

# SOUTH AFRICAN MARITIME SAFETY AUTHORITY



## SAFETY SURVEY CHECKLIST: CATEGORY A DELIVERY VOYAGES (REGULATION 32 EXEMPTION)

The various Acts and Merchant Shipping (National Small Vessel Safety) 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 Safety 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.

<b>OWNER/OWNERS REPRESENTATIVE DECLARATION:</b>			
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 Safety 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:**

**Category A: Vessels operating any distance from shore**

**This checklist constitutes an exemption from certain requirements, as allowed by regulation 32 of the Merchant Shipping (National Small Vessel Safety) Regulations 2007, as amended.**

**The construction requirements are not specifically surveyed by the SAMSA surveyor because the vessel is certified as compliant to the Recreational Craft Directive 94/25/EC as amended.**

<b>SAFE ACCESS</b>			
<i>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.</i>			
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.		
<b>ABBREVIATIONS</b>			
MSA	Merchant Shipping Act, No57 of 1951	NSVSR	Merchant Shipping (National Small Vessel Safety) Regulations, 2007

Please note that this document only covers the main issues, copies of the regulations and the amendments are published in both English and Afrikaans and may be purchased in Gazette form from the Government Printer, however, electronic copies (i.e. English text and already corrected with the latest amendments) of the regulations may be accessed from the SAMSA website: <http://www.samsa.org.za/content/boating>

Owners and skippers are advised that SAMSA regards the non-provision of safe access to vessels in a serious light. Safe access is a requirement for ALL persons requiring access to vessels (not just surveyors). SAMSA surveyors are instructed to issue a PROHIBITION ORDER where safe access is not provided. All work on board is to be stopped until safe access is provided to the satisfaction of the surveyor. (Merchant Shipping Act, 57 of 1951 section 9(5).

<b>Competent and Responsible Manning</b>		V
Crewing Regulation 14	The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence. This certificate of competence (or a certified copy) must be available for inspection at all reasonable times.	
Manning Regulation 14	In addition to having a qualified skipper on board, the owner must ensure that the vessel is sufficiently and efficiently manned. There are to be sufficient competent persons on board with regards to the requirements of other safety provisions, i.e. such as keeping a proper lookout and the manning (minimum number of crew) of the vessel.	
Crewing for Commercial Vessels Regulation 14(3)	Commercial Vessels: Records of approved safety induction training Records for medical fitness and employment history Familiarisation training Crew can effectively co-ordinate emergency and pollution prevention duties.	
Essential Safety Information Regulation 7  On EVERY occasion and BEFORE the vessel goes to sea;  .1 All skippers MUST ensure that every person aboard receives essential and appropriate safety information; such as the location of the safety appliances and equipment aboard as well as instruction in the use of such items, and  .2 All skippers MUST ensure that the safety appliances and equipment are inspected, fit and ready for use.	1. and 2. are applicable to ALL vessels  <u>In addition for commercial vessels:</u>  Skippers of commercial vessels MUST practice the vessel's emergency procedures and arrangements at least <u>once a week</u> . (Examples would be 'capsize', 'abandon ship', 'fire fighting' and 'man overboard' procedures, if practicable.)  A record of the drills must be maintained by the skipper.	
Voyage information Regulation 12	Before a vessel goes to sea, the particulars of the vessel and the names of the crew are to be left with the harbour master, at the launch site, or in certain cases, relatives, a police station or responsible person. However, where local authorities or authorized agents have implemented reporting mechanisms, these shall be complied with. Upon returning from sea or the voyage, the person or authorities with whom the voyage information were left, must be informed accordingly.	
Registration Certificate/Temporary Pass Ship Registration Act	Vessels are to be registered when embarking on voyages outside of South Africa. Any conditions must be adhered to.	
Colregs	Navigation Lights As per Collision regulations	.
Emergency Steering arrangements.	Demonstrate to surveyor	

