South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 7 June 2018

Marine Notice No. 20 of 2018

New Building Procedures – Ships and Boats

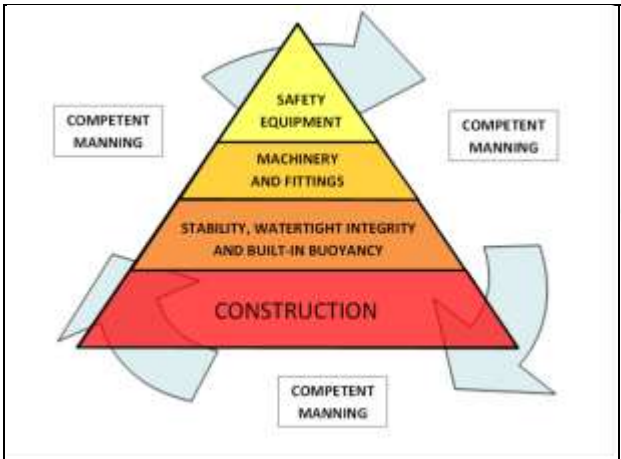
TO SHIP/BOAT BUILDERS, NAVAL ARCHITECTS, VESSEL OWNERS, REGIONAL MANAGERS, PRINCIPAL OFFICERS, REGISTRAR OF SHIPS AND SURVEY STAFF.

Summary

The following marine notice provides guidance to industry on processes to be followed for plan approval and SAMSA attendance during a new building, of a ship or boat to achieve compliance with the Merchant Shipping Act 57 of 1951 and supporting regulations applicable to Non-SOLAS convention ships (class vessels) and boats (category vessels).

1. INTRODUCTION

The Merchant Shipping Act and supporting regulations address vessel construction in a compliance based manner while the process of building a ship/boat is a dynamic one which requires evaluation of all elements and continuous confirmation that the changing of one or more parameters has not affected others negatively. The difference between the two approaches can be represented as follows:



Regulatory Compliance-based Approach

Ship/boat design process

While the design process is meant to be completed before submission of plans to the Authority, it is important to realise that requirements for regulatory changes may affect other elements of the vessel design. It is accordingly important for SAMSA to play a timely role in the plan approval and survey process to avoid requirements for changes late in a project which may cause delays and additional costs or even affect the operational capability of the end product.

It is also important for the owner/builder to understand the legislative framework in which he/she is working to allow SAMSA the opportunity to identify area's of non-compliance at an early stage for the same reasons as those outlined above.

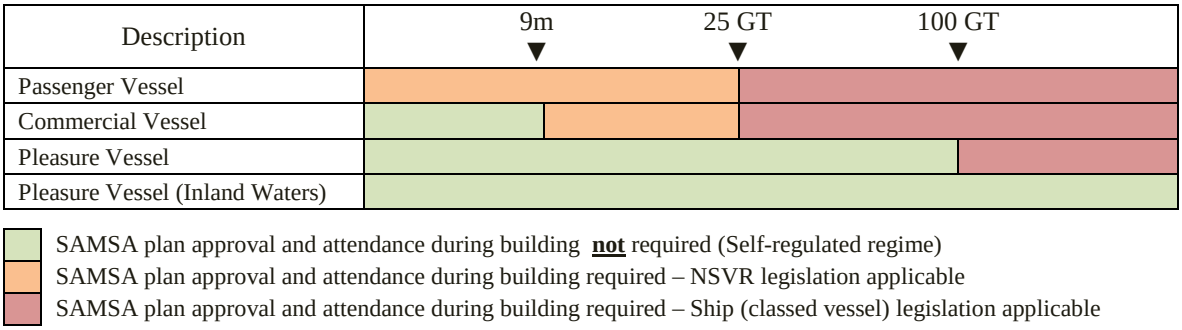
2. REGULATORY REQUIREMENT

This marine notice communicates SAMSA policy to be applied to new buildings to achieve compliance with the Merchant Shipping Act, Act 57 of 1951 and supporting regulations for classed and category vessels. The following legislation applies:

Applicable Legislation	Passenger Vessels	Cargo Vessels	Fishing Vessels	Pleasure Vessels		Comm-ercial Vessels	Inland water vessels
	Class I, II, IIA, V, VI	Class VII, VIII IX, IXA	Class X	Class XI, XII	< 100 GT	< 25 GT	All
Merchant Shipping Act, Act 57 of 1951	X	X	X	X	X	X	X
Ship Registration Act, 1998	X(1)	X(1)	X(1)	X(1)	X(1)	X(1)	
Ship Registration Regulations, 2002	X(1)	X(1)	X(1)	X(1)	X(1)	X(1)	
Licencing of Vessels Regulations, 2002	X(2)	X(2)	X(2)	X(2)		X(2)	X(2)
Load Line Regulations, 1968	X(3)	X(3)				X(3)	
Tonnage Regulations, 1986	X	X	X	X	X	X	
Collision Regulations, 2005	X	X	X	X	X	X	X
Construction Regulations, 1968	X	X	X	X			
Safety of Navigation Regulations, 1968	X	X	X	X			
Life Saving Equipment Regulations, 1968	X	X	X	X			
MS (Radio Installation) Regulations, 2002	X	X	X	X			
MS (National Small Vessel Safety) Regulations, 2007					X	X	X

Notes
(1) For vessels required to be registered.
(2) For vessels which are not registered and operate in South African waters.
(3) Excluding commercial vessels with registered length < 14m

SAMSA approval of plans and particulars and attendance during construction is required for all classed and for some category vessels. The table below summarises the attendance requirements (The area's marked in orange represents the category vessels and the areas marked in red, the classed vessels).



For Category (Small) Vessels

It is the responsibility of the owner to submit plans to the Principal Officer to ensure proper plan approval and attendance during construction in accordance with applicable legislation and SAMSA policy. In cases where SAMSA is approached regarding vessels which are below the identified lower limits, consultancy services may be provided, however, the Principal Officer will give careful consideration before entering into a complete new building process. The following approaches should be followed:

a. Commercial Vessels < 9m If requested, SAMSA should provide the owner/builder with advice on applicable requirements (These vessels included in SAMSA regulatory mandate for new buildings but excluded by policy – Marine Notice 13).

b. Pleasure vessels < 100GT If requested, SAMSA may provide the owner/builder with advice on applicable requirements but should clarify that pleasure vessels < 25 GT may be attended by safety officers of Authorised Agency's, with S.A. Sailing additionally delegated to attend pleasure vessels < 100GT (These vessels are not included in SAMSA's regulatory mandate for new buildings).

Regulation 4(5)(a) of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 does allow the Authority to dispense with the approval and attendance during construction process if the builder is an "approved builder", however there is currently no regime for approval of builders. Plan approval and some attendance during construction is accordingly required for all of the vessels identified above.

For Class Vessels

The Construction Regulations, 1968 stipulates requires that plans and particulars be submitted to the authority for approval for all classed vessels (Regulation 6 – Passenger Vessels and Regulation 149 – Boats).

It is further required that the classed vessels be attended during construction and for dock and sea trials to confirm that the new building is:

a. Constructed in accordance with the approved plans and particulars.

b. Constructed in accordance with the applicable legislation.

It is the responsibility of the Principal Officer to ensure proper plan approval and attendance during construction in accordance with applicable legislation and SAMSA policy.

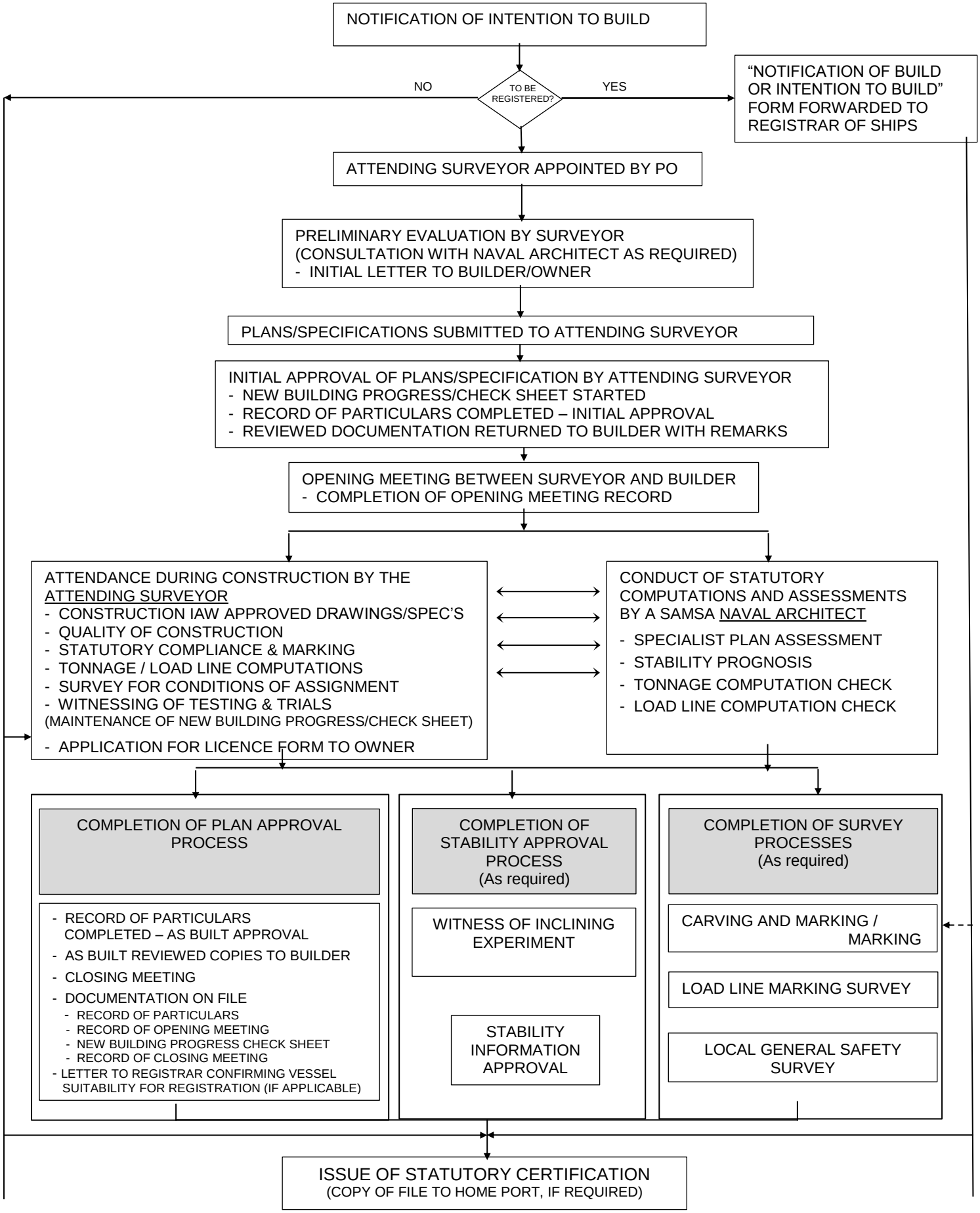
For Class and Category Vessels

SAMSA attendance to new buildings must not be taken lightly - A completed vessel should be in existence for many years and a vessel which is not constructed in accordance with applicable legislation could be unsafe but may also cause many problems for SAMSA to deal with at a later stage which may be costly and/or result in delays to the vessel which the owner will regard as being unnecessary especially if SAMSA attended the vessel during its construction - The adage "Problems downstream are a result of problems upstream" is particularly true in the case of new buildings.

Ship/boat new building processes and supporting forms required to be used to ensure statutory conformance in an efficient and thorough manner are addressed in the following sections.

3. NEW BUILDING PROCESS

The new building process (excluding invoicing) can be summarised by the below flow chart:



3.1 Notification of Intention to Build

The Merchant Shipping (Notice of Building of Vessels) Regulations, 2002 requires that all persons intending to build a vessel which is required to be licenced or registered submit a "Notification of Building or Intention to Build a Vessel" to a SAMSA Proper Officer.

On receipt of the completed "Notification of Building or Intention to Build a Vessel" form (See Appendix A), the Principal Officer will:

a. Forward the form to the Registrar of Ships if the vessel is to be registered.

b. Appoint an attending surveyor for the new building.

Vessel Registration In the event of the vessel being required to be registered, the registrar will forward the owner advice on documentation required for registration which may include, but not be limited to:

a. Application for name approval (OP1108/2).

b. Declaration of ownership (OP1108/3).

c. Engine Particulars (OP1108/4).

d. Registered agent details (OP1108/7).

e. Application for registration and prescribed characteristics (OP1109/1).

Vessel Licencing If the vessel is not to be registered it will need to be licenced and an "Application for Licence" (TV5/55) must be forwarded to the owner. On receipt of the completed application, the surveyor must confirm that the application complies with the Licencing of Vessels Regulations, 2002, and then allocate a vessel marking (DT No.) which must be communicated to the owner and required to be marked on the vessel.

Note: Commercial vessels used on inland waters require a licence. In these cases the "Application for Licence" should be accompanied by a letter confirming local authority permission for the vessel operation. The local authority is the body responsible for the stretch of water on which the vessel will be operated and may include a Municipality, Provincial Authority, the Department of Water Affairs or a private owner.

3.2 Initial Evaluation and Letter by Attending Surveyor

The attending surveyor, appointed by the Principal Officer, is required to evaluate the information provided on the "Notification of Building or Intention to Build" form and to send the builder/owner an initial letter (See Appendix B) detailing SAMSA's requirements.

Two important issues are:

a. Is SAMSA attendance to the new building required?

SAMSA attendance is not required for commercial vessels < 9m, pleasure vessels < 100GT and any pleasure vessel to be used on inland waters only (self-regulated regime).

Additionally attendance to new buildings is only required if the vessel(s) is to be on the South African register or if the vessel is to be licenced for operation in South African waters.

b. What is the status of the new building?

