

VESSEL CERTIFICATES IN ELECTRONIC FORMAT

REGIONAL MANAGERS, PRINCIPAL OFFICERS, SHIP AGENTS, PORT AUTHORITIES, SHIP OWNERS, SHIP MANAGERS, SEAFARERS AND OTHER INTERESTED AND AFFECTED PARTIES

ISSUE DATE	14 September 2021	EXPIRY DATE	13 September 2026 or unless withdrawn	REFERENCE	SM6/5/2/1/MN
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Marine Notice's affected

<i>Cancelled or superseded:</i>	None	<i>Read in conjunction with:</i>	Not Applicable
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SUMMARY

To provide an overview of requirements and verification of certificates issued in electronic format by SAMSA.

1. Introduction

- 1.1 SAMSA commenced issuing vessel certification via email with at the onset of the SARS-COV-2 pandemic and subsequent lock down in the Republic.
- 1.2 SAMSA has continued and expanded the use of certificates issued in this manner and will not revert to the manually issued certificates that need to be collected from a SAMSA office.
- 1.3 Certificates of Fitness continue to be issued by authorised agents in hardcopy.

2. Verification of validity of electronically issued certificate

- 2.1 An electronically issued certificate is identified by the presence of a QR code on the certificate. The QR code is the square block on the top of the certificate and is a 2-dimensional barcode that gives a digital dimension to the document. A QR code can simply be scanned by suitable app downloaded on a smartphone, or even simply scanning in the camera app itself (on some phones). The QR code allows the validity of the certificate to be verified.



- 2.2 On scanning the QR code the certificate number (unique tracking number) and expiry date that are displayed on the device will match those reflected on the certificate. If there is a discrepancy between the two, it is likely that the document is fraudulent and confirmation of the validity of the certificate should be sought from the issuing SAMSA office. See Annex 1 for example.
- 2.3 Verification in this manner is only possible if an internet connection is available.

3. Requirement for certificate to be onboard the vessel

- 3.1 Section 200 of the Merchant Shipping Act¹ prohibits any vessel from proceeding to sea unless there is on board the relevant certificates. The penalty for contraventions is a fine, or imprisonment for a period not exceeding one year.
- 3.2 Notwithstanding the fact that an electronic certificate has been issued, a physical copy of the certificate is always required to be onboard. The only exception to this requirement is if the vessel has an approved electronic Ship Management System on board, in which case the certificate may be kept onboard in electronic format.
- 3.3 On completion of the survey, a printed copy of the vessel's certificate is available on request and at no charge from the SAMSA office that completed the survey. Any re-issue of a certificate will incur the normal re-issue charges.
- 3.4 While a vessel may be detained in the event of non-compliance with statutory requirements, there is a detention fee payable (except if the vessel has been detained for the purpose of casualty investigation). There are however occasions where SAMSA may deem it necessary to remove the vessel's safety certificate. This is no longer practicable with electronic format certificates. In such instances the attending SAMSA official will make use of the standard Notification of Completion of Survey form to indicate that the vessel may not operate as the certificate has been suspended/withdrawn.

¹ **200. South African ships not to be taken to sea without safety certificates.** —(1) Neither the owner nor the master of a South African ship shall cause or permit her to proceed to sea from any port within or outside the Republic, or cause or permit her to operate at or from a port in or from anywhere else on the coast of the Republic, unless there is on board and in force in respect of that ship ...a local general safety certificate appropriate to the voyage in which she is engaged, and if a local safety exemption certificate has been issued, such local safety exemption certificate.

Annex 1 – Example of electronically issued certificate

When the QR Code is scanned, the following (or similar) is displayed on the scanning device:

Contents: "Certificate Authenticated | CT0312/7/21 | Expires | 07 July 2022²"



REPUBLIC OF SOUTH AFRICA
SOUTH AFRICAN MARITIME SAFETY AUTHORITY
Merchant Shipping Act, 1951 (Act No. 57 of 1951), [Section 194 (1) (a) and (b) (ii) of Act 57/1951]
Certificate No. CT0312/07/21

LOCAL GENERAL SAFETY CERTIFICATE FOR A SHIP (OTHER THAN A PASSENGER SHIP) OF 25 GROSS REGISTER TONS OR OVER

N.B. — In the case of a ship of 300 tons or over engaged on an international voyage, this certificate does not apply in respect of the radio installation thereon and the provisions of this certificate relating to such installation must be deleted.

Note.—One copy of this certificate shall be displayed in a conspicuous place on the ship, for the information of all on board

Name		Port of Registry	Official number or signal letters
NONSUCH		—	
Registered length	Gross tonnage	Name and address of owner, managing owner or agent	
30 m	250 T	SOUTH AFRICAN MARITIME SAFETY AUTHORITY 146 LUNNON ROAD, HILLCREST, PRETORIA 0083 TEL: +27 12 366 2600	
Class	Number of crew (including master)		
Class IX	10		
Voyages or operations (where applicable, insert port from which operating)			
CLASS IX TUG WITHIN THE PORT OPERATIONS AREA OF XXXX NO MORE THAN 10NM FROM BREAKWATER.			

I, the undersigned

certify that-

- The above-mentioned ship has been duly inspected in accordance with the requirements of the Construction Regulations, 1968, the Life-saving Equipment Regulations 1968, the Merchant Shipping Radio Regulations 2002, the Collision and Distress Signals Regulations 2005 and the Safety of Navigation Regulations 1968, so far as these requirements apply thereto;
- the inspection showed that the life-saving appliances provide for a total number of _____ persons and no more, viz—
 - lifeboats or other boats capable of accommodating _____ persons; - Inflatable Liferrafts
 - capable of accommodating _____ persons; - buoyant apparatus; - lifebuoys; - lifejackets
- The lifeboats or other boats were equipped in accordance with the provisions of Part I of the Life-saving Equipment Regulations, 1968.
- The ship was provided with a line-throwing appliance in accordance with the provisions of Part I of the Life-saving Equipment Regulations, 1968;
- The inspection showed that the ship complied with the requirements of Part II of the Life-saving Equipment Regulations, 1968, as regards fire-extinguishing appliances, and was provided with navigation lights and shapes and means of making sound signals and distress signals, in accordance with the provisions of the Safety of Navigation Regulations, 1968, and the Collision and Distress Signals Regulations, 2005;
- In all other respects the ship complied with the requirements of the regulations so far as these requirements apply thereto.

This certificate will remain in force until the 07 JULY 2022
Issued at CAPE TOWN this 15 day of JULY 2021

NOTE:

This LGSC has been issued with **2** Local General Safety Exemption Certificates
The validity of this certificate is subject to producing a valid DRY DOCKING CERTIFICATE

Principal Officer
(Seal or Stamp of the authority, as appropriate)

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² CT is the issuing port code (in this instance Cape Town), followed by certificate number (03), issued on the (12)th of the 7th Month 2021.