SAMSA
SOUTH AFRICAN MARITIME SAFETY AUTHORITY

# *Are you aware of what the National Small Vessel Safety Regulations require of you?*

The *Merchant Shipping (National Small Vessel Safety) Regulations*, *2007*, 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.

The SAMSA surveyors do NOT replace the owners and crew in matters of safety and their main function is to ensure that the owner, master and crew are in fact making reasonable efforts to apply regulations and maintain safety standards.

To assist the vessel's owner, owner's representative or skipper to manage safety aboard, the following checklist (and guideline) has been compiled for your attention.

The checklist is to be checked and completed prior the safety survey by the Owner or Skipper and any deficiencies noted to be rectified prior to the safety survey.

*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*

## APPLICATION: Category E passenger vessel; operating within 1 nautical mile from shore and 15 nautical miles from an approved launch site

**Definitions:**

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| **Category E**: | vessels operating less than 1 nautical mile from shore and 15 miles from an approved launch site |
| **Pleasure vessel:** | a vessel that is used solely for sport or recreation |
| **Commercial vessel:** | a vessel that is not a pleasure vessel |
| **Passenger vessel:** | a vessel that carries more than 12 passengers |
| **Passenger:** | any person carried on a vessel, except persons employed as crew; rescued survivors and infants under one year of age |

**Owner(s) Declaration:**

I owner/skipper/responsible person of the vessel have read and completed this checklist in preparation for the vessel's Local General Safety Survey/Certificate of Fitness Inspection.

I declare that NO modifications have been carried out to the vessel's construction, fittings and arrangements since the last survey. (If Modifications have been carried out, these must be listed below.)

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Vessel Name and Number

_____ _____

Name and Signature of owner/skipper/responsible person

Date

## WHO SHOULD SURVEY YOUR VESSEL?

The survey of small vessels is carried out by three (3) categories of persons:

- SAMSA Officer – Surveyors permanently employed by SAMSA for the execution of SAMSA's responsibility's
- SAMSA Appointed Surveyors – Surveyors appointed by SAMSA to carry out surveys of small vessels on behalf of SAMSA.
- Authorised Agency Safety Officers – Safety officers appointed by Authorised Agency's to carry out surveys of vessels operating at clubs affiliated to that authorised agency. As part of the Authorised Agency appointment, the Safety Officer authorisation is extended to the conduct of surveys of certain classes of small boats used for purposes of sport and recreation.

The scope of surveys carried out by the three categories of surveyors is summarised in the table below:

| **Description** | **Commercial Vessels[1] (Local General Safety Certificate)** | | | **Pleasure Vessels ≥ 9m (Certificate of Fitness)** | **Pleasure Vessels < 9m (Certificate of Fitness)** |
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| | **New Constr-uction [6]** | **Initial Survey** | **Periodic Survey** | | |
| SAMSA Officer | X | X | X | **All passenger vessels must be surveyed by SAMSA officers and issued with a Local General Safety Certificate.** | |
| SAMSA Appointed surveyor[3] | | | X[4] | | |
| Authorised Agency Appointed Safety Officer | | | | | |

Notes:

(1) A commercial vessel is any vessel which is required to be licenced and includes passenger vessels (Vessels carrying more than 12 persons).

(3) The scope of responsibility of SAMSA appointed surveyors is clearly defined in their individual letter of appointment.

(4) "Appointed Surveyor" to obtain permission from a Principal Officer of the region prior to the conduct of these surveys (Report of Survey to be submitted to SAMSA office for issue of Local General Safety Certificate).

(6) Attendance during construction of passenger vessels is required. It must further be noted that SAMSA **does not accept "Fait Accompli's"** ie. If an existing vessel is presented for licencing as a passenger vessel, it will be required that the owner proves compliance with all applicable passenger vessel requirements.