The new building process is meant to start prior to the building of the ship/boat, however there are occasions where SAMSA is contacted after a vessel is completed or near the end of the process. This practice is referred to as a "Fait Accompli's" and potentially places SAMSA in a compromised position where the opportunity to confirm some elements of the construction may have been missed. The builder/owner must then be firmly advised that he will be required to prove compliance retro-actively and it is accordingly important to communicate the urgency of submitting appropriate plans and specifications. The new building may also be at an intermediate stage of construction in which case the attending surveyor will again need to communicate the importance of submitting plans and specifications as soon as possible.

"Fait Accompli's" for passenger vessels- refer to Marine Notice No.11 of 2013.

Following from the initial evaluation, the surveyor is required to provide the builder/owner with an initial letter detailing SAMSA's requirements for the new building. Standard initial letters are included as Appendix B. There are two standard letters:

a. Standard Initial Letter (Appendix B1) issued when the new building process has been correctly initiated by the builder/owner. There are two categories of standard initial letters; one for category (small) vessels and one for class Non-SOLAS Convention size vessels:

b. "Fait Accompli" Initial Letter (Appendix B2) issued when the new building process has not been correctly initiated by the owner/builder and SAMSA is presented with an already completed vessel.

Note: A "fait accompli" letter for small (category) vessels only is provided as it is not envisaged that owners/builders would embark on the building of a class vessel without informing SAMSA.

In the event that the vessel is at an intermediated stage of construction at the time of a "Notification of Build or Intention to Build" being received, the surveyor must use discretion in deciding whether to issue a standard initial letter (emphasising the importance to the builder of aligning the new build process as quickly as possible) or to issue a "Fait Accompli" initial letter.

3.3 Initial Approval of Plans / Specifications

On receipt of the requisite plans and specifications, the attending surveyor is required to review the information provided to confirm compliance with applicable legislation.

To manage the approval process, the surveyor must start completing a "New Building Progress/Check Sheet" (See Appendix E) to ensure that all of the required elements of the new building survey are addressed and to maintain a record of time spent for the plan and specifications approval as well as attendance to the new building.

For the evaluation of the submitted drawings and specifications, the surveyor must make use of the "Record of Particulars" form (See Appendix D) which will guide the surveyor through the approval process. It should be noted that the form is a guide and does not replace the requirement for the attending surveyor to reference the relevant regulations.

"Record of Particular" forms are provided for three (3) vessel types:

a. Passenger Vessel; Class V or Class VI

b. Non Passenger Vessel – Class VII, VIIA, VIII, IX, IXA, X, XI & XII

c. Small (Category) Vessels – All vessels subject to the NSVR.

The "Initial Approval" blocks on the form should be used to summarise the approvals carried out. The output of the plan and specification approval process is a communication to the builder confirming that the approval process has been carried out and:

a. Advising of additional information required.

b. Providing review remarks on the plans and specifications provided.

The review remarks are made on the plans/specifications or on a separate sheet by placing a SAMSA Stamp on the document and listing the review remarks as follows:

Note: A SAMSA "Approved" stamp should only be used on drawings or documents that are to be displayed on the vessel

eg. Safety plan or stability book.

One copy of the reviewed plans and specifications must be returned to the builder as soon as possible after receipt and the second copy retained for SAMSA records.

3.4 Opening Meeting between Attending Surveyor and Builder

As soon as possible after receiving the required plans and particulars the attending surveyor must arrange for an opening meeting with the builder (This meeting could take place before receipt of all required plans and particulars, if requested by the builder and the attending surveyor is of the opinion that it might add value to the new building process).

The purpose of the opening meeting is to:

a. Clarify the statutory services required with the builder for the vessel being built.

b. To gain an understanding of the planned timescales for the new building project.

Regulation 4(3) of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 require that the builder or owner must advise SAMSA in writing at least 7 days before -

- Commencing building;
- Commencing planking, plating or laminating;
- Completing the fitting of all underwater fittings, rudder gear and propeller shafts;
- Launching of the vessel; and,
- Undertaking trials.

The builder should accordingly provide planned dates for the above (which would of course be subject to change given the nature of ship/boat building).

c. To address any requirement for additional inspections or testing e.g. for Non-destructive testing, tank inspections any other miscellaneous inspections which may be considered necessary.

d. To obtain clarity on the ship/boat yard quality system

Clarity must be obtained on the quality system i.e. quality of managers and artisans, suitability of processes (e.g. weld specifications) and equipment used, control of materials, test and inspection and defect management procedures.

The builder may have a structured and accredited quality system which will ease the task of the attending surveyor, however, if not the case, the attending surveyor must ensure that the systems used will facilitate the building of a satisfactory boat/ship.

e. To obtain clarity on the vessel (hull) design

Recommended practice is that the vessel be designed in accordance with a naval architect specification and/or in accordance with the rules of a classification society or international or local standard. In these cases, the construction plans for the vessel must be endorsed by the person or organisation attesting to the vessel construction.

In some cases, and normally for smaller vessels, the vessel hull design will be in accordance with the design of a similar vessel of proven operation. Normally a record of a minimum of 3 years successful operation should be provided. In these cases, the builder should endorse the construction plan(s) to this effect.

Attention must be paid to the above required endorsements so that SAMSA does not take direct responsibility for the hull structural design.

f. To ensure understanding of vessel plans and specification requirements

The plan approval process requires the submission of plans and specifications for approval prior to the start of the new building as well as final approval of as-built drawings. It must be ensured that the plan approval and plan revision process is clearly understood and agreed by all parties.

g. To ensure that the Builder / Owner is aware of SAMSA fee structure and policy

To establish which party is responsible for payment of SAMSA fees, to confirm the correct invoicing details and to make the responsible party aware of the SAMSA fees which will be due for attendance to the new building.

A “Record of Opening Meeting for a New Building” Form (See Appendix C) must be used to record the opening meeting and must be signed by the builder and attending surveyor on completion thereof.

3.5 Attendance During Construction

With the plan and specification approval and opening meeting completed, all that is required is for the attending surveyor to inspect the new building at key intervals with additional visits, if considered necessary. At the time of inspecting the vessel, attention must be paid to the following elements:

a. Construction in accordance with approved plans and particulars.

b. Quality of workmanship.

c. Conduct of statutory computations e.g. tonnage and/or load line computations and completion of statutory records e.g. Record of Conditions of Assignment. These computations/records are then sent to a SAMSA naval architect for checking.

d. Continued statutory compliance i.e. changes to the vessel may result in alternative or additional regulations becoming applicable.

e. Correct statutory marking of vessels e.g. Marking, Carving and Marking (Name, port of registry, draught marks, official number, register tonnages and Load line marking.

f. Witnessing of testing and trials e.g. blueing of shaft taper(s), tank pressure testing, functional testing of windlass, steering gear, communications, harbour and sea trials (Note that approval is required for sea trials, normally in the form of a short term local general safety certificate).

3.6 Completion of the Plan Approval Process

On completion of the new building, the administrative processes must be completed. The following elements must be addressed:

a. Plan and Particulars approval

The approved plans and particulars must be revisited to ensure that all review comments have been satisfactorily addressed and that the latest revisions of drawings have been provided which reflect the as built configuration of the vessel.

The "Record of Particulars – New Building" form must be revisited and the "as built" approval block sections completed. On completion, the surveyor should re-endorse any new plans and particulars received and sign off the record.

A copy of the final reviewed drawings must be provided to the builder.

b. Closing Meeting

A closing meeting must be held between the builder and the attending surveyor to ensure that the SAMSA attendance is closed out correctly with all documentation provided. Payment of due invoices should also be confirmed at this time.

Any suggested improvements related to the new building process should also be recorded on the "Record of Closing Meeting" Form (See Appendix F).

c. Documentation on File

The attending surveyor must ensure that all documentation related to the new building is correctly filed within SAMSA. Document filing should be as follows (Some listed documents may not be required):

Description	Home Port Operational File	Registrar of Ships	Naval Architecture File (Cape Town Office/Durban)
Notice of Building or Intention to Build	X	X	
Application for Licence (Completed by Owner)	X		
Signed Carving and Marking Note	X	X	
Initial New Building Letter	X		
Record of Opening Meeting	X		
Record of Particulars Form	X		X
Reviewed Plans and Particulars			X
Record of Closing Meeting	X		
Tonnage computation			X
Tonnage Certificate	X	X	
Record of Conditions of Assignment	X		X
Load Line Computation			X
Load Line Marking Note	X		X
Buoyancy Certificate	X		
Small Passenger Vessel Stability Record	X		X
Record of Witnessing of Inclining Experiment			X
Approved Stability Book			X
Survey Invoices	X		
Survey Receipts	X		
Defect lists and other communications	X		

d. Invoicing

The attending surveyor must ensure that the builder or owner is correctly invoiced for the attendance. The "New Building Progress/Check Sheet" should be used to ensure that hour-based services are correctly invoiced.

4. COMPLETION OF BUOYANCY/STABILITY APPROVAL PROCESS

The attending surveyor is also responsible for ensuring that the new building is provided with the correct buoyancy or stability information. New buildings will require one of the following:

a. Buoyancy Certificate

b. Small Passenger Vessel Stability Record

c. Approved stability statement/book

The attending surveyor should identify which type of information is required as soon as possible and communicate this to the builder / owner.

4.1 Buoyancy Certificate

All small vessels, with few exceptions (some small vessels, vessels carrying liferafts in lieu of built-in buoyancy and passenger vessels which are provided with approved intact and damaged stability information) are required to be provided with a buoyancy certificate Marine Notice 8 of 2012 provides guidance on required buoyancy and the format of buoyancy certificates.

4.2 Small Passenger Vessel Stability Record

Small passenger vessels carrying up to 20 passengers may prove intact and damaged stability compliance practically or theoretically against criteria contained in the small vessel regulations. Owners electing to prove compliance practically are required to conduct a heeling test which must be witnessed and recorded by a SAMSA surveyor with the Small Passenger Vessel Stability Record required to be approved by the Principal Officer.

4.3 Stability Statement or Book

All class vessels will require some form of approved stability information, however, vessels to which the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 apply (category vessels) are not normally required to be provided with approved stability information. There are however three exceptions:

a. Passenger Vessels Small passenger vessels carrying more than 20 passengers are required to comply with intact and damaged stability criteria as required by the safety of Navigation Regulations, 1968.

b. Fishing vessels with freezers on deck As a result of the capsize of four u/25 GT chokka fishing vessels, with blast freezers on deck, Marine Notice 26 of 2008 was issued requiring approved stability information for this category of vessels.

c. Identified Risk Vessels In essence, a surveyor may require an owner to demonstrate/prove that his/her vessel has sufficient "reserve of positive stability" if it is considered that the inherent design or stated operation of the vessel does not render automatic compliance.

An example of this would be small vessels which are sometimes converted to operate as offshore supply vessels. This type of operation introduces a requirement for the carriage of additional persons and cargo on deck which the vessel may not originally have been designed for. In cases such as this, SAMSA may require that stability information be generated and approved to confirm the stability characteristics of the vessel for the envisaged operation.

In cases where stability information is required it is important that a stability prognosis, confirming vessel compliance with applicable criteria, be submitted for SAMSA review as soon as possible (The worst time to establish that a vessel is non-compliant is at the end of the new building process).

On completion of the new building, an inclining experiment would then be required to confirm the lightship particulars estimate of the stability prognosis and submit final copies of the stability book for approval.

Inclining experiments are conducted by external naval architects but must be witnessed by a SAMSA surveyor. The surveyor witnessing the inclining experiment is required to record particulars of the inclining experiment and to forward these particulars to the SAMSA naval architect responsible for approving the submitted stability book. The correctness of the inclining experiment report is a critical part of determining the vessels lightship particulars and stability characteristics.

5. COMPLETION OF SURVEY PROCESSES

Final surveys are required for the issue of statutory certification before the vessel may proceed to sea. The final surveys may not be carried out by the attending surveyor, however, the following principles are important.

a. Certificate of Registry Vessels requiring to be registered must be in possession of a SAMSA issued Certificate of Registry before any other statutory certification may be issued.

b. Communication of Statutory Requirements The statutory requirements of the required surveys must be communicated to the owner / builder as soon as possible in the survey process.

c. Plan and Stability Information Approval Plan approval and buoyancy or stability approval processes must be completed before the issue of statutory certification.

CONCLUSION

The new building process is a complex one requiring surveyors to draw on their ship/boat construction knowledge and to apply their knowledge of the applicable legislation to the new building so as to facilitate the construction of a compliant vessel as efficiently as possible.

A sound understanding of the contents of this marine notice and the supporting forms will aid the attending surveyor with the process and ensure that communications with the builder/owner are conducted as simply and efficiently as possible.

This marine notice is published to provide clarity on legislation applicable to new buildings with the aim of reducing the loss of life of persons and property and pollution of the environment, and may be reviewed from time to time.

List of Appendices

Appendix A -	Notification of Building or Intention to Build a Vessel (OP-1108/1)
Appendix B1.1 -	Initial Letter – New Building (Class Vessel – Non-SOLAS Convention Size)
Appendix B1.2 -	Initial Letter – New Building (Category Vessel)
Appendix B2 -	Initial Letter – "Fait Accompli" (Category Vessel)
Appendix C -	Record of Opening Meeting for New Building
Appendix D1 -	Record of Particulars - Passenger Vessel; Class V or Class VI
Appendix D2 -	Record of Particulars - Non Passenger Vessel; Class VII, VIIA, VIII, IX, IXA, X, XI & XII
Appendix D3 -	Record of Particulars - Small (Category) Vessels – All vessels subject to the NSVR.
Appendix E -	New Building Progress/Check Sheet
Appendix F -	Record of Closing Meeting for New Building

7 June 2018

SM6/5/2/1

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REPUBLIC OF SOUTH AFRICA

SOUTH AFRICAN MARITIME SAFETY AUTHORITY

Ship Registration Act, 1998 (Act No. 58 of 1998)

REPUBLIEK VAN SUID-AFRIKA

SUID-AFRIKAANSE MARITIEME VEILIGSHEID OWERHEID

Wet op Skeepsregistrasie, 1998 (Wet No. 58 van 1998)

NOTIFICATION OF BUILDING OR OF INTENTION TO BUILD A VESSEL.
AANMELDING VAN DIE BOU VAN OF VAN VOORNEME OM 'N VAARTUIG TE BOU

Name of owner/Naam van eienaar .....

