition.
- .3 The vessel should be so designed that any superstructure (or part thereof) of the vessel does not pose a threat of impacting personnel on a pilot ladder when the vessel may be rolling in a seaway. The boarding area should be in a position that is in clear line of sight of the skipper while facing in the direction of travel.
- .4 The vessel should be so designed that any superstructure (or part thereof) of the vessel does not pose a risk of being caught under the flare of the bow or counter of the stern of the vessel being serviced nor should there be any area where a crane hook can become snagged.
- .5 They may be designed with in-board or out-board motors, using petrol or diesel as fuel. The fuel system shall be an approved fuel system as per SANS Standards listed in (MN 39 2013 Annex A reg 6 (annex 1(8))) for use in a hazardous environment and be fitted with fire protected fuel tanks. Spark arrestors shall be fitted on the engine exhausts, if not a wet exhaust system.
- .6 OPL launches should be constructed for a particular purpose. They may be constructed from wood, aluminum, steel or Glass Reinforced Plastic (GRP) provide that the scantling of the material used, provides sufficient strength. Relevant document confirming strength, type and quality of materials used and maritime standards should be captured in the vessel's records. These documents should be issued by naval architects who design vessels. They can be also formally issued by boat/ship builders if they have in house naval architecture expertise.
- .7 The height of the door sills as well as all access openings into the enclosed superstructures shall be at least 350mm above the deck while hatch coamings are to be at least 600mm above the deck.
- .8 Water on deck is to be avoided in the daily operation of a vessel. The volume of possibly entrapped water must drain off the deck, through the provided freeing ports, in less than 10 seconds. Calculation to support this is to be provided.

### **.6 Stability assessment**

- .1 OPL launches have been identified as high-risk vessels (MN 20 of 2018 4.3(c)).
- .2 OPL launches shall have a SAMSA approved stability document which specifies the actual permissible operation and weather/sea conditions in which to operate. Such stability information is to be compiled by a naval architect and based on an inclining experiment. Loading conditions assessed in stability document are

to comply with the recognized intact and damage stability criteria for that type of vessel and conditions of operation.

## 5 Requirements for launches conducting Crew transfer

*Each personnel transfer shall be assessed by the skipper of the launch to find the safest means to embark or disembark the person(s). Gangway, Pilot ladder, combination ladder and Personnel Transfer Baskets should all be considered and the safest option used. This decision should be communicated at the pre-departure safety briefing.*

### .1 Cabin Requirements

- .1 An enclosed cabin shall be provided to protect the crew and passengers from any water or spray.
- .2 The cabin should be well ventilated with vents that when in the open position, will not allow water or fumes into the cabin space.
- .3 Seating shall be provided for all passengers. Seating dimensions shall be as per passenger vessel seating requirements. Seating shall be protected from the elements
- .4 Seats shall be provided with seat belts.
- .5 Safe and dry storage shall be provided for all luggage.
- .6 A water closet that is fitted with a black water holding tank suitable for the amount of passengers and time spent enroute shall be permanently installed on the launch.

### .2 Requirements for the boarding area

- .1 The boarding area shall be kept clear of any slipping or tripping hazards.
- .2 Boarding area to be permanently and clearly marked.
- .3 Non slip paint shall be applied to the walk way to the boarding area, with sufficient hand rails enroute.
- .4 The pilot ladder or gangway boarding area should be a level area away from superstructure and overhangs, in full view of the skipper when facing the direction of travel.
- .5 There should be no need to access the pilot ladder or gangway over or outside of bulwarks.
- .6 The boarding area should have enough space. The platform should be more than 2.4m long and at least 1.1m wide.
- .7 Railings are required to be on the outside of the edge of the launch to a minimum height of 600mm. However, at the boarding station, railings can be set sufficiently inboard, to allow the crew assisting and person on the pilot ladder or gangway to stand safely outside of railings without the risk of being crushed between the railings on the launch and the vessel being serviced while boarding.
- .8 Sufficient hand holds, spaced not more than 1 meter apart at the boarding area to safely make the transition from the launch to the ladder.
- .9 Sufficient hand holds and secure connecting points to connect the launch crew's safety harnesses, to allow the launch crew hands free assistance of the person on the ladder.
- .10 Permanent fendering that will protect the craft from damage and minimize the chance of spray upsurge between the 2 vessels.
- .11 There should be no way that water is able to collect at the pilot ladder boarding area.
- .12 A Jason Cradle or equivalent equipment, that would facilitate the removal of person unable to assist themselves from the water, should be provided for rapid deployment to enable a person lost overboard to be recovered from the water.