## HAVE YOU MODIFIED YOUR VESSEL?

| **Summary of modifications to vessel's construction, fittings or arrangements (if any).** |
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| **Owner or Owner's Representative Name and Signature:** |

## HAVE YOU PROVIDED SAFE ACCESS TO YOUR VESSEL?

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))

| Owner and Vessel Particulars | |
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| Name of Vessel | |
| Type of operation (Commercial or Pleasure)<br>Local General Safety Certificate | |
| Approved Marking or Official Number and Category | |
| Area of Operation | |
| Port of Registry or operational home port | |
| Length of Vessel | |
| Number of Crew, including master | |
| Colour of hull and deck | |
| Make and model of vessel and Engines | |
| Name of Owner | |
| ID Number of owner or company registration number | |
| Address of owner | |
| Telephone number of owner | |
| Email Address | |

| **Competent and Responsible Manning** | | √ |
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| Crewing<br>Regulation 14<br>Regulation 15(1) | The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence.<br><br>This certificate of competence (or a certified copy) must be available for inspection at all reasonable times.<br><br>Skippers of passenger vessels are to hold a specific endorsement stating that they may be in charge of a passenger vessel. | |
| Manning<br>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<br>Regulation 14(3) | Commercial Vessels:<br>Records of approved safety induction training<br>Records for medical fitness and employment history<br>Familiarisation training<br>Crew can effectively co-ordinate emergency and pollution prevention duties. | |
| Essential Safety Information<br>Regulation 7<br><br>On EVERY occasion and BEFORE the vessel goes to sea;<br><br>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.<br>and<br>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<br><br><u>In addition for commercial vessels:</u><br><br>Skippers of commercial vessels MUST practice the vessel's emergency procedures and arrangements at least <u>once a week</u>. (Examples would be 'abandon ship', 'fire fighting' and 'man overboard' procedures, if practicable.)<br><br>A record of the drills must be maintained by the skipper.<br><br>Marine Notice: Requirement for Safety Drills, Safety Familiarisation and Record<br>Keeping.<br><br>Marine Notice 1 of 2009, or as amended. | |
| Fuel reserve<br>Regulation 8 | A reserve of not less than 25% over and above the requirement for the intended voyage | |
| Operational Limits<br>Regulation 10 | No person may operate a vessel beyond the distance from shore for the category it is licensed. | |
| Carrying persons in excess<br>Regulation 11 | It is illegal to exceed the number of persons specified on the vessel's safety certificate, except in an emergency such as in the case of a search and rescue operation. | |
| Voyage information<br>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.<br>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. | |
| Assisting vessels in distress and reporting dangers to navigation<br>Regulation 13 | It is the duty of a skipper to report dangers to navigation and assist vessels in distress. | |

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| Cancellation of Certificate of Competence<br>Regulation 16 | A certificate of competence may be suspended or cancelled if the holder is convicted of an offence in terms of the Act, if the holder has conducted him/herself in a negligent or incompetent manner, or if the certificate was obtained fraudulently or on wrong information. | |
| Physical and mental fitness<br>Regulation 17 | No person may operate a vessel or vessel's equipment whilst under the influence of alcohol or drugs.<br>(Maximum of 0, 05 gram/100 ml alcohol in blood or 0, 24 mg/1000 ml alcohol in breath). No person may refuse that a specimen of blood or breath be taken.<br>No person may operate a vessel if he/she is not physically able to do so and/or of sound mental health. | |
| Age Limitations<br>Regulation 18 | Commercial vessels the minimum age for a skipper is 18 years.<br>Pleasure vessel with more than 15HP the minimum age is 16 years. | |
| Unauthorized liquor and illicit drugs<br>Regulation 19 | No person may take, or have in their possession, unauthorized liquor or an illicit drug aboard a commercial vessel.<br>Commercial vessels may be searched (without a warrant) by enforcement officers. (e.g. SAPS, SAMSA Surveyor, Skipper, Owner or deputized person) | |