Address of owner/Adres van eienaar .....

.

Name of builder/Naam van bouer .....

Address of builder/Adres van bouer .....

Type of vessel (e.g. cargo, tanker, tug, fishing boat, etc.)/Tipe vaartuig (bv. Vragskip, tenkskip, sleepboot, vissersboot, ens

.....

Builder's dimensions (length, breadth, depth)/Afmetings van bouer (lengte, breedte, diepte) .....

Steam or motor engine (if any)/Stoom- of motormasjien (as daar is) .....

Power of engines (state shaft power or indicated power)/Drywing van masjiene (meld asdrywing of indikateurdrywing) .....

Number of propellers/Getal skroewe .....

Value of vessel (estimated)/Waarde van vaartuig (beraamde) .....

Intended Port of *Registration/License
Voorgenome *registrasie-/Lisensiehawe .....

† Proposed name of vessel/Voorgestelde naam van vaartuig .....

Proposed date of completion/Voorgestelde voltooiingsdatum .....

THE FOLLOWING INFORMATION SHOULD BE SUPPLIED IN RESPECT OF VESSELS (INCLUDING TRAWLERS), OTHER THAN FISHING BOATS
ONDERSTAANDE INLIGTING MOET VERSKAF WORD TEN OPSIGTE VAN VAARTUIE (MET INBEGRIP VAN TREILERS) BEHALWE VISSERSBOTE.

Number of decks/Aantal dekke .....

Stern (transom, cruiser, etc.)/Agterstewe (helbalk kruiser, ens.) .....

Number of masts/Getal maste .....

Material of hull/Materiaal van romp .....

Stem (straight or raked)/Voorstewe (reguit of hellend) .....

Number of watertight bulkheads/Aantal waterdigte beskotte .....

DECLARATION – VERKLARING

I,....., the undersigned, hereby delcare that I *intend to build/am building a vessel, particulars of which appear above, and which when completed will be *registered/licensed in the Republic.

Ek,....., die ondergetekende, verklaar dat ek *voornemens is om 'n vaartuig te bou/'n vaartuig bou, waarvan besonderhede hierbo verskyn, en wat by voltooiing in the Republiek *geregistreer/gelisensieer word.

Date
Datum.....

.....
Signature of declarant
Handtekening van verklaarder

* Delete words which do not apply
Skrap woorde wat nie van toepassing is nie.
† Ships which are to be registered should have their names approved
Goedkeuring moet verkry word vir die name van skepe wat geregistreer moet word

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SM/12/1/5 ## #### 20##

The Owner/Builder

NEW BUILDING – NON-SOLAS CONVENTION SIZE VESSEL – CONSTRUCTION REQUIREMENTS FOR STATUTORY COMPLIANCE

The received "Notification of Building or of Intention to Build a Vessel" form dated ## #### 20## refers.

The following letter is provided to advice on the SAMSA processes of plan review and attendance during construction for the identified vessel.

Vessel Classification

From the information provided it appears that the vessel operation will be as for (Delete not applicable);

a. Class V;
b. Class VI;
a. Class VII < 500 GT;
b. Class VIIA < 500 GT;
c. Class VIII < 500 GT;
d. Class IX;
e. Class IXA;
f. Class X;
g. Class XI;
h. Class XII.

Applicable Legislation

From the information provided it appears that the vessel will be subject to the following legislation (Items marked with an X :

	DESCRIPTION
X	Merchant Shipping Act, Act 57 of 1951, as amended.
	Ship Registration Act, 1998 and Ship Registration Regulations, 2002
	Merchant Shipping (Licencing of Vessels) Regulations, 2002
	Tonnage Regulations, 1986
	Collision Regulations, 2005
	Maritime Occupational Safety Regulations, 1994
	Load Line Regulations, 1968
	Construction Regulations, 1968
	Safety of Navigation Regulations, 1968
	Life Saving Equipment Regulations, 1968
	Regulations under the Prevention and Combatting of Pollution of the sea by oil act, 1984
	Prevention of Pollution by Garbage from Ships Regulations, 1992
	Merchant Shipping (Radio Installation) Regulations, 2002
	Merchant Shipping (Dangerous Goods) Regulations, 1997
	Merchant Shipping (Navigation Bridge Visibility) Regulations, 2004

Please note that the identified applicable legislation may change should additional information be provided/established related to the vessel construction or operation at a later date.

Plans and Particulars

For confirmation of the vessel's construction and particulars, you are required to submit the following plans and particulars for review:

1. Plans	
	a. a fully dimensioned longitudinal elevation showing position of bulkheads, hatchways and deckhouses, crew spaces, etc.
	b. a fully dimensioned midship section showing scantlings of shell, decking, bulwarks, frames, doors, stringers and beams
	c. a series of fully dimensioned plan views showing particulars of deck openings, ventilators and air pipes and tanks
	d. an engine room layout plan
	e. a pumping arrangement plan
	f. a propeller shaft arrangement plan
	g. a rudder and steering arrangement plan
	h. engine seating arrangement
	i. an electrical circuit diagram.
	j. Lines Plan
	k. Stability Prognosis (incorporating hydrostatic and cross curve data)
	l. Freeboard/Condition of Assignment plan
	m. Safety Plan
2. Particulars	
	a. All principal hull members stating the materials, including keel, stem, sternpost, beams, frames, floors, shell and deck and their fastenings
	b. machinery arrangements including auxiliary machinery
	c. fire, bilge and ballast pumping arrangements
	d. fuel pumping arrangements
	e. underwater fittings
	f. bulkheads
	g. hatchways, hatch coamings and covers
	h. deckhouses
	i. doors, sills, side scuttles and escape hatches
	j. bulwarks
	k. ventilation
	l. tanks
	m. anchors and cables and windlass (if any)
	n. winches, masts, derricks
	o. steering gear
	p. crew accommodation
	q. lifeboat stowage and launching arrangements (if any)
	r. other life-saving equipment including fire-fighting arrangements
	s. navigation lights and sound signals
	t. electrical arrangements
	u. medicines.

The plans and particulars must be sufficient for it to be confirmed that the vessel complies with applicable legislation. The overriding principle is to keep the information required to a minimum and in as simple a format as possible and plans may be combined to achieve this. The attending surveyor may however also require that additional information be provided.

IMPORTANT: SAMSA is not able to provide formal advice on the statutory requirements of a vessel without being provided with the information indicated above.

Two (2) sets of the above-mentioned plans and particulars are required to be submitted in hard copy to our offices for review prior to start of construction of the new building. One copy will be returned to you with review comments, and the other retained for our records.

Following review of the submitted plans and particulars, the attending surveyor may require submission of additional information.

Opening Meeting

The attending surveyor will subsequently arrange an opening meeting with yourself at which time the following will be addressed:

a. Initial remarks following from review of submitted plans and particulars
b. Additional statutory/technical requirements
c. Building schedule and required attendance during construction
d. Manning and safety equipment requirements for the stated operation
e. Ship building facility quality requirements
f. Applicable fees

Gross Register Tonnage

The register tonnage of the vessel will be required to be measured. The General Arrangement drawing and Lines Plan must accordingly be of a suitable scale to allow accurate measurements to be taken for computation of the vessels register tonnages.

Drawings should accordingly be provided to a scale of 1:25 or in the case of larger vessels, the largest standard scale able to be provided on an A1 drawing sheet.

Load Line Certification

Vessels with a registered length of 14m or more are required to be surveyed and certificated in accordance with the load line regulations (Not applicable to pleasure or fishing vessels). In order for the load line to be calculated, requisite drawings and the stability prognosis must be submitted as soon as possible.

Vessel Stability

Approved stability information will be required for the vessel. A stability prognosis showing compliance with applicable criteria should be submitted for review as soon as possible. On completion of the new building, an inclining experiment will be required to be carried out to confirm the lightship particulars estimated for the stability prognosis and to finalise approved loading conditions for the vessel.

MARPOL Compliance

Various MARPOL annexes may apply to your vessel as follows:

a. Annex 1 - Prevention of Pollution by Oil (Oil tanker ≥150GT, Other ships ≥ 400GT).
b. Annex IV - Prevention of Pollution by Sewage (All vessels ≥ 200GT; vessels < 200GT certificated to carry more than 10 persons).
c. Annex V - Prevention of Pollution by Garbage (All ships).
d. Annex VI - Prevention of Pollution by Air (Ships ≥ 400GT).

The specific requirements for certification will be communicated to you at the time of the opening meeting.

Radio Installations

The vessel will be required to be provided with radio and other communications equipment based on its area of operation. The specific requirements for the radio installation will be communicated to you at the time of the opening meeting or as soon as possible thereafter.

Attendance during Construction

The vessel will be attended during construction by the attending surveyor in accordance with statutory requirements as communicated to you at the time of the opening meeting.

As-built Plans and Particulars

On completion of the vessel, two (2) copies of the finally reviewed as-built vessel plans and particulars will be endorsed by SAMSA with one (1) copies provided to yourself and the remaining copy being retained for our records. This means that additional hard copies of previously provided drawings and revised drawings and particulars may need to be provided.

Issue of Statutory Certification

The building process is not a safety survey. It is required that final survey(s) be carried out for issue of a “Local General Safety Certificate” (and possibly other statutory certificates) for the vessel’s stated operation after the new building process is completed. Arrangements for these surveys should be carefully planned to be completed in the latter stages of the building process so as to avoid delays.

It should be noted that these surveys may not necessarily be conducted by the attending surveyor to the new building.

Closing Meeting

On completion of the new building, a closing meeting must be scheduled between yourself and the attending surveyor to ensure that all statutory processes have been completed, including the provision of final copies of plans and particulars and final invoicing.

The closing meeting will also offer an opportunity to discuss the new building process followed and to make recommendations for continuous improvement.

Note on Vessels Built under Rules of a Classification Society

SAMSA strongly recommends and in certain case may insist that vessels be built in accordance with the hull and machinery rules of a classification society (Maintenance of class on completion of the building is a separate consideration). In these cases, owners are still required to submit the above plans and particulars for review, however, the attending surveyor will take the fact that the vessel is being built under attendance by a stated classification society into account when considering the scope of attendance required.

Initial Actions Required

You are kindly requested to submit the requisite plans and particulars to our offices and to make arrangements with the attending surveyor for the opening meeting.

Please do not hesitate to contact the writer should you have any queries.

Yours sincerely

(##############)
Attending Surveyor –

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Cape Town 8001

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SM/12/1/5 ## #### 20##

The Owner/Builder

NEW BUILDING – SMALL (CATEGORY) VESSEL - CONSTRUCTION REQUIREMENTS FOR STATUTORY COMPLIANCE

The received "Notification of Building or of Intention to Build a Vessel" form dated ## #### 20## refers.

The following letter is provided to advice on the SAMSA processes of plan review and attendance during construction for the identified vessel.

Applicable Legislation

From the information provided it appears that the vessel will be subject to the following legislation (Items marked with an X :

	DESCRIPTION
X	Merchant Shipping Act, Act 57 of 1951, as amended.
X	Merchant Shipping (National Small Vessel Safety) Regulations, 2007
X	Collision Regulations, 2005
X	Maritime Occupational Safety Regulations, 1994
X	Marine Notice 13
	Ship Registration Act, 1998 and Ship Registration Regulations, 2002
	Merchant Shipping (Licencing of Vessels) Regulations, 2002
	Tonnage Regulations, 1986
	Load Line Regulations, 1968

Please note that the identified applicable legislation may change should additional information be provided/established related to the vessel construction or operation at a later date.

Plans and Particulars

For confirmation of the vessel's construction and particulars, you are required to submit the following plans and particulars for review in accordance with the below table (Items marked with an X).

	DESCRIPTION
	1. General Arrangement Drawing(3)
	2. Construction Plan (Steel/Aluminium - Midship section drawing; GRP - Midship lay-up description)
	3. Lines Plan(1)(3)
	4. Stability Prognosis
	5. Safety Plan
	6. Passenger Seating Plan
	7. Navigation lights plan
	8. Description/Drawing/Schematic of the following Vessel Particulars/Arrangements (As Applicable)(4)
	1. Built-in Buoyancy / Liferaft Provisions(2)
	2. Hatches and Hatch Coamings
	3. Guard rails / Bulwarks

	4. Towing Arrangements
	5. Hull Fittings to the underwater part of the hull (inlets and discharges)
	6. Ventilators
	7. Engine(s) Installation
	8. Fuel Tanks
	9. Electrical Arrangements
	10. Emergency Steering Arrangements
	11. Bilge Pumping Arrangements
	12. Visibility (incl windows) at the steering position
	13. Maintenance arrangements of propulsion and steering machinery
	14. Crew Accommodation
	15. Gas appliances
	16. Additional passenger vessel provisions
	17. Additional dive vessel provisions

Notes

(1) Only normally required on passenger vessels over 12 m overall length or where a tonnage computation is necessary and the owner does not accept the "short method" of computation (See paragraph on Register Tonnage below).

(2) A Buoyancy certificate is not required if a vessel carries a SAMSA-approved life raft.

(3) Required drawing scale; 1:25

(4) The plans and particulars must be sufficient to confirm compliance with the Merchant Shipping (National Small Vessel Safety) Regulations; Regulation 6, Annex 1, paragraphs 1 to 17

The plans and particulars must be sufficient for it to be confirmed that the vessel complies with applicable legislation. The overriding principle is to keep the information required to a minimum and in as simple a format as possible and plans may be combined to achieve this. The attending surveyor may however also require that additional information be provided.