### .3 Use of Personnel Transfer Baskets

- .1 It is highly unlikely that an under 25 GRT launch will be able to safely accommodate the use of a PTB. However, if the Owner wishes to conduct personnel transfers where a PTB may be used, the skipper should consider the following and ensure that "Checklist F" of the OCIMF Ship to Ship Transfer Guide is completed.
  - .1 The size of the PTB in relation to the deck space where lowering and lifting will take place.
  - .2 The presence of any obstructions horizontally and vertically above the lifting area.
  - .3 The line of sight of the crane driver and signal man in relation to the position of the launch.
  - .4 The presence of any deck lighting that may affect the crane driver's vision.

#### .4 Night time transfers of Personnel

- .1 Launches of under 25 GRT shall not conduct Crew transfers during the hours of darkness unless a proper risk assessment has been done by the skipper for the specific operation and that takes the expected weather conditions into account.
- .2 A copy of this risk assessment shall be kept on board.
- .3 Any person boarding or disembarking via a pilot ladder between sunset and sunrise shall be wearing an ICASA approved MOB (AIS) PLB with a high intensity strobe light to facilitate recovery from the water.
- .4 SAMSA acknowledges that shipping is a 24 hour business, however highly recommends that crew changes are planned for during daylight hours.

#### 6 Requirements for launches conducting Cargo transfers

- .1 The deck strength and maximum point load that may be applied on the cargo deck shall be established by a professional engineer and stated on a permanently affixed plate on the vessel and in the stability document.
- .2 Sufficient permanent lashing points shall be provided on the deck, with the SWL specified for each lashing point.
- .3 Enough clear deck space, without protrusions shall be provided so that the lifting of cargo, even when swinging, can be done safely and the crew be protected from being trapped between the cargo and the vessel.
- .4 There shall be no way that the cargo hook can snag on the launch.
- .5 If any lifting, hoisting or winching equipment is fitted, clear instructions on the use shall be displayed.
- .6 The maximum cargo load that is allowed to be carried, shall be clearly painted on the deck so that it is visible from the vessel lowering the load onto the launch.
- .7 Where needed, loads should be fitted with lanyards or guy ropes so that swinging of the load may be controlled by persons stationed on the guy ropes.

#### 7 Requirements for launches transporting Marine Pollutants

##### **Marine Pollution (Control and Civil Liability) Act 6 of 1981**

**21 (1) b No person shall within the prohibited area transfer any oil or other prescribed harmful substance from any ship or tanker to any other ship or tanker ..... except with the permission of the Authority and in accordance with this Act.**

**21 (2) In giving its permission for the performance of any act referred to in subsection (1) the Authority may impose any conditions subject to which such act shall be performed.**

- .1 Launches engaged in the transport of marine pollutants shall have dedicated equipment on board to facilitate the clean-up of any spilt Marine Pollutant. List of minimum required equipment is listed in **Annex 2**.
- .2 Launches engaged in the transport of marine pollutants shall have a deck designed to contain any marine pollutant on board and have means to close all scuppers, deck drains and or drain holes to stop the pollutant entering the water.
- .3 Launches engaged in the transfer of Marine pollutants shall have records of drills related to the containment of Marine Pollutants.
- .4 SAMSA will not allow the transportation of Marine Pollutants in 1000l flow bins to vessels either within port or out of port limits.