| CONSTRUCTION REQUIREMENTS – Annex 1 | | √ |
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| CONSTRUCTION REQUIREMENTS<br>Regulation 6 | It is an offence to sell a vessel which does not comply with the construction requirements except where accompanied by a letter or certificate detailing the extent to which the vessel does not or cannot comply. | |
| PLANS<br>Regulation 4<br><br>Plans are required by SAMSA at least seven working days before the building of any commercial vessel is commenced, or when any alterations are made to an existing commercial vessel. | Vessels under 9 metres are not required to produce plans, but photographs and a buoyancy certificate are required in lieu of detailed plans.<br><br>Vessels > 9m but ≤ 12m require in addition; a general arrangement drawing and the ship's particulars.<br><br>Vessels >12m < 25GT require in addition; construction-and-lines plans, shaft & rudder drawing and the bilge-and-sea water system schematics.<br>Drawings scale to be 1:25 | |
| DOCKING/SLIPPING<br>Regulation 5<br>Regulation 23<br><br>Initial inspections for LGSC will require the external structure and fittings of the vessel to be inspected by the surveyor.<br><br>Required on vessels where the external areas are not otherwise accessible, every twelve months. | LGSC:<br><u>Annually:</u><br>Vessels thoroughly inspected, internally and externally, including water connection fastenings.<br><u>Surveyors discretion or at intervals not exceeding two years</u>:<br>Dismantle and inspect water suction and discharge valves.<br><u>Surveyors discretion or at intervals not exceeding 4 years:</u><br>Shafts drawn and tapers blued and non destructive testing of shaft and propeller.<br><br>Exemptions may be applied for, in accordance with SAMSA Policy on Hull and Shaft Surveys.<br>Marine Notice No 6 of 2002. (or latest marine notice) | |
| SUFFICIENT RESERVE POSITIVE STABILITY<br>Regulation 6 | Careful consideration of vessel stability is required when considering modifications to the vessel or changes in the vessels operation.<br><br>SAMSA approval must be given prior to any modifications to passenger vessels.<br><br>Passenger vessel stability book/statement may require amendment when modifications are undertaken. | |
| INGRESS OF WATER<br>Regulation 6 | Decked vessels shall not have any point of possible ingress of water, except for scuppers, less than 200 mm above the surface of the water.<br>Careful consideration required when modifications to scupper arrangements are considered. (Changes to as-built arrangements.) | |
| COLOUR OF DECK<br>Regulation 9 | To assist with search and rescue, the deck is to be painted or pigmented in a colour which is readily visible from above in any sea condition. (Or the vessel may carry a pigmented canvas extending the full the width of the vessel, but not less than 2m x 2m). | |
| NAVIGATION LIGHTS<br>Collision Regulations | Any vessel going to sea at night must have properly fitted navigation lights in accordance with the International Collision Regulations.<br>Lights must be of an approved type; must show the correct sectors; wiring to be neat, secured and waterproof. | |
| KILL SWITCH<br>Reg 7(5) and (6) | To be fitted on power driven vessels of more than 15HP outboard engines of 9 metres or less in overall length<br>To be attached to the skipper or operator at all times <u>except</u> when launching or beaching the vessel through surf. | |
| LOAD LINE REGULATIONS (1968)<br>Regulation 8(1)(f) | Applicable to vessels over 14m in registered length.<br>LOAD LINE and condition of assignment requirements are superior to the requirements of these regulations and must be complied with. | |