IMPORTANT: SAMSA is not able to provide formal advice on the statutory requirements of a vessel without being provided with the information indicated above.

Two (2) sets of the above-mentioned plans and particulars are required to be submitted in hard copy to our offices for review prior to start of construction of the new building. One copy will be returned to you with review comments, and the other retained for our records.

Following review of the submitted plans and particulars, the attending surveyor may require submission of additional information.

Opening Meeting

The attending surveyor will subsequently arrange an opening meeting with yourself at which time the following will be addressed:

a. Initial remarks following from review of submitted plans and particulars

b. Additional statutory/technical requirements

c. Building schedule and required attendance during construction

d. Manning and safety equipment requirements for the stated operation

e. Boat building facility quality requirements

f. Applicable fees

Gross Register Tonnage

The register tonnage of the vessel may be required to be measured in the event that it is considered that the vessel may be more than 25 GT, for non-pleasure vessels, or more than 100 GT, for pleasure vessels and in every case for class vessels.

Tonnage computation requirements will normally be communicated to you at the time of the opening meeting but in any event as soon as it is realised that a requirement for a tonnage computation exists.

The tonnage regulations state that the under deck volume of new vessels of less than 24m length may be calculated from the formula, V = K x L x B x D with;

V = Volume of the hull up to the upper deck.
K = 0.65 in the case of ships having standard sheer and 0.60 in the case of ships having substantially less than standard sheer (as determined by the load line regulations).
L = Length of the upper deck
B = the breadth; and
D = the moulded depth.

When this method, referred to as the "short method" is used, the vessel tonnage is normally able to be determined from a scale General Arrangement drawing with a Lines Plan not being required. If the builder/owner is not satisfied with the tonnage result determined using this method of calculation, a more accurate computation may be carried out in accordance with the Tonnage Regulations, however a scale lines plan is required to be submitted in this case.

Load Line Certification

Vessels with a registered length of 14m or more are required to be surveyed and certificated in accordance with the load line regulations (Not applicable to pleasure or fishing vessels). If the vessel's registered length is more than 14m, the attending surveyor will normally communicate SAMSA requirements at the time of the opening meeting but in any event as soon as it is realised that the load line regulations apply to your vessel.

Vessel Stability / Buoyancy Certificate

With the exception of passenger vessels, approved stability information is not normally required unless the attending surveyor is of the opinion that the vessel construction or mode of operation is such that the stability characteristics of the vessel need to be proved. The stability requirements applicable to your vessel will be communicated to you at the time of the opening meeting or as soon as it is identified that a requirement for confirmation of the vessels stability characteristics exists.

The majority of vessels are however required to be provided with a "Buoyancy Certificate" confirming compliance with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007. The attending surveyor will provide guidance on this requirement at the time of the opening meeting.

In the event that stability information is required, a stability prognosis, showing compliance with applicable criteria must be submitted to SAMSA for review as soon as possible. On completion of the new building, an inkling experiment will then normally be required to be carried out to confirm the lightship particulars estimated for the stability prognosis.

Attendance during Construction

The vessel will be attended during construction by the attending surveyor in accordance with statutory requirements as communicated to you at the time of the opening meeting.

As-built Plans and Particulars

On completion of the vessel, two (2) copies of the finally reviewed as-built vessel plans and particulars will be endorsed by SAMSA with one (1) copies provided to yourself and the remaining copy being retained for our records. This means that additional hard copies of previously provided drawings and revised drawings and particulars may need to be provided.

Issue of Statutory Certification

The building process is not a safety survey. It is required that final survey(s) be carried out for issue of a “Local General Safety Certificate” (and possibly other statutory certificates) for the vessel’s stated operation after the new building process is completed. Arrangements for these surveys should be carefully planned to be completed in the latter stages of the building process so as to avoid delays.

It should be noted that these surveys may not necessarily be conducted by the attending surveyor to the new building.

Closing Meeting

On completion of the new building, a closing meeting must be scheduled between yourself and the attending surveyor to ensure that all statutory processes have been completed, including the provision of final copies of plans and particulars and final invoicing.

The closing meeting will also offer an opportunity to discuss the new building process followed and to make recommendations for continuous improvement.

Initial Actions Required

You are kindly requested to submit the requisite plans and particulars to our offices and to make arrangements with the attending surveyor for the opening meeting.

Please do not hesitate to contact the writer should you have any queries.

Yours sincerely

(##############)
Attending Surveyor

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SM 12/1/5 ## ### 20##

The Owner/Builder

NEW BUILDING – SMALL (CATEGORY) VESSEL - "FAIT ACCOMPLI" – CONSTRUCTION REQUIREMENTS FOR STATUTORY COMPLIANCE

The received request for certification of your vessel as a ################## dated ## #### 2013 refers.

Please note that SAMSA has no construction record of your vessel. Regulation 4(1)(a) of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 requires the submission of plans and specifications for the vessel for approval by SAMSA.

The vessel is accordingly regarded as a "Fait Accompli" vessel and in order for SAMSA to consider the issue of statutory certification, retro-active review of your vessels plans and specifications will be required.

From the information provided it appears that the vessel will be subject to the following legislation (Items marked with an X):

	DESCRIPTION
X	Merchant Shipping Act, Act 57 of 1951, as amended.
X	Merchant Shipping (National Small Vessel Safety) Regulations, 2007
X	Collision Regulations, 2005
X	Maritime Occupational Safety Regulations, 1994
X	Marine Notice 13
	Ship Registration Act, 1998 and Ship Registration Regulations, 2002
	Merchant Shipping (Licencing of Vessels) Regulations, 2002
	Tonnage Regulations, 1986
	Load Line Regulations, 1968

Please note that the applicable legislation identified may change should additional information be provided/established related to the vessel construction or operation at a later date.

For confirmation of the "Fait Accompli" vessel's construction, you are required to submit the following information, plans and particulars for review (Items marked with an "X"):

	DESCRIPTION
	1. General Arrangement Drawing[3]
	2. Construction Plan (Steel/Aluminium - Midship section drawing; GRP - Midship lay-up description)
	3. Lines Plan[1][3]
	4. Stability Prognosis
	5. Safety Plan
	6. Passenger Seating Plan
	7. Navigation lights plan
	8. Description/Drawing/Schematic of the following Vessel Particulars/Arrangements (As Applicable)[4]
	1. Built-in Buoyancy / Liferaft Provisions[2]
	2. Hatches and Hatch Coamings
	3. Guard rails / Bulwarks

	4. Towing Arrangements
	5. Hull Fittings to the underwater part of the hull (inlets and discharges)
	6. Ventilators
	7. Engine(s) Installation
	8. Fuel Tanks
	9. Electrical Arrangements
	10. Emergency Steering Arrangements
	11. Bilge Pumping Arrangements
	12. Visibility (incl windows) at the steering position
	13. Maintenance arrangements of propulsion and steering machinery
	14. Crew Accommodation
	15. Gas appliances
	16. Additional passenger vessel provisions
	17. Additional dive vessel provisions

Notes

(1) Only normally required on passenger vessels over 12 m overall length or where a tonnage computation is necessary.

(2) A Buoyancy certificate is not required if a vessel carries a SAMSA-approved life raft.

(3) Required drawing scale; 1:25

(4) The plans and particulars must be sufficient to confirm compliance with the Merchant Shipping (National Small Vessel Safety) Regulations; Regulation 6, Annex 1, paragraphs 1 to 17

The plans and particulars must be sufficient for it to be confirmed that the vessel complies with applicable legislation. The overriding principle is to keep the information required to a minimum and in as simple a format as possible and plans may be combined to achieve this. The attending surveyor may however also require that additional information be provided.

SAMSA is not able to provide formal advice on the statutory requirements of a vessel without being provided with the information indicated above.

Two (2) sets of the above-mentioned plans and particulars are required to be submitted in hard copy to our offices for review prior to start of construction of the new building. One copy will be returned to you with review comments, and the other retained for our records.

Following receipt of the information a review will be carried out and you will be advised of SAMSA's decision and additional requirements for vessel safety certification for the proposed operation. This process may involve the requirement for require submission of additional information.

IMPORTANT – Submission of the required plans and particulars does not imply automatic approval. SAMSA acceptance of the proposed vessel will be subject to the review process and, in the case of proposed passenger vessels not built in accordance with the rules of a classification society, the approval of the Regional Manager will be additionally required.

Should SAMSA indicate that the vessel construction is regarded as suitable for the proposed operation, an attending surveyor will be appointed who will subsequently arrange a meeting with yourself to confirm the measures/actions required for certification which may include;

a. Remarks following from review of submitted plans and particulars

b. Additional technical requirements

c. Required SAMSA attendance

d. Manning and safety equipment requirements for the stated operation

Following the surveyor attendance it will be required that final survey(s) be carried out for issue of a “Local General Safety Certificate” (and possibly other statutory certificates) for the vessel’s stated operation.

Yours sincerely

Principal Officer

SM 12/1/5

RECORD OF OPENING MEETING
for
NEW BUILDING

(NON-SOLAS CONVENTION SIZE VESSEL)

GENERAL INFORMATION

Name of Builder:						
Address of Builder:						
Type of Vessel:						
Yard No.						
Sister Ships:						
Vessel Category:						
Decked/Partially decked/Open:						
Material(s) of Construction:						
Description of Operation:						
No. of Crew / Passengers						
Classification Society						
Principal Particulars:	Length Overall:		Breadth:		Depth:	

STATUTORY CERTIFICATION/SERVICES REQUIRED

	Certificate of Registry;
	Licence;
	Tonnage Certificate;
	Local General Safety Certificate;
	Load Line Certificate;
	IOPP Certificate
	ISPP Certificate
	IAPP Certificate
	Stability Assessment and approval;
	Buoyancy Certificate
	SOPEP Manual Approval
	Other

Additional remarks

ATTENDANCE DURING CONSTRUCTION

Planned dates for:

	Commencement of framing;
	Commencing planking, plating or laminating;
	Completing the fitting of all underwater fittings and rudder gear and propeller shafts;
	Launching of the vessel;
	Undertaking dock trials;
	Undertaking sea trials

The builder shall notify SAMSA a minimum of 7 days before completion of the above and arrange for a scheduled inspection of the vessel.

Additional Inspections

a. NDT of welds The following scope of NDT inspection is agreed (may be expanded during construction if deemed necessary by the surveyor):

NDT Type	Number of Inspections
Radiograph	
MPI	
Dye Penetrant	
Ultrasonic	
Other	

Additional remarks

b. Testing of Watertight Compartments

	A plan for the testing of watertight compartments (tanks, bulkheads, doors) will be submitted to SAMSA for review. Inspection and testing will be carried out in accordance with the agreed plan.

Additional remarks

c. Miscellaneous inspections

	Unscheduled inspections may take place at any time during the vessel construction (The builder is to give free access on board and in workshops to the surveyor). SAMSA to advise of likely intervals of unscheduled inspections.

Additional remarks

YARD QUALITY SYSTEM

Quality Management System

	The yard has implemented a quality management system.
	The quality management system is accredited.

Name of accredited quality management system eg. ISO 9001/2008 and accreditation organisation

_____

Describe risk mitigation measures if yard has not implemented a quality management system.

Vessel Design

The vessel design will be in accordance with:

	Naval architect specification
	Rules of classification society
	International standard
	National standard
	Design of similar vessel of proven operation (minimum 3 years successful operation)
	Other

Additional remarks eg. name of classification society or standard (An entry must be made if “Other” is selected)

Drawings

	Required drawings (2 hard copies) have been submitted to SAMSA for review.
	Drawing revisions will be managed by the yard.
	A minimum of 2 hard copies of as-built drawings will be provided to SAMSA on completion of the vessel (1 x SAMSA copy; 1 x Builder copy).

Additional remarks

Fabrication Standard

The yard fabrication standard is in accordance with:

	IACS Guideline No.47
	SANS 12215; Part 4
	Other standard(s)

Additional remarks

Steel/Aluminium Vessels

	A system of controlling the material(s) used on the vessel is in place.
	Qualified weld procedure specifications are in place for the welding of steel/aluminium
	Certificated welders are used by the yard.
	A system of identifying welders carrying out welds on the vessel is in place.
	A system is in place to ensure that required NDT is carried out and recorded.
	A system is in place for correction of identified non-conformities.

Additional remarks

Fibre Re-inforced Vessels

	A system of controlling the material(s) used on the vessel is in place.
	A system of ensuring correct material preparation and curing times is in place.
	A system is in place to ensure that required NDT is carried out and recorded.
	A system is in place for correction of identified non-conformities.

Additional remarks

Defect Rectification Process

The agreed procedure for correction of identified defects is as follows:

SAMSA Invoicing

	The person/company responsible for payment of SAMSA fees has been confirmed.
	SAMSA fees and payment policy has been communicated to the responsible person/company.

Name of Responsible Person/Company: _____

Contact Person: _____

Invoice address : _____

_____

Email Address: _____

Telephone No. _____

Fax No. _____

Additional remarks

Ship Builder Representative:

Name: _____

Position: _____

Contact No. _____

Signed: _____

At: _____

Date: _____

SAMSA Attending Surveyor:

Name: _____

Position: _____

Contact No. _____

Signed: _____

At: _____

Date: _____

SM 12/1/5

RECORD OF PARTICULARS

NEW BUILDING – NON-SOLAS CONVENTION SIZE VESSEL (CLASS V & VI)

FOR COMPLIANCE WITH REGULATION 6 OF THE CONSTRUCTION REGULATIONS, 1968

PARTICULARS OF SHIP

NAME	OFFICIAL NUMBER	PORT OF REGISTRY	REGISTERED LENGTH [m]	CLASS

INSERT PHOTO HERE	INSERT PHOTO HERE

SURVEYOR REPORT

I hereby declare that on _____ , I completed*;

a. Approval of plans and particulars;

b. Inspection of the vessel during construction;

and that subject to recommended exemptions summarised at the end of this record:

1. The vessel complies with applicable provisions of the Construction Regulations, Load Line Regulations, Safety of Navigation Regulations and Life Saving Appliances Regulations,1968.
2. The vessel complies with applicable provisions of the Collision Regulations, 2005.
3. The vessel complies with applicable provisions of the Merchant Shipping (Radio Installation) Regulations, 2002.
4. The vessel complies with applicable provisions of the Crew Accommodation Regulations, 1961.
5. The vessel complies with applicable provisions of the MARPOL Convention 73/78, as amended.