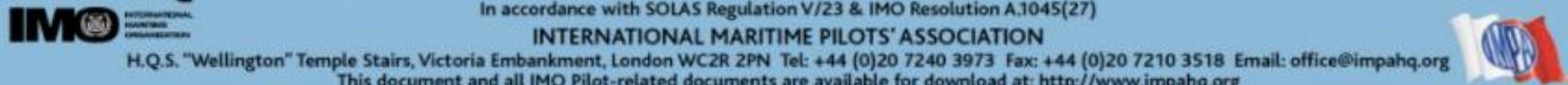
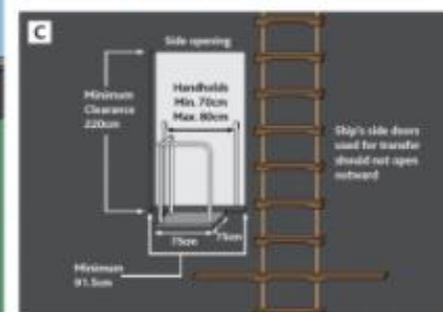
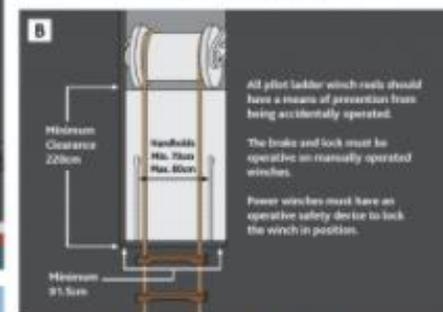
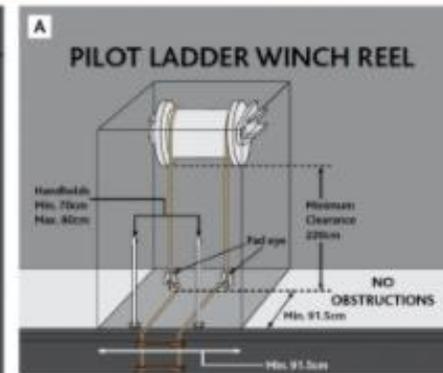
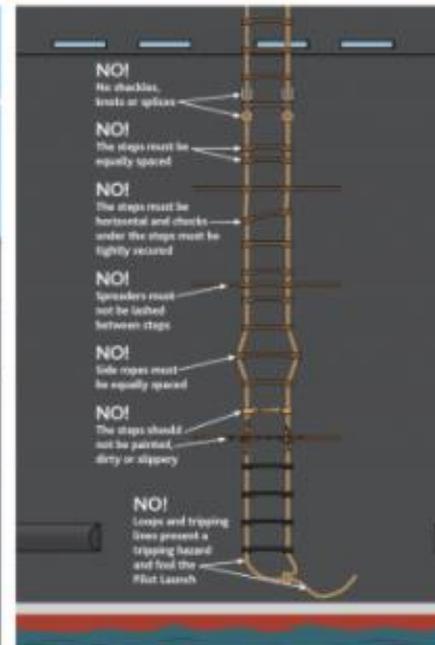
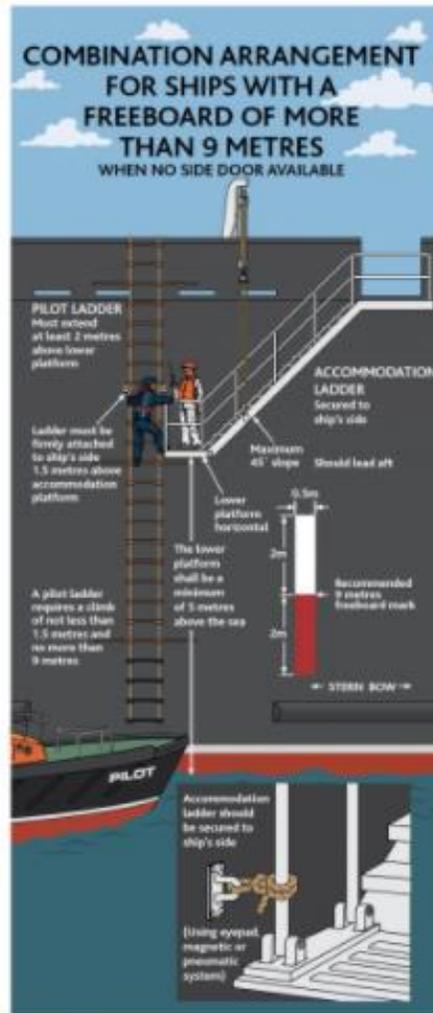
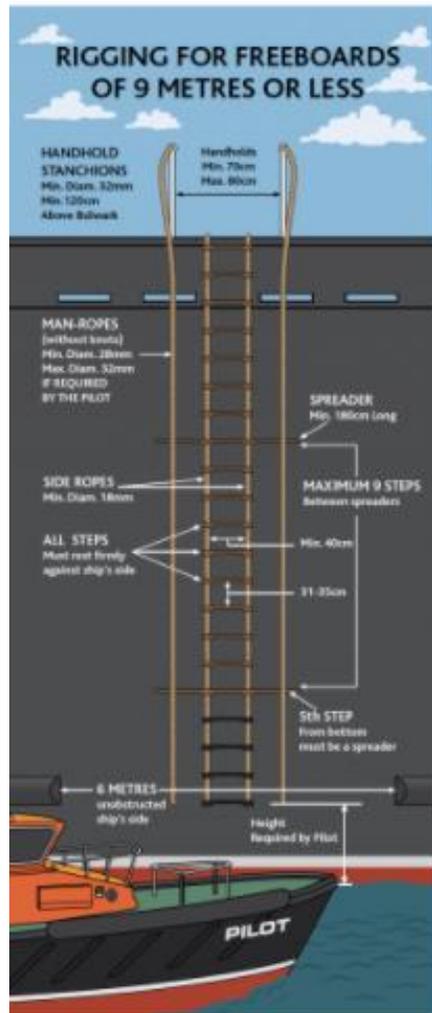
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IMO Pilot ladder guidance poster

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

## Annex 2

### List of Minimum Pollution Control Equipment for OPL launches that carry marine pollutants.

5 x 20l Heavy Duty Bags

2 x Oil / Chemical Resistant Gloves; Goggles; Suit & Boots

Absorbent Booms (sufficient length to cover the whole deck area)

200 x Absorbent pads

2 x Brooms

2 x Plastic Shovels

2 x Squeegees

1 x 200 litres drum

50 kg sawdust or approved absorbent material

The above equipment is to be placed in storage container that is well secured and marked "SOPEP Equipment".

Vessel design to include a barrier to restrict the flow of oil over the side into the water, e.g., fishplates or scupper plugs for the wells and deck drains.

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