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| STABILITY AND BUILT-IN BUOYANCY PASSENGER VESSELS<br><br>MAXIMUM OF 20 PASSENGERS<br><br>Regulation 6<br><br>Annexure 1<br><br>Paragraph 1(3)<br><br>Paragraph 16 | Passenger vessels require built-in buoyancy or watertight subdivision to remain afloat, with positive transverse stability, when fully flooded.<br><br>In addition to built-in buoyancy a life raft shall be carried.<br><br>Approved Practical Stability Statement must be carried onboard the vessel.<br><br><u>HOW?</u><br>1. Heeling test witnessed by SAMSA Officer and Statement Issued to owner.<br>2. Practical or theoretical demonstration of vessel's ability to remain afloat with positive transverse stability when fully flooded (ie not capsize).<br><br><u>Built-jn buoyancy:</u><br>Built-in buoyancy must consist of a material such as closed cell polyurethane foam, or approved plastic bottles that are not affected by oil or oil products to the satisfaction of the authority.<br><br>Vessel arrangements must be such that the built-in buoyancy provisions and condition thereof can be reasonably inspected at every survey.<br><br><u>One compartment flooding:</u><br>In lieu of built in buoyancy, decked vessels (*the larger displacement vessels*) may have at least two watertight bulkheads, so positioned and of such strength, that in the event that the largest compartment being flooded, the vessel will remain afloat with positive transverse stability. (In the worst envisaged load condition!)<br><br><u>Inflatable vessels:</u><br><br>In lieu of built-in buoyancy inflatable vessels whether fully inflatable or semi-rigid, may be constructed with at least 3 separate buoyancy chambers and have the capacity to stay afloat with positive transverse stability, despite the largest two of the chambers being completely deflated. The hull of a semi-rigid inflatable is not considered to be one of the 3 buoyancy chambers required. | |
| STABILITY AND BUILT-IN BUOYANCY PASSENGER VESSELS<br><br>MORE THAN 20 PASSENGERS<br><br>Regulation 6<br><br>Annexure 1<br><br>Paragraph 1(3)<br><br>Paragraph 16 | Passenger vessels require built-in buoyancy or watertight subdivision to remain afloat, with positive transverse stability, when fully flooded.<br><br>In addition to built-in buoyancy or watertight subdivision a life raft shall be carried.<br><br>Approved Stability Book must be carried onboard the vessel at all times.<br><br><u>HOW?</u><br>1. Inclining Experiment conducted by Naval Architect and witnessed by SAMSA Officer.<br>2. Intact and damage stability evaluated against applicable stability criteria by Naval Architect for vessel operation.<br>3. Stability book to be submitted to SAMSA for approval. | |
| Hatches on deck<br>Paragraph 2 | Hatches on the open deck must be provided with hatch covers that are watertight when dogged down. Special care is to be given to flush deck hatches.<br>All watertight hatches should be able to withstand a hose test.<br>Where a fishing hatch can be opened to the sea, the cover must be capable of being secured in an emergency.<br>Sailing vessels with aft facing companionways which are closed by washboards need not be watertight, but should still be able to substantially retard water ingress. | |