**SAFETY APPLIANCES AND EQUIPMENT****Annexure 2 of National Small Vessel Safety Regulations, 2007.**

SAFETY ITEM NO	DESCRIPTION	REMARKS	v
1	Approved <u>Life-jacket</u> Above to be fitted with the following items Whistle Lifting loop Retro – reflective material Light for vessels operating at night	One life-jacket per person aboard. .1 Level 150 – Offshore conditions for vessels operating more than 15 miles offshore (SANS 12402-3) .2 Level 275 – Extreme offshore conditions for vessels operating South of 40 degrees South latitude (SANS 12402-2)  Refer to the latest Marine Notice: New Compulsory standards for lifejackets used on South African Vessels	
2	Approved <u>Buoyancy aid</u> ( <u>Working Lifejacket</u> )	<u>It is accepted that it may be impractical to wear an approved lifejacket for specific operations onboard.</u> <u>Additional approved buoyancy aids must be provided.</u>	
3	Lifebuoy	1	
4	Dan buoy	1	
6	Hand-held red distress flares	4 off – unexpired SAMSA approved. Exp. .... / ..... / 20.....	
7	Red rocket parachute flares	4 off - unexpired SAMSA approved. Exp. .... / ..... / 20.....	
8	Floating orange smoke marker	1 off - unexpired SAMSA approved. It is an offence to tamper with expiry dates, besides being very dangerous. Exp. .... / ..... / 20.....	
10	One (1) waterproof torch, spare batteries and a spare bulb	<u>ONLY</u> required on vessels operating at night - Spare batteries and bulb to be kept in a watertight container	
12	Sound signalling device (other than a life-jacket whistle)	1	
13	Ships bell or sound signalling device capable of making the signal "R"	1	
14	Code Flags "N" and "C"	One of each	
16	Two (2) black balls or shapes, at least 400mm in diameter	<u>ONLY</u> required on vessels of 12 (twelve) metres or more in overall length.	
17	Permanently fitted radar reflector of at least 400mm in diameter (or patent type of equivalent echoing capability)	<u>1</u>	
18	Marine VHF Radio	VHF to have at least channel 16 and one other working channel, An annual ship station licence to be obtained from ICASA.	
19	MF/HF SSB Radio	Exempted. To carry satellite telephone	

20	EPIRB Capable of transmitting distress alerts through the COSPAS – SARSAT Satellite service, operating in the 406Mhz band.	<p><u>Requirement to register EPIRBs</u>: The skipper/owner of every vessel must ensure that the EPIRB carried on the vessel is registered with the MRCC and that the registered particulars are correct.</p> <p><u>Change of registered particulars</u>: Where in respect of an EPIRB registered with the MRCC there is any change in the particulars the skipper/owner to which those particulars relate must give written notice of the change to MRCC as soon is practically possible.</p> <p>EPIRB condition and operation is checked annually at the time of the radio survey</p> <p>EPIRB's to be installed in an easily accessible position, ready to be manually released and capable of being carried by one person into a survival craft, capable of floating free if the vessel sinks, capable for being activated manually and automatically activated when afloat.</p> <p>NOTE: To check once a month for signs of damage, securing arrangements, proper operation capability.</p>
22	Steering Magnetic Compass	Compass to be illuminated on vessels operating at night.
23	Navigation charts for the voyage, or area of operation	Corrected in accordance with the South African Notices to Mariners or renewed every six (6) years.
24	Suitable fire extinguishers	One <u>per engine</u> , and, in decked vessels of 9 (nine) metres or more in length, one (1) in each compartment formed by a complete transverse bulkhead (e.g. galley, sleeping accommodation and wheelhouse).
29	Full set of sails, including storm sails	<u>ONLY</u> required on sailing vessels
30	Suitable means of cutting standing rigging	<u>ONLY</u> required on sailing vessels
32	Proper <u>patent</u> anchor and chain, with a suitable length of rope for the area of operation	'CQR" anchor and 50m of calibrated chain "Bruce' patent anchor and 8m of calibrated chain Anchor bridle and 3xanchor shackles and 1 chain hook.
33	Watertight capsize bottle attached to vessel with rope readily accessible in event of capsize	Containing flares, survival and emergency equipment. The rope length must not be less than 1.5 times the length of the vessel and manufactured to be non-slip.
34	Space blankets	2 off
35	Drinking water	One litre per person
36	First-aid kit	To be suitable for the vessel's size, compliment and intended operation, to the satisfaction of the surveyor or safety officer. To include an elementary first-aid manual.
38	SAMSA Approved self-inflating life-raft capable of carrying all persons aboard	Stowed on deck or in a readily accessible position. Secured as required.
39	Spares	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
40	Tools	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
41	Highly visible 2m x 2m canvas	Exempted.
Annex 2 Para 3(1)	Marking of equipment	All life-jackets, buoyancy aids, life-buoys, Dan-buoys, flares, oars, paddles and life-rafts are to be permanently marked with the vessel's name or "approved marking".

Annex 2 Para 3(2)	Marking of trailer	Where any vessel is launched from a trailer other than a dolly at a private launching site the trailer must be marked in a conspicuous position, with the vessel's name, or approved marking and with the owner's name and emergency contact number.
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<b>ADDITIONAL SAFETY EQUIPMENT</b>			
1	Fenders	X 5	
2	5 Litre Bucket	X 1	
3	2 Metre Boat Hook	X 1	
4	Safety Harness	X 1 per crewmember	
5	Electronic Navigation Package	X 1 Nav. Pack. Details :	
6	Hand Held GPS receiver	X 1	
7	Satellite Telephone	X 2 (Second unit to be stored in Grab bag) Phone No 1 : Serial No 1 : Phone No 2 : Serial No 2 :	
8	EPIRB	X 2 (Second unit to be stored in Grab bag) Serial No 1 : Serial No 2 :	
9	Satellite Tracker	X 1 Serial No :	
10	Suitable storm drogue/parachute	X 1 Southern Ocean Crossings only)	
11	Owner's Manual	X 1	
12	Barometer	X 1	
13	Passage Plan Map and Narrative	To be available	
14	Weather Contractor Details	To be available	
15	VHF Hand Held Radio Receiver	X 1	
16	Binoculars	X 1	