_____ (Name & Signature)

_____ (Date)

* Delete not applicable

GENERAL INFORMATION

This document (with supporting information) provides a record of the vessel construction and outfitting to confirm compliance of the vessel construction with applicable legislation.

NB - This document is a guideline for surveyors to assist with the plan approval and attendance to new building process from a statutory perspective. It does not replace applicable legislation which surveyors are required to reference and be knowledgeable of.

The record must be completed following receipt of plans and particulars to facilitate approval of submitted information and appropriate communication to the builder/owner – Compliance must be indicated in the "Initial Approval" spaces. At the end of the new building process, compliance must be re-confirmed and indicated in the "As-Built Approval" spaces. The attending surveyor must initial the approval blocks, enter an actual value or make a "N/A" entry, as appropriate.

The "Record of Particulars" is primarily used for New Buildings but may also be used for evaluation of a "Fait Accompli" vessel or for the conduct of a pre-registry survey.

Statutory certification should not be issued before this record has been completed.

Name of Builder:						
Place of Build:						
Type of Vessel:						
Description of Operation:						
Decked/Partially decked/Open						
Material of Construction:						
Date Construction Started:						
Date Construction Completed:						
Principal Particulars:	Length Overall:		Breadth:		Depth:	
Maximum Number of Persons	Crew		Passengers:			

SUMMARY OF VESSEL PLANS AND PARTICULARS (Use separate page(s) if necessary)

DESCRIPTION	DRAWING/DOCUMENT NUMBER	Revision No.

VESSEL CONSTRUCTION

Construction Regulations, Regulation 5

The structural strength of every ship shall be sufficient for the service for which the boat is intended.

Initial Approval	As-built Approval	
		Vessel constructed iaw naval architect specification
		Vessel constructed iaw rules of classification society
		Vessel constructed iaw international standard
		Vessel constructed iaw national standard
		Other

Additional remarks e.g. Name of classification society or standard (An entry must be made if “Other” is selected)

VESSEL STABILITY

Safety of Navigation, Regulation 7

The owner of every chapter II ship shall cause to be kept on board the ship such information in writing about the stability of the ship as is necessary for the guidance of the master in loading and ballasting the ship.

Marine Notice 6 of 2000

. . . A cargo ship safety equipment, passenger ship safety certificate or Local General Safety Certificate may not be issued unless there is on board at the time of the relevant survey a valid SAMSA-approved stability booklet.

Initial Approval	As-built Approval	
		Stability prognosis submitted for review.
		Vessel stability evaluated by inclining experiment and submission of stability information for approval.

Additional remarks (An entry must be made if “Other” is selected). Supporting information should be provided with this folder.

LOAD LINE ASSIGNMENT

Merchant Shipping Act

"load line ship" means any ship of 14 metres or more in length, which is not solely engaged in fishing and is not a pleasure yacht

"international load line ship" means a load line ship of 24 metres or more in length, which is engaged on an international voyage

Initial Approval	As-built Approval	
		Not Applicable – Vessel is not a load line vessel
		Scantling draught provided
		Stability prognosis/file provided
		Conditions of Assignment Record completed.
		Load Line exemptions issued
		Load Line marking completed
		Subdivision Load Line marking completed

Description / Additional Remarks

CONSTRUCTION REGULATIONS, CHAPTER II – WATERTIGHT SUBDIVISION
(Not applicable to open or partially decked class V vessels or class VI vessels carrying fewer than 151 passengers)

Construction Regulations, Reg 8, 13, 14 – Watertight Subdivision

Initial Approval	As-built Approval	
		The vessel is subdivided by watertight bulkheads which are watertight to the bulkhead deck and of adequate construction.
		The maximum length of each watertight subdivision has been determined.
		Watertight bulkheads are not pierced by doorways, ventilation trunks or other similar openings
		Valves and cocks not forming part of a pipe system are not fitted in watertight bulkheads.
		Watertight bulkheads pierced by pipes, scuppers, and electric cables or similar are provided with watertight provisions in way of the fittings.
		The collision bulkhead is not pierced by more than 1 pipe below the margin line and any pipe piecing the collision bulkhead is provided with a screw-down valve operable from above the bulkhead deck with the valve chest secured to the forward side of the collision bulkhead.

Description / Additional Remarks

Construction Regulations, Reg 9 – Peak and Machinery Space bulkheads, shaft tunnels, etc

Initial Approval	As-built Approval	
		The collision bulkheads position, construction and vertical extent is correct.
		The aft peak and machinery space watertight bulkheads are correct.
		Stern tube watertight arrangements are satisfactory.

Description / Additional Remarks

Construction Regulations, Reg 11 – Stability in the Damaged Condition

Initial Approval	As-built Approval	
		The vessel is able to survive flooding of the requisite number of adjacent compartments based on its required factor of subdivision.
		Provided cross flooding arrangements are able to operate/be operated efficiently to ensure that the maximum and final heel angles will not endanger the safety of the ship.

Description / Additional Remarks

Construction Regulations, Reg 12 – Ballasting

Initial Approval	As-built Approval	
		Fuel tanks are not configured for the carriage of water ballast.

Description / Additional Remarks

Construction Regulations, Reg 19 – Openings in the shell plating below the waterline

Initial Approval	As-built Approval	
		Side scuttles below the margin line are of the non-opening type and are fitted with permanently attached efficient deadlights.
		Automatic ventilating side scuttles are not provided below the margin line.
		Inlet and discharge pipes are provided with valves which are of the correct material, type and configuration.

Description / Additional Remarks

Construction Regulations, Reg 20 – Side and Other Openings above the waterline

Initial Approval	As-built Approval	
		Side scuttles, windows and other openings in the shell plating above the margin line and their means of closing are of efficient design and construction.
		Side scuttles located below the first deck above the bulkhead deck are provided with efficient deadlights.

Description / Additional Remarks

Construction Regulations, Reg 21 – Weatherdeck

Initial Approval	As-built Approval	
		All openings on exposed weatherdecks have coamings of sufficient height and strength and are able to be closed weathertight.
		Freeing ports, rails and/or scuppers are sufficient to rapidly clear the weatherdeck(s) of water.

Description / Additional Remarks

CONSTRUCTION REGULATIONS, CHAPTER IIA – WATERTIGHT SUBDIVISION

(Applicable to open or partially decked class V vessels or class VI vessels carrying fewer than 151 passengers)

Construction Regs, Reg 25 & Safety of Navigation Regs, Chapter XV – Openings in the sides of the ship

Initial Approval	As-built Approval	
		Effective means is provided for preventing the accidental admission of water into the ship through any openings in the side of the ship.
		Side scuttles below the margin line are of the non-opening type, are watertight and of sufficient strength.
		Watertight doors, side scuttles and other openings below the margin line are able to be efficiently closed watertight.
		All openings on exposed weatherdecks have coamings of sufficient height and strength and are able to be closed weathertight.

Description / Additional Remarks

Construction Regulations, Reg 28, 31, 32, 33, 34, 35, 36 & 37 – Bilge Pumping Arrangements

Initial Approval	As-built Approval	
		An efficient pumping plant is provided for the drainage of any watertight compartments in the ship.
		Efficient arrangements are provided to ensure that water entering a watertight compartment will find its way to a bilge suction point.
		The required number and type of power and hand driven bilge pumps are provided with correct capacity(s).
		Fitted hand bilge pumps are capable of being worked from a position above the bulkhead deck.
		The internal diameter of main, direct and branch piping is correct.
		Bilge pumps and piping arrangements are arranged so that each required bilge pump is able to draw water from each of the provided bilge suctions.
		The direct suctions in the vessels machinery space are arranged so that water may be pumped from each side of the space through the direct suction to the independent power pumps.
		One of the machinery space sea water circulating pumps (or other suitable independent pump) is provided with a direct suction allowing for operation as an emergency bilge suction. The spindle of the direct suction valve extends above the engine room platform.
		Each bilge suction branch, except hand pumps provided with one suction, is provided with a readily accessible stop valve.
		Where a bilge pump is fitted with a connection to the sea a readily accessible non-return valve is provided which prevents water from flowing from the sea into the bilges when the connection to the sea and the bilge valves are open at the same time.
		Arrangements are provided to ensure that damage to a pipe in one watertight compartment through collision or grounding will not result in flooding to another watertight compartment.
		Bilge piping, strainers and valves or cocks and their joining arrangements are of satisfactory size, type and material
		A high level bilge alarm is provided for the machinery space which is audible and visible in the machinery space and conning position.

Description / Additional Remarks

Construction Regulations, Reg 38 – Sounding Pipes

Initial Approval	As-built Approval	
		Tanks are provided with suitable means for ascertaining their level.
		Sounding pipes are provided at accessible positions above the bulkhead deck.
		Sounding pipes are provided in machinery spaces at accessible positions above the platforms and provided with self-closing cocks.
		Striking plates are fitted in tanks below sounding pipes.

Description / Additional Remarks

Construction Regulations, Reg 40, 44 & 45 – Electrical Equipment & Installations

Initial Approval	As-built Approval	
		Electrical equipment and installations are such that the ship and persons on board are protected against electrical hazards.
		Electrically operated services essential for the safety of the ship and of persons on board can be maintained under emergency conditions.
		Electrical equipment and the installation thereof is such that there will be no danger to persons handling it in the proper manner.
		Separate electrical circuits are clearly marked. All circuits with the exception of the ships steering gear are protected against overloading and short circuit. Overload protection devices are marked with the current capacity of the circuit it protects and its rating.
		Electrical cabling is flame retardant.
		Electrical cabling is adequately supported (including for the eventuality of fire)
		Main and emergency switchboards are arranged to give easy access to the front and back without danger to any person.
		Storage batteries are housed in adequately ventilated boxes/compartments.
		Intrinsically safe electrical arrangements are provided in areas where flammable mixtures may exist e.g. paint stores.

Description / Additional Remarks

Construction Regulations, Reg 68 & 69 – Fire Protection and Divisions

Initial Approval	As-built Approval	
		The hull, structural bulkheads, decks and deck houses are constructed of steel.
		The ship is exempted from being constructed from steel but is provided with fire retardant insulation in the machinery spaces, fire detection arrangements and a remote smothering systems.
		Accommodation spaces are separated from machinery spaces by ‘A’ Class divisions.

Description / Additional Remarks

Construction Regulations, Reg 71, 72 – Boilers & Machinery

Initial Approval	As-built Approval	
		The machinery, boilers and other pressure vessels are of design and construction adequate for the intended service.
		All pressure vessels and their mountings have been subjected to satisfactory hydraulic pressure test.
		Means is provided to facilitate cleaning and inspection of pressure vessels.

Description / Additional Remarks

Construction Regulations, Reg 73 – Machinery

Initial Approval	As-built Approval	
		Main and auxiliary machinery is provided for the propulsion and safety of the ship with effective means of control.
		The machinery is able to be brought into operation when initially no power is available.
		Machinery is provided with adequate protection e.g. from overspeed.
		Protective guards are provided where necessary for protection of the crew under normal operating conditions.

Description / Additional Remarks

Construction Regulations, Reg 74 – Power for going astern

Initial Approval	As-built Approval	
		The vessel is able to go astern with sufficient power.
		The vessels ability to go astern has been satisfactorily demonstrated.

Description / Additional Remarks

Construction Regulations, Reg 75 – Shafts

Initial Approval	As-built Approval	
		The construction of all vessel shafts is satisfactory.

Description / Additional Remarks

Construction Regulations, Reg 78 – Air Pressure Systems

Initial Approval	As-built Approval	
		Air receivers and other pressure fittings are capable of withstanding the assigned design pressure(s).
		A minimum of 1 compressor and 1 air receiver is provided. The capacity of the air receiver is sufficient to provide the main engine with 12 consecutive starts if a reversible engine or 6 consecutive starts if a non-reversible engine.
		The air receiver(s) are provided with a fusible plug (Required if safety valves are fitted on the piping, not the air receiver), condensate drain and relief valve(s) to prevent overpressure.
		Air piping has been correctly pressure tested.
		The piping configuration of the air pressure system is correct.

Description / Additional Remarks

Construction Regulations, Reg 79 – Cooling Systems

Initial Approval	As-built Approval	
		An efficient cooling water system is provided.
		Sea water suctions are provided with strainers able to be cleaned without interrupting the water supply.
		Exhaust pipes and silencers are efficiently cooled or lagged.

Description / Additional Remarks

Construction Regulations, Reg 79 – Oil systems for lubricating, cooling and control

Initial Approval	As-built Approval	
		An efficient oil system is provided.

Description / Additional Remarks

Construction Regulations, Reg 81, 83 – Oil Fuel Installations & Ventilation

Initial Approval	As-built Approval	
		Oil fuel used on the vessel has a flash point > 65.6^{o}C
		Oil fuel tanks, pumps, filters, etc. are provided with satisfactory save-alls.
		Fuel tanks and arrangements are located away from heated surfaces.
		Fuel tanks have been satisfactorily pressure tested.
		Means is provided to avoid over pressurising the tanks
		The location and usage of fuel tanks is such that arrangements will prevent the accidental flow of oil overboard.
		Fuel tanks and fresh water tanks are not located adjacent to each other.
		The configuration of fuel tank piping and fittings is satisfactory.
		Spaces containing oil fuel tanks or part of oil installations are adequately ventilated.