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| Guard rails<br>(Paragraph 3) | All open decks or walk ways on passenger power driven vessels should be protected as follows:<br>Vessels 9 metres or more - 600 mm high<br>Vessels less than 9 metres - 450 mm, high [see below exemption]<br>[Passenger power driven vessels <9m may be exempted from railing requirements if operating during daylight hours and PFD worm by persons on deck]<br><br>All open decks or walk ways on passenger sailing vessels should be protected as follows:<br>Vessels 9 metres or more - 560 mm high<br>Vessels less than 9 metres - 410 mm [see below exemption]<br>[Passenger sailing vessels <9m may be exempted from railing requirements if operating during daylight hours, within 30 nm of a safe haven and PFD worm by persons on deck]<br><br>Vessels with cabin tops which extend nearly to the ship's side, with a crew access forward are exempt if provided with a toe rail of at least 50 mm along the outer edge of the deck and substantial, secure handrail on each side of the cabin. | |
| Towing arrangements<br>Paragraph 4 | Every vessel must be provided with an efficient means of securing a tow rope or anchor cable. Arrangements provided forward and aft.<br>(Capability to tow and to be towed) | |
| Underwater hull fitting<br>Paragraph 5<br>Paragraph 16(1)(d) | Inlet and discharge pipes attached to the underwater part of the hull must be properly flanged to the hull and provided with a valve or shut-off cock inserted in the line as close as possible to the hull.<br>Definition of underwater: The maximum loaded waterline when the vessel is heeled to 7 deg for power driven vessels and the sheer line, at midships, for sailing vessels.<br><br>Bilge alarms to be fitted to every compartment having a hull fitting open to the sea. | |
| Ventilators<br>Paragraph 6 | Vents serving engine or accommodation spaces to be provided with proper closing devices or water traps to prevent water ingress into the compartment.<br>Vents serving only engine spaces must be able to shut off air flow in case of fire. | |
| Engine power<br>Paragraph 7 | Every power driven passenger vessel must have the following propulsion:<br>1. Two out board engines, or<br>2. One inboard diesel engine.<br>Each engine must be capable of propelling the vessel in its fully loaded condition at a speed of at least 5 knots.<br><br>Requirements for petrol outboard engines:<br>1. Must be provided with either approved portable fuel tanks combining a maximum of 50 litres; or<br>2. Inboard tanks built and fitted to the ISO standards containing a maximum of 200 litres in total at any time; and<br>3. Comply with general fuel tank requirements.<br><br>Requirements for inboard engine compartments:<br>1. Protected by smoke and heat sensors, linked to an alarm sounding at conning position.<br>2. Manual fire smothering system, capable of remote operation.<br>**3. Inboard petrol engines are not allowed on passenger vessels.** | |
| Exhaust Pipes and Silencers<br>Paragraph 7(5) | Water cooled or lagged. | |

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| Fuel tanks<br>(Paragraph 8) | To be efficiently secured<br>Outlets of built in tanks to have shut off valves (or approved automatic shut off or anti-siphoning devices). If not readily accessible the valves should be able to be operated remotely;<br>Filler pipes must have threaded plugs or caps. Only non corrosive materials may be used;<br>Breather pipes should not leak even if the vessel is heeled to 50°;<br>Fuel levels should be able to be determined and where gauge glasses are fitted, they must be fitted with self closing valves;<br>All fuel tanks holding PETROL must be fitted or stored outside engine and battery compartments. | |
| Electrical installations<br>(Paragraph 9)<br>(Motor driven vessels) | Power driven vessels must be provided with at least one bank of batteries, unless the vessel is fitted only with hand-start engines.<br><br>A suitable battery charging appliance must be provided. If there is more than one engine, then each engine must be provided with a battery charging appliance capable of charging both banks of batteries.<br><br>A single bank of batteries must be capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment.<br><br>Installation to conform to good marine practice. | |
| Electrical installations<br>(Paragraph 9)<br>(Sailing vessels) | Every sailing vessel fitted with an inboard auxiliary engine must be provided with at least one bank of batteries, unless a hand-start engine is fitted;<br><br>At least a single bank of batteries must be provided, capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment.<br><br>Installation to conform to good marine practice. | |
| Emergency steering<br>Annex 1<br>Para 10 | Fitted except where steered by means of a tiller. May be portable but must be accessible for rapid attachment<br>Alternative emergency steering to be practical and demonstrated. | |
| Bilge pumping arrangement<br>motor vessels<br><br>One (1) power driven bilge pump<br>(capacity 3000 litres per hour)<br><br>One (1) hand operated pump<br>(capacity 2000 litres per hour) | ONLY applies to vessels without self draining decks (*exceptions for ski-boats and inflatable boats, sailing or rowing dinghies)*<br>Where vessels over 7m in length are fitted with an inboard main engine, the bilge pump must be driven by the main engine. If the main engine cannot act as the prime mover, the pump may be electrically powered. In addition the vessels must be fitted with a hand operated bilge pump situated above the main deck.<br><br>Other power driven vessels over 7m in length must have at least two hand-operated bilge pumps, one installed below deck and the other above deck.<br><br>Vessels under 7m in length must be fitted at least one hand operated pump<br><br>All bilge pumps must be fitted with piping arrangements, valves, suction and strainers for pumping out all compartments except for the fish hatch, (if it can be flooded and the vessel still maintains positive stability or adequate buoyancy).<br><br>Underwater discharges need sufficient non-return valves fitted to prevent back flooding;<br><br>Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck) | |

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| Bilge pumping arrangements (sailing vessels)<br>one (1) hand operated bilge pump | -Capacity 2000 litres per hour;<br>-Underwater discharges need sufficient non-return valves fitted to prevent back flooding;<br>-Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck) | |
| Visibility at steering position<br>(Paragraph 12) | Clear visibility, through safety-toughened clear glass (*i.e. not through opaque and starred plastic*), forward, from two points abaft the beam on each side (112½◦ to port and stbd of the centre line) or out in the open. Protection of glare from the sun may be afforded by portable tinted screens (or the roll-down type) and not fixed/stuck to the glass. | |
| Maintenance of propulsion and steering machinery<br>(Paragraph 13) | Periodically serviced and maintained according to the manufacturers specifications by competent persons. | |
| Crew accommodation in commercial small passenger vessels<br>(Paragraph 14) | ONLY applies to vessels going to sea for a continuous period of 16 hours or more in a 24 hour period.<br>- Not more than 10 persons in a space with only one access.<br>- bunks 1,8m x 600mm (may taper to 460mm at the foot)<br>- vertical height between mattress and bunk above 500mm<br>- No drips onto bunks from access ladders and ventilators<br>- cubby hole for each bunk to store personal items<br>- bunks end to end separated by a board of at least 500 mm high<br>- no sleeping in the engine room or galley<br>- only if protected (see Regs) may crew sleep in the steering compartment<br>- no access to engine room from galleys with gas stoves (see Regs)<br>- Toilets and showers: Under 19 persons - two of each. Additional one of each per ten persons carried in excess of 19. Outside of, but adjacent to, sleeping quarters.<br>- adequate ventilation and closing devices to prevent water ingress and air in the event of a fire<br>- adequate electrical lighting in all accommodation spaces<br>- all accommodation spaces to have a MINIMUM head height - 1,8m, except at bunks, cupboards and other spaces where persons need not normally stand or walk upright. | |
| Gas appliances<br>(Paragraph 15) | Every gas cooker or refrigerator must be fitted with a safety device which closes off the gas if the flame is blown out. The installation must be serviced annually by a competent person. | |
| Seating arrangements<br>(Paragraph 16) | Seating arrangements must be adequate for the number of persons authorised to be carried by the vessel's Local General Safety Certificate. | |
| Dive boats<br>(Paragraph 17) | ONLY applies to diving vessels.<br>To be fitted with adequate seating and grab points other than on the gunwale (except for inflatable vessels).<br>To provide adequately secured racks for accommodating all the dive tanks. | |

## SAFETY APPLIANCES AND EQUIPMENT: Category E Passenger vessels Annexure 2 of National Small Vessel Safety Regulations, 2007.