Description / Additional Remarks

Construction Regulations, Reg 85 – Steering Gear

Initial Approval	As-built Approval	
		An efficient main and auxiliary steering gear arrangement is provided.
		Means of communication is provided between the bridge and auxiliary steering position.
		Rudder indication is provided at the principal steering position.

Description / Additional Remarks

Construction Regs, Reg 88 and Safety of Navigation Regs, Reg 62 – Anchors and Chain Cables

Initial Approval	As-built Approval	
		Anchors and chain cables are sufficient for the intended service of the ship.

Description / Additional Remarks

Construction Regs, Reg 89 and Safety of Navigation Regs, Reg 63 – Hawsers and Warps

Initial Approval	As-built Approval	
		Hawsers and Warps are sufficient for the intended service of the ship.

Description / Additional Remarks

Construction Regulations, Reg 90 – Means of Escape

Initial Approval	As-built Approval	
		Satisfactory means of escape is provided from enclosed spaces.
		At least two satisfactory means of escape are provided from machinery spaces.

Description / Additional Remarks

Construction Regulations, Reg 91 – Guard rails, stanchions and bulwarks

Initial Approval	As-built Approval	
		Bulwarks or guard rails are adequate for the protection of the crew.
		Large diameter freeing ports are protected to prevent persons from falling through.

Description / Additional Remarks

Safety of Navigation Regulations, Chapter III – Magnetic Compasses

Initial Approval	As-built Approval	
		The vessel is provided with an efficient magnetic compass which is readily available at the steering position.

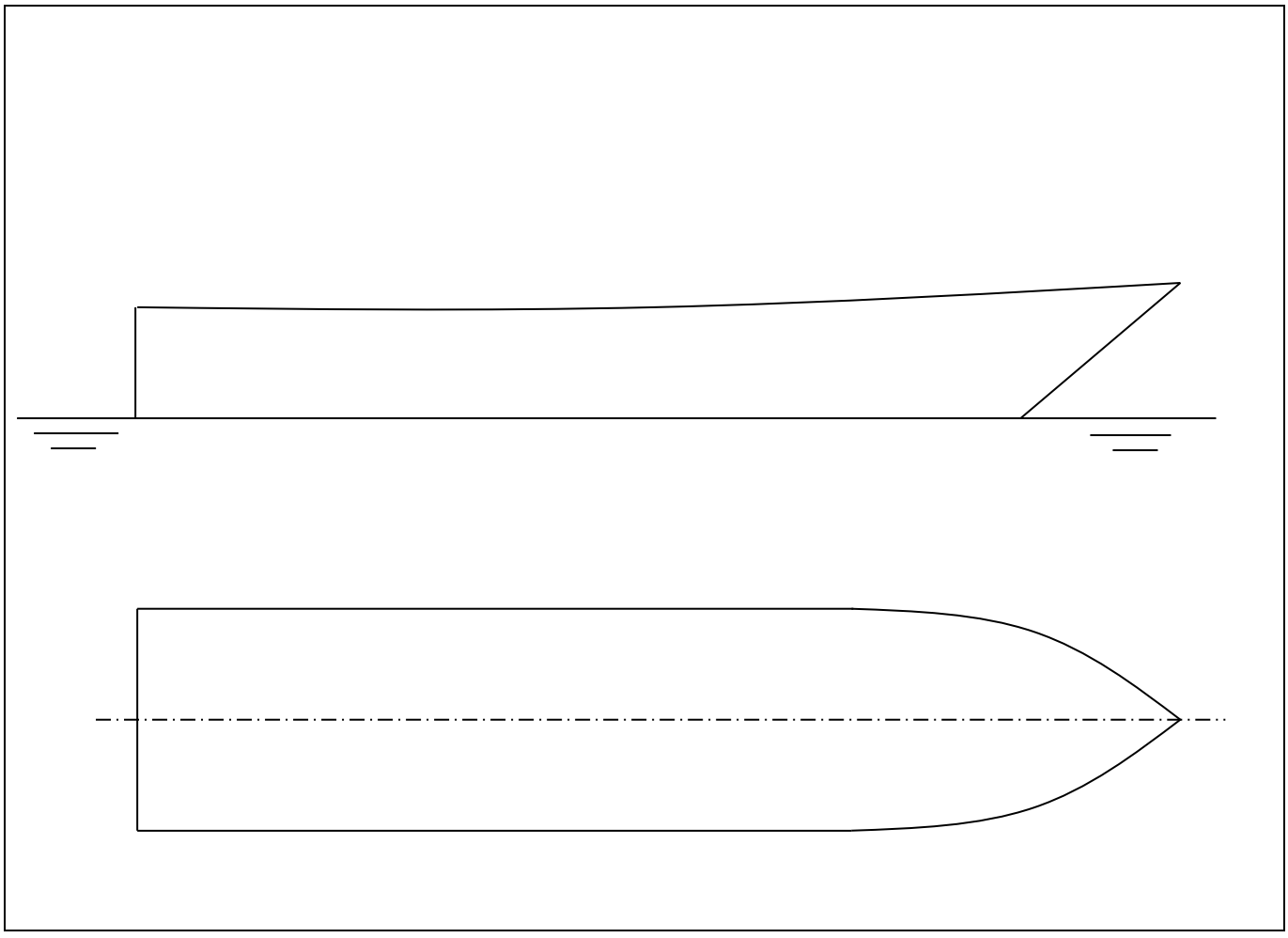
Description / Additional Remarks

Safety of Navigation Regulations, Chapter XIV and Collision Regulations, 2005

Initial Approval	As-built Approval	
		Vessel provisions are such that the vessel is able maintain a proper look-out at all times by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision (Rule 5).
		Suitable arrangements are provided for the exhibition of required shapes (Rule 20).
		The navigation lights provided are of an approved type so that visibility of lights is in accordance with Rule 22.
		The navigation lights provided are in compliance with Rule 23 (Power driven vessels, Rule 24 (Towing and Pushing Vessels), Rule 25 (Sailing vessels under way and vessels under oars), Rule 26 and Rule 20, Annex 2 (Fishing Vessels), Rule 27 (Vessel not under command or restricted in their ability to manoeuvre), Rule 28 (Vessels constrained by their draught, (Rule 29 (Pilot Vessels) and Rule 30 (Vessels anchored and vessels aground) as applicable.
		The vessel is provided with correct equipment for provision of sound signals (Rule 33).
		The vertical positioning and spacing of navigation lights is correct (Rule 20, Annex 1(2))
		The horizontal positioning and spacing of navigation lights is correct (Rule 20, Annex 1(3))

Description / Additional Remarks

Sketch of Navigation Light Positions



Life-saving Equipment Regulations, Part I, Chapter I – Life Saving Appliances

Initial Approval	As-built Approval	
		Lifeboat provisions are correct.
		Rescue boat provisions are correct.
		Liferaft provisions are correct.
		Launching appliance provisions are correct.
		Lifebuoy provisions are correct.

Description / Additional Remarks

Life-saving Equipment Regulations, Part II, Chapter IV – Fire fighting Appliances

Initial Approval	As-built Approval	
		Sufficient fire pumps are provided.
		Fire mains and hydrants are of good construction with satisfactory pipe distribution network and number of hydrants provided for the fighting of fires.
		Sufficient number and types of portable fire extinguishers are provided for accommodation and service spaces.
		A satisfactory fixed fire extinguishing system is provided for the machinery space.
		Sufficient number and types of portable fire extinguishers are provided for machinery spaces.

Description / Additional Remarks

Accommodation Regulations

Note: It is presumed that the class V or class VI passenger vessel do not proceed to sea overnight or for more than 16 hours; viz, crew accommodation arrangements are not required/provided. In cases where this is not the case, the accommodation regulations must be referenced to confirm compliance.

Accommodation Regulations – Crew Accommodation

Initial Approval	As-built Approval	
		Crew accommodation arrangements are satisfactory
		Sufficient water closets and wash basins are provided for the number of passengers carried.
		Crew accommodation is not appropriated for the use of passengers.
		Galley and store rooms are not appropriated for the use of passengers.

Description / Additional Remarks

Merchant Shipping (Radio Installation) Regulations, 2002

Initial Approval	As-built Approval	
		The vessel is provided with satisfactory radio installations for the area of operation
		A ship station licence has been obtained.
		The EPIRB is correctly located on the vessel

Description / Additional Remarks

MARPOL 73/78 as amended

Initial Approval	As-built Approval	
		Arrangements for the Prevention of Pollution by Oil (Annex I) are correct.
		Type approved equipment is installed for the prevention of pollution by oil (Annex I).
		Pipe and discharge connections are correct for the landing of waste oil (Annex I).
		Arrangements for the Prevention of Pollution by Sewage (Annex IV) are correct.
		Pipe and discharge connections are correct for the landing of sewage (Annex IV).
		Arrangements for the Prevention of Pollution by Garbage (Annex V) are correct
		Arrangements for the Prevention of Air Pollution (Annex VI) are correct.
		Fuel tank configurations and/or exhaust configurations are correct (Annex VI).
		Type approved machinery is provided for the prevention of Air pollution (Annex VI).

Description / Additional Remarks

Note: SA is not currently a signatory to MARPOL Annex IV, V & VI.

SUMMARY OF RECOMMENDED EXEMPTIONS

The following exemptions from compliance with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 or Collision Regulations, 1996 are recommended:

Note: The number of exemptions issued to a vessel must be kept to a minimum. The attending surveyor must obtain approval from the Principal Officer and the Principal Officer of the Home Port, if the vessel is to operate from another port, before approving any exemption from applicable regulations.

Regulation	Description	Principal Officer Approval Reference (To be attached to this record)

_____ _____

(Surveyor Name and Signature) (Date)

SM 12/1/5

RECORD OF PARTICULARS

NEW BUILDING – NON-SOLAS CONVENTION SIZE VESSEL
(CLASS VII, VIIA, VIII, IX, IXA, X, XI & XII)

FOR COMPLIANCE WITH REGULATION 149 OF THE CONSTRUCTION REGULATIONS, 1968

PARTICULARS OF SHIP

NAME	OFFICIAL NUMBER	PORT OF REGISTRY	REGISTERED LENGTH [m]	CLASS

INSERT PHOTO HERE	INSERT PHOTO HERE

SURVEYOR REPORT

I hereby declare that on _____ , I completed*;

a. Approval of plans and particulars;

b. Inspection of the vessel during construction;

and that subject to recommended exemptions summarised at the end of this record:

1. The vessel complies with applicable provisions of the Construction Regulations, Load Line Regulations, Safety of Navigation Regulations and Life Saving Appliances Regulations, 1968.
2. The vessel complies with applicable provisions of the Collision Regulations, 2005.
3. The vessel complies with applicable provisions of the Merchant Shipping (Radio Installation) Regulations, 2002.
4. The vessel complies with applicable provisions of the Crew Accommodation Regulations, 1961.
5. The vessel complies with applicable provisions of the MARPOL Convention 73/78, as amended.

_____ (Name & Signature)

_____ (Date)

* Delete not applicable

GENERAL INFORMATION

This document (with supporting information) provides a record of the vessel construction and outfitting to confirm compliance of the vessel construction with applicable legislation.

NB - This document is a guideline for surveyors to assist with the plan approval and attendance to new building process from a statutory perspective. It does not replace applicable legislation which surveyors are required to reference and be knowledgeable of.

The record must be completed following receipt of plans and particulars to facilitate approval of submitted information and appropriate communication to the builder/owner – Compliance must be indicated in the "Initial Approval" spaces. At the end of the new building process, compliance must be re-confirmed and indicated in the "As-Built Approval" spaces. The attending surveyor must initial the approval blocks, enter an actual value or make a "N/A" entry, as appropriate.

The "Record of Particulars" is primarily used for New Buildings but may also be used for evaluation of a "Fait Accompli" vessel or for the conduct of a pre-registry survey.

Statutory certification should not be issued before this record has been completed.

Name of Builder:						
Place of Build:						
Type of Vessel:						
Description of Operation:						
Decked/Partially decked/Open						
Material of Construction:						
Date Construction Started:						
Date Construction Completed:						
Principal Particulars:	Length Overall:		Breadth:		Depth:	
Maximum Number of Persons	Crew		Passengers:			

SUMMARY OF VESSEL PLANS AND PARTICULARS (Use separate page(s) if necessary)

DESCRIPTION	DRAWING/DOCUMENT NUMBER	Revision No.

VESSEL CONSTRUCTION

Construction Regulations, Regulation 147

The structural strength of every boat shall be sufficient for the service for which the boat is intended.

Initial Approval	As-built Approval	
		Vessel constructed iaw naval architect specification
		Vessel constructed iaw rules of classification society
		Vessel constructed iaw international standard
		Vessel constructed iaw national standard
		Other

Additional remarks eg. Name of classification society or standard (An entry must be made if “Other” is selected)

VESSEL STABILITY

Safety of Navigation, Regulation 7

The owner of every chapter II ship shall cause to be kept on board the ship such information in writing about the stability of the ship as is necessary for the guidance of the master in loading and ballasting the ship.

Marine Notice 6 of 2000

. . . A cargo ship safety equipment, passenger ship safety certificate or Local General Safety Certificate may not be issued unless there is on board at the time of the relevant survey a valid SAMSA-approved stability booklet.

Initial Approval	As-built Approval	
		Stability prognosis submitted for review.
		Vessel stability evaluated by inclining experiment and submission of stability information for approval.

Additional remarks (An entry must be made if “Other” is selected). Supporting information should be provided with this folder.