| Safety Item No | Description | Remarks | √ |
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| 1 | Approved Life-jacket<br>To be fitted with the following:<br>a) Whistle<br>b) Lifting loop<br>c) Retro–reflective material<br>d) Approved light if operated at night<br><br>These devices provide face-up flotation | One life-jacket per person aboard.<br><u>Level 100</u> – Offshore conditions for vessels operating less than 5 miles offshore (SANS 12402-4)<br>Refer to the latest Marine Notice: New Compulsory standards for life-jackets used on South African Vessels<br><br>Life-jackets must be worn:<br>1. By every child under 12 years of age on deck at all times when the vessel is underway.<br>2. By any other person on board a vessel at such times as the skipper may direct.<br>3. By every person on board including the skipper whenever the vessel operates in rough sea or water conditions. | |
| 2 | Approved Buoyancy aid<br>(Working Lifejacket)<br><br>To be fitted with the following:<br>a) Whistle<br>b) Lifting loop<br>c) Retro–reflective material<br>d) Approved light if operated at night<br><br>These devices provide for continuous wear and provide lift, without significant face-up turning ability | It is accepted that it may be impractical to wear an approved life-jacket for specific operations onboard. Additional approved buoyancy aids must be provided for the crew for the following operations:<br><br><u>Commercial Passenger Vessels</u>:<br>a) When performing any work on deck at night.<br>b) When carrying out any other work where there is a risk of being lost overboard<br>c) Every crew member on a vessel less than seven metres in overall length when operating within 1 nautical mile from shore<br>d) At such times as the skipper may direct.<br>e) Whenever the vessel operates in rough sea or water conditions.<br><br>The limitations of a buoyancy aid must be taken into account by the skipper and the use of such buoyancy aid in lieu of a lifejacket should only be allowed when circumstances dictate as determined by a proper risk assessment by the skipper. | |
| 5 | Approved projectile flare set | Minimum of 6 flares, unexpired. | |
| 9 | Approved Hand Held Smoke Marker | Unexpired | |
| 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 | |
| 11 | Hand-held spotlight with own 12 V battery | <u>ONLY</u> required on dive boats operating at night. | |
| 13 | Ships bell or sound signalling device capable of making the signal “R” | <u>ONLY</u> required on vessels of 20m or more in overall length.<br>(“R” is Morse Code . - . ) | |
| 15 | Code Flag “A” (rigid) | <u>ONLY</u> required on dive boats | |
| 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. | |
| 18 | Marine VHF or 29MHz radio to be fitted as appropriate to area of operation | VHF to have at least channel 16 and one other working channel, 29Mhz to have local marine channels A, B and C<br>An annual ship station licence to be obtained from ICASA.<br>The skipper to be in possession of a Restricted Radio Telephone Operators Certificate for vessels fitted with VHF radio equipment. | |
| 21 | Depth sounding device or hand lead line | <u>ONLY</u> required on dive boats | |

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| 24 | Suitable approved fire extinguishers | One per engine, 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).<br>Serviced annually by an approved DOTFAS .<br>See latest Marine Notice for SAMSA approved DOTFAS Stations | |
| 25 | Power-driven or hand operated fire pump with hose | Required only for passenger vessels of 9m or more in overall length. The hose must be capable of reaching all parts of the vessel and of delivering a jet of water of at least 3m in length, through an adjustable jet or spray nozzle of no less than 5mm in diameter | |
| 27 | Grab-line fitted to outside of gunwale | Required ONLY for dive boats. Not required for vessels equipped with a secured boarding ladder extending into the water. | |
| 28 | Capsize rope for use when vessel is inverted in the water | ONLY for inflatable vessels and ski-boats less then 9 (nine) metres in overall length. Rope to be attached when proceeding to sea. | |
| 29 | Full set of sails, including storm sails | ONLY required on sailing vessels | |
| 32 | Proper patent anchor and chain, with a suitable length of rope for the area of operation | *Length of chain:*<br>Vessels of 6 (six) metres and more - at least 5 (five) metres<br>Vessels under 6 (six) metres - at least 3 metres<br>*Length of Rope:*<br>At least 100 metres<br>Inspect weak link. | |
| 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. | |
| 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.<br>To include an elementary first-aid manual such as the publication entitled *First on the Scene*, published by *St Johns Ambulance*.<br>Not required if installed power is 15 horsepower, or less. | |
| 37 | Suitable air bellows and repair kit | ONLY required on inflatable vessels | |
| 38 | SAMSA Approved self inflating life-raft capable of carrying all persons aboard | Stowed on deck or in a readily accessible position.<br>The raft must be serviced annually by an approved life-raft servicing agent.<br>It is strongly recommended that life-rafts be fitted with hydrostatic release units<br>Refer to the latest Marine Notice regarding provision of life-rafts | |
| 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. | |
| Annex 2 Para 3(1) | Marking of equipment | All life-jackets, buoyancy aids, life-buoys, Dan-buoys, flares, 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. | |