LOAD LINE ASSIGNMENT

Merchant Shipping Act

"load line ship" means any ship of 14 metres or more in length, which is not solely engaged in fishing and is not a pleasure yacht

"international load line ship" means a load line ship of 24 metres or more in length, which is engaged on an international voyage

Initial Approval	As-built Approval	
		Not Applicable – Vessel is not a load line vessel
		Scantling draught provided
		Stability prognosis/file provided
		Conditions of Assignment Record completed.
		Load Line exemptions issued
		Load Line marking completed

Description / Additional Remarks

Construction Regulations, Reg 152 – Hydraulic Testing of Boilers, etc (Pressure Vessels)

The vessel is provided with the following pressure vessels/fittings (Delete not applicable):

Description	Working Pressure	Test Pressure	Test Certificate/ Pressure Test Witnessed
Boilers			
Feed check valves			
Other boiler mountings			
Steam pipes			
Feed pipes			
Feed Heaters			
Evaporator bodies			
Evaporator coils or tubes			
Air receivers			

Initial Approval	As-built Approval	
		Pressure vessels are correctly marked
		Functional test of pressure system(s) witnessed.

Description / Additional Remarks

Construction Regulations, Reg 153 – Safety Valves

Safety valves are correctly fitted, calibrated and marked

Description	Description	Set Pressure	Test Certificate/ Pressure Test Witnessed
Safety Valve No.1			
Safety Valve No.2			
Safety Valve No.3			
Safety Valve No.4			
Safety Valve No.5			

Description / Additional Remarks

Construction Regulations, Reg 155 – Main Engines

Initial Approval	As-built Approval	
		The main engine(s), shafting and propeller(s) are of proven commercial design.

Compressed Air Starting System

Initial Approval	As-built Approval	
		Air receivers and other pressure vessels are capable of withstanding the assigned design pressure(s).
		Air receiver's capacity is sufficient to provide the main engine with 12 consecutive starts if a reversible engine or 6 consecutive starts if a non-reversible engine (delete not applicable).
		Each air receiver or the piping between each compressor and air receiver is set to operate at or below the working pressure assigned.
		The air receiver(s) are provided with a fusible plug (Required if safety valves are fitted on the piping, not the air receiver).
		One air compressor, driven by a prime mover which can be started without compressed air is provided.
		A hand-operated air compressor capable of starting one air receiver within 30 minutes is provided.

Electric Starting System

Initial Approval	As-built Approval	
		A charging unit independent of the main engines is provided.
		Two main engines are provided, each fitted with a charging unit capable of charging both sets of starting batteries.

Petrol/Paraffin engines

Initial Approval	As-built Approval	
		A petrol/paraffin engine is provided with a brake horsepower continuous rating < 50 hp.
		A petrol tank is provided in a safe position outside the engine room.

Alternative starting arrangement

Initial Approval	As-built Approval	
		An alternative acceptable starting arrangement is provided.

Description of accepted satisfactory starting arrangement

Exhaust Arrangements

Initial Approval	As-built Approval	
		Satisfactory silencer arrangements are provided for the main engines.
		Silencers and exhaust pipes are efficiently water cooled, lagged or installed in such a manner that they will create no fire risk.
		Exhaust arrangements are arranged so that there is no risk of water entering the engines or passing back into the vessel.
		Exhaust arrangements are arranged so that there is no risk of exhaust fumes passing back into the vessel.

Description / Additional Remarks

Fuel/Lubricating Oil Pollution

Initial Approval	As-built Approval	
		Metal/lead lined trays with proper means of drainage are provided under engines and fuel tanks, where practicable, to avoid fuel and lubricating oil running into the bilges.
		Every possible precaution has been taken to avoid fuel and lubricating oil running into the bilges.

Description / Additional Remarks

Guards

Initial Approval	As-built Approval	
		Suitable guards are provided in machinery spaces for the protection of personnel.

Description / Additional Remarks

Construction Regulations, Reg 156 – Bilge Pumping Arrangements

Initial Approval	As-built Approval	
		The required number and type of power and hand driven bilge pumps are provided with correct capacity(s).
		Fitted hand bilge pumps are capable of being worked from a position above the bulkhead deck.
		The internal diameter of main, direct and branch piping is correct.
		The capacity of the provided pumps is sufficient.
		Bilge suctions, piping and means of drainage is arranged so that any water which may enter a main compartment can be pumped out through at least one bilge suction and all compartments within the main compartment are arranged to drain to the bilge suction when the vessel is on an even keel and either upright or has a list of 5 degrees.
		Bilge suctions and means for drainage are arranged in such a manner that that any water which enters the vessel is able to drain to at least one bilge suction.
		Every independent power pump has a direct suction in the space that it is situated (not more than two direct suctions required in any one space).
		The direct suctions in the vessels machinery space are arranged so that water may be pumped from each side of the space through the direct suction to the independent power pumps.
		Bilge pumps and piping arrangements are arranged so that each required bilge pump is able to draw water from each of the provided bilge suctions.
		Each bilge suction branch, except hand pumps provided with one suction, is provided with a readily accessible stop valve.
		Where a bilge pump is fitted with a connection to the sea a readily accessible non-return valve is provided which prevents water from flowing from the sea into the bilges when the connection to the sea and the bilge valves are open at the same time.
		Bilge piping, strainers and valves or cocks and their joining arrangements are of satisfactory size, type and material
		A high level bilge alarm is provided for the machinery space which is audible and visible in the machinery space and conning position.

Description / Additional Remarks (A schematic of the arrangements must be provided)

Construction Regulations, Reg 157 – Fuel Tanks

General

Initial Approval	As-built Approval	
		Fuel tanks are of satisfactory construction.
		Baffle plates are provided inside the tanks.
		Fuel tanks have been satisfactorily pressure tested to the maximum expected pressure head or a head of 2.4m above the top of the tank, whichever is greater.

Description / Additional Remarks

Fuel Tanks with capacity > 115 litres

Initial Approval	As-built Approval	
		Are provided with suitable filling pipes to allow filling from the weather deck.
		Are provided with suitable vent arrangements
		Fuel tank vents are provided with anti-flashback gauze able to be readily removed for cleaning.

Description / Additional Remarks

All Fuel Tanks

Initial Approval	As-built Approval	
		Are provided with suitable means for ascertaining the level of the fuel.
		Sounding pipes are provided at accessible positions above the bulkhead deck.
		Sounding pipes are provided in machinery spaces at accessible positions above the platforms and provided with self-closing cocks.
		Striking plates are fitted in tanks below sounding pipes.
		Glass or plastic tubing suitably protected from impact are provided as level gauges for fuel tanks containing fuel with closed test flash point > 52^{o}C with capacity < 115 litres.
		Glass or plastic tubing suitably protected from impact with self-closing valves or cocks (top and bottom) are provided as level gauges for fuel tanks containing fuel with closed test flash point > 52^{o}C with capacity ≥ 115 litres.
		Outlet pipes from fuel tanks are fitted with cocks or valves which are readily accessible at all times and are able to be operated from outside the compartment in which the tank is situated.
		Fuel tank positions are remote from heated surfaces.

Description / Additional Remarks

Construction Regulations, Reg 158 – Underwater fittings (NB - Load Line Regulations may also apply)

Initial Approval	As-built Approval	
		Valves or cocks are fitted in a satisfactory manner as close to the hull as possible to all suction and discharge pipes which pass through the hull below the weatherdeck.
		Pump discharges with Ø < 40mm which discharge above the load waterline are provided which are not fitted with hull valves or cocks
		Keel cooling systems are provided which are not fitted with hull valves or cocks.
		Scuppers passing from the weatherdeck to the ship side above the load waterline are provided which are not fitted with hull valves or cocks.

Description / Additional Remarks

Construction Regulations, Reg 159 – Galleys

Initial Approval	As-built Approval	
		The heating and cooking arrangements are satisfactory.
		LPG arrangements are satisfactory.
		LPG installations have been leak tested.
		Bulkheads in way of stoves and the deck head in way of the galley funnel is adequately insulated.

Description / Additional Remarks

Construction Regulations, Reg 160 – Refrigeration System

Initial Approval	As-built Approval	
		The refrigeration system is satisfactory.
		Ammonia refrigeration systems are efficiently ventilated.
		Prohibited refrigerants are not used e.g. methyl chloride, R-12
		Satisfactory ventilation is provided to area’s e.g. wells, where the accumulation of hazardous gases might occur.

Description / Additional Remarks

Construction Regulations, Reg 160 – Bulkheads

Initial Approval	As-built Approval	
		The vessel is provided with not less than two suitably spaced watertight bulkheads
		The vessel is provided with not less than three suitably spaced watertight bulkheads with the forward bulkhead located a reasonable distance from the bow but not less than 1/20 of the length.
		Openings in watertight bulkheads are provided with suitable watertight bulkheads, or other means of satisfactory closing, which are of adequate strength.
		Watertight bulkheads are of satisfactory construction.
		Satisfactory permanent longitudinal bulkheads are provided (Pelagic shoal fishing vessel).

Description / Additional Remarks

Construction Regulations, Reg 162 – Hatches (NB - Load Line Regulations may also apply)

Initial Approval	As-built Approval	
		Hatch coamings are of satisfactory construction.
		Hatch closing arrangements are satisfactory.
		Flush deck scuttles and their closing arrangements are of satisfactory construction.

Description / Additional Remarks

Construction Regulations, Reg 163 – Doors, Sills, side scuttles and escape hatches (NB - Load Line Regulations may also apply)

Initial Approval	As-built Approval	
		Sills of doors giving access to the main hull have a minimum height of 305mm.
		Sills of doors in Superstructures or raised forecastles have a minimum height of 152mm.
		Side scuttles located below the weatherdeck or on the sides or ends of first tier superstructure giving access to the main hull are fitted with efficient deadlights.
		The correct thickness of toughened glass is provided in the wheelhouse
		Doors providing access to the main hull are hinged, lockable and can be opened from either side.
		Escape hatches are provided as required.
		Requisite engine room entrances/escapes are provided.

Description / Additional Remarks

Construction Regulations, Reg 164 – Bulwarks (NB - Load Line Regulations may also apply)

Initial Approval	As-built Approval	
		Satisfactory bulwark and/or railing arrangements are provided which are of correct height and suitable for protection of the crew.
		Sufficient freeing ports are provided for the drainage of water on deck(s).

Description / Additional Remarks

Construction Regulations, Reg 165 – Ventilators (NB - Load Line Regulations may also apply)

Initial Approval	As-built Approval	
		Adequate ventilation is provided to spaces requiring ventilation.
		Crew sleeping spaces are provided with adequate ventilation.
		The engine room(s) is provided with adequate ventilation.
		The height and construction of ventilators is satisfactory.
		Engine room ventilators are provided with efficient flaps or plugs.
		Ventilation arrangements prevent fumes from engine room spaces from infiltrating crew spaces.

Description / Additional Remarks

Construction Regulations, Reg 166 – Stern bearings

Initial Approval	As-built Approval	
		Stern bearing arrangements are satisfactory.

Description / Additional Remarks

Safety of Navigation Reg, Chapter XII and Construction Regulation, Reg 168 – Anchors and Cables

Initial Approval	As-built Approval	
		An acceptable anchor, chain and winch configuration is provided.

Description / Additional Remarks

Construction Regulations, Reg 169 – Steering Gear

Initial Approval	As-built Approval	
		An acceptable steering arrangement is provided.
		An acceptable emergency steering arrangement is provided.

Description / Additional Remarks

Construction Regulations, Reg 170 – Electrical Precautions

Initial Approval	As-built Approval	
		Electrical equipment and the installation thereof is such that there will be no danger to persons handling it in the proper manner.
		Electrical cabling is flame retardant.
		Electrical cabling is adequately supported (including for the eventuality of fire)
		Electrical circuits are adequately protected against the risk of overloading or short circuit.
		Storage batteries are housed in adequately ventilated boxes/compartments.
		Intrinsically safe electrical arrangements are provided in areas where flammable mixtures may exist e.g. paint stores.

Description / Additional Remarks

Safety of Navigation Regulations, Chapter XI – Depth-Sounding Devices

Initial Approval	As-built Approval	
		The vessel is provided with suitable depth sounding device(s).

Description / Additional Remarks

Safety of Navigation Regulations, Chapter XIII – Pilot Ladders

Initial Approval	As-built Approval	
		Efficient arrangements for pilot ladders for the use of pilots are provided.

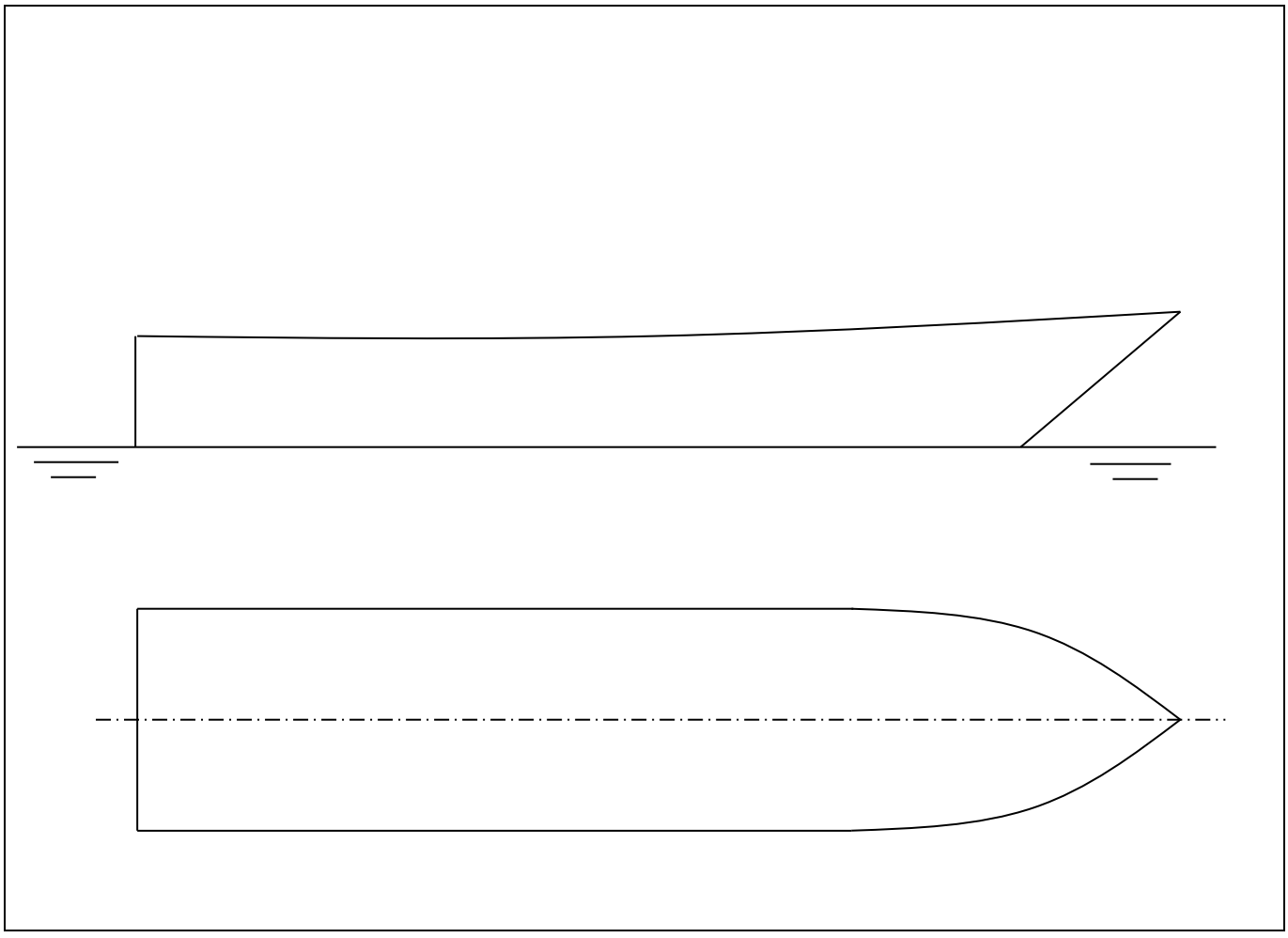
Description / Additional Remarks

Safety of Navigation Regulations, Chapter XIV and Collision Regulations, 2005

Initial Approval	As-built Approval	
		Vessel provisions are such that the vessel is able maintain a proper look-out at all times by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision (Rule 5).
		Suitable arrangements are provided for the exhibition of required shapes (Rule 20).
		The navigation lights provided are of an approved type so that visibility of lights is in accordance with Rule 22.
		The navigation lights provided are in compliance with Rule 23 (Power driven vessels, Rule 24 (Towing and Pushing Vessels), Rule 25 (Sailing vessels under way and vessels under oars), Rule 26 and Rule 20, Annex 2 (Fishing Vessels), Rule 27 (Vessel not under command or restricted in their ability to manoeuvre), Rule 28 (Vessels constrained by their draught, (Rule 29 (Pilot Vessels) and Rule 30 (Vessels anchored and vessels aground) as applicable.
		The vessel is provided with correct equipment for provision of sound signals (Rule 33).
		The vertical positioning and spacing of navigation lights is correct (Rule 20, Annex 1(2))
		The horizontal positioning and spacing of navigation lights is correct (Rule 20, Annex 1(3))

Description / Additional Remarks

Sketch of Navigation Light Positions



Life-saving Equipment Regulations, Chapter I – Life Saving Appliances

Initial Approval	As-built Approval	
		Lifeboat provisions are correct.
		Rescue boat provisions are correct.
		Liferaft provisions are correct.
		Launching appliance provisions are correct.
		Lifebuoy provisions are correct.
		Radio equipment provisions are correct.

Description / Additional Remarks

Life-saving Equipment Regulations, Chapter V to XI – Fire fighting Appliances

Initial Approval	As-built Approval	
		Sufficient fire pumps are provided.
		Fire mains and hydrants are of good construction with satisfactory pipe distribution network and number of hydrants provided for the fighting of fires.
		Sufficient number and types of portable fire extinguishers are provided for accommodation and service spaces.
		A satisfactory fixed fire extinguishing system is provided for the machinery space.
		Sufficient number and types of portable fire extinguishers are provided for machinery spaces.

Description / Additional Remarks

Accommodation Regulations, Reg 5 – Position of Crew Accommodation

Initial Approval	As-built Approval	
		The position of crew accommodation is satisfactory.
		No part of the crew accommodation other than store rooms is situated forward of the collision bulkhead (extended vertically to uppermost weatherdeck).

Description / Additional Remarks

Accommodation Regulations, Reg 6 – Height of Crew Accommodation

Initial Approval	As-built Approval	
		The height of crew accommodation is satisfactory.
		Sufficient clear headroom is provided in sleeping spaces.

Description / Additional Remarks

Accommodation Regulations, Reg 7 – Construction of bulkheads and panelling

Initial Approval	As-built Approval	
		Bulkheads enclosing accommodation are of satisfactory construction.
		Means of closure of openings in bulkheads are satisfactory.
		Bulkheads are of the required watertight and/or gastight construction.
		Bulkhead panelling is of satisfactory construction.

Description / Additional Remarks

Accommodation Regulations, Reg 8 – Overhead decks

Initial Approval	As-built Approval	
		Overhead decks are of satisfactory construction.
		The sheathing/overhead arrangements provided for overhead decks are satisfactory.

Description / Additional Remarks

Accommodation Regulations, Reg 9 – Flooring

Initial Approval	As-built Approval	
		Crew accommodation floors provide good foothold, are easy to keep clean and are impervious to water or oil (as applicable).
		Crew accommodation floors are provided with a satisfactory covering material.
		The floors of sanitary accommodation, galleys and laundries are covered with materials which provide good foothold and are impervious to water.

Description / Additional Remarks

Accommodation Regulations, Reg 10 – Protection from the weather

Initial Approval	As-built Approval	
		The crew accommodation and means of access are arranged and situated so as to ensure: a. Protection of the crew to the greatest practicable extent. b. Protection from the weather and the sea. c. Insulation from heat and cold. d. Protection against moisture due to condensation. e. Exclusion of effluvia from other spaces in the ship to the crew accommodation. f. Exclusion of noise from other spaces in the ship to the crew accommodation, as far as is practicable.

Description / Additional Remarks

Accommodation Regulations, Reg 11 – Heating

Initial Approval	As-built Approval	
		Satisfactory heating arrangements are provided for the crew accommodation.

Description / Additional Remarks

Accommodation Regulations, Reg 12 – Lighting

Initial Approval	As-built Approval	
		Satisfactory natural lighting is provided for the crew accommodation.
		Side scuttles in sleeping rooms, mess rooms, smoking rooms and recreation rooms are of adequate size and are able to be opened.
		Adequate electrical and emergency lighting is provided for the crew accommodation.

Description / Additional Remarks

Accommodation Regulations, Reg 13 – Ventilation

Initial Approval	As-built Approval	
		Satisfactory natural or mechanical ventilation arrangements are provided for the crew accommodation.

Description / Additional Remarks

Accommodation Regulations, Reg 14 – Drainage

Initial Approval	As-built Approval	
		Satisfactory drainage arrangements from crew/sanitary accommodation are provided.

Description / Additional Remarks

Accommodation Regulations, Reg 15 – Painting

Initial Approval	As-built Approval	
		The interior sides and ceilings of the crew accommodation covered with a satisfactory paint or suitable material of a light colour.

Description / Additional Remarks

Accommodation Regulations, Reg 16 and 17 – Accommodation Marking and Sleeping Rooms

Initial Approval	As-built Approval	
		Sleeping rooms and other accommodation spaces are correctly marked to indicate the approved use of the space and in the case of sleeping rooms, the number of persons which may be accommodated in the room.

Description / Additional Remarks

Accommodation Regulations, Reg 18 & 19 – Beds, Furniture & Fittings in sleeping rooms

Initial Approval	As-built Approval	
		Beds are provided for each person to be accommodated in the room.
		The size, construction, configuration and position of the beds is satisfactory.
		The furniture, cupboards, curtains and other fittings provided in each sleeping room are satisfactory.

Description / Additional Remarks

Accommodation Regulations, Reg 20 and 21 – Mess Rooms

Initial Approval	As-built Approval	
		The size, configuration and fittings provided in mess rooms is satisfactory.

Description / Additional Remarks

Accommodation Regulations, Reg 28, 24 & 25 – Water Closets and Washing Accommodation

Initial Approval	As-built Approval	
		A suitable number of water closets are provided for the crew.
		The configuration, arrangements and position of water closets is satisfactory.
		The number of baths or showers provided is adequate for the number of persons on board.
		The number of wash basins and mirrors is adequate for the number of persons on board.
		The arrangements, materials and water supplies for the provided washing accommodation is satisfactory for the intended purpose.

Description / Additional Remarks

Accommodation Regulations, Reg 24 and 25 – Washing Accommodation and Water Supply

Initial Approval	As-built Approval	
		The number of baths or showers provided is adequate for the number of persons on board.
		The number of wash basins and mirrors is adequate for the number of persons on board.
		The arrangements, materials and water supplies for the provided washing accommodation is satisfactory for the intended purpose.

Description / Additional Remarks

Accommodation Regulations, Reg 26 – Supply of Drinking Water

Initial Approval	As-built Approval	
		An adequate supply of drinking is provided for the crew at sufficient locations on the vessel.

Description / Additional Remarks

Accommodation Regulations, Reg 27 – Laundry Facilities

Initial Approval	As-built Approval	
		Suitable laundry and drying facilities are provided for the crew.
		Adequately ventilated compartments are provided for the hanging of oil skins and working clothes used by the crew.

Description / Additional Remarks

Accommodation Regulations, Reg 29 – Galleys

Initial Approval	As-built Approval	
		The vessel is provided with a satisfactory galley.
		The arrangements and equipment provided in the galley are satisfactory for the preparation of food in a hygienic environment.
		The electrical and ventilation arrangements for the galley are satisfactory.
		Fire fighting arrangements and equipment for the galley are satisfactory.

Description / Additional Remarks

Accommodation Regulations, Reg 30 – Dry provision store rooms

Initial Approval	As-built Approval	
		The vessel is provided with satisfactory dry provision store rooms.

Description / Additional Remarks

Accommodation Regulations, Reg 31 – Cold Store Rooms and Refrigerating Equipment

Initial Approval	As-built Approval	
		The vessel is provided with satisfactory cold store rooms/refrigerating equipment.
		Refrigeration arrangements are such that a hazard to the crew is not created.

Description / Additional Remarks

Accommodation Regulations, Reg 32 – Hospitals

Initial Approval	As-built Approval	
		The vessel is provided with a space appropriated for use as a permanent hospital for the crew.
		The vessel is provided with a space appropriated for use as a temporary hospital for the crew.
		The hospitals position, configuration and equipment is satisfactory.

Description / Additional Remarks

Accommodation Regulations, Reg 33 – Medical Cabinet

Initial Approval	As-built Approval	
		The vessel is provided with a satisfactory medical cabinet.
		The medical cabinet configuration is satisfactory to allow the safe, secure and hygienic storage of medical equipment.

Description / Additional Remarks

Accommodation Regulations, Reg 34 – Protection from Mosquito's

Initial Approval	As-built Approval	
		The vessel is provided with means and arrangements for protection from mosquito's

Description / Additional Remarks

Merchant Shipping (Radio Installation) Regulations, 2002

Initial Approval	As-built Approval	
		The vessel is provided with satisfactory radio installations for the area of operation
		A ship station licence has been obtained.
		The EPIRB is correctly located on the vessel

Description / Additional Remarks

MARPOL 73/78 as amended

Initial Approval	As-built Approval	
		Arrangements for the Prevention of Pollution by Oil (Annex I) are correct.
		Type approved equipment is installed for the prevention of pollution by oil (Annex I).
		Pipe and discharge connections are correct for the landing of waste oil (Annex I).
		Arrangements for the Prevention of Pollution by Sewage (Annex IV) are correct.
		Pipe and discharge connections are correct for the landing of sewage (Annex IV).
		Arrangements for the Prevention of Pollution by Garbage (Annex V) are correct
		Arrangements for the Prevention of Air Pollution (Annex VI) are correct.
		Fuel tank configurations and/or exhaust configurations are correct (Annex VI).
		Type approved machinery is provided for the prevention of Air pollution (Annex VI).

Description / Additional Remarks

Note: SA is not currently a signatory to MARPOL Annex IV, V & VI.

SUMMARY OF RECOMMENDED EXEMPTIONS

The following exemptions from compliance with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 or Collision Regulations, 1996 are recommended:

Note: The number of exemptions issued to a vessel must be kept to a minimum. The attending surveyor must obtain approval from the Principal Officer and the Principal Officer of the Home Port, if the vessel is to operate from another port, before approving any exemption from applicable regulations.

Regulation	Description	Principal Officer Approval Reference (To be attached to this record)

_____ _____

(Surveyor Name and Signature) (Date)

SM 12/1/5

RECORD OF PARTICULARS
NEW BUILDING – CATEGORY (SMALL) VESSEL

FOR COMPLIANCE WITH REGULATION 4(1) OF THE MERCHANT SHIPPING (NATIONAL SMALL VESSEL SAFETY) REGULATIONS, 2007

PARTICULARS OF SHIP

NAME	OFFICIAL NUMBER	PORT OF REGISTRY	OVERALL LENGTH [m]	CATEGORY

Record generated for:

☐ New Building;

☐ Fait Accompli (NB – Regional manager approval required for passenger vessel "Fait Accompli")

INSERT PHOTO HERE	INSERT PHOTO HERE

SURVEYOR REPORT

I hereby declare that on _____ , I completed*;

a. Approval of plans and particulars;

b. Inspection of the vessel during construction;

and that subject to recommended exemptions summarised at the end of this record:

1. The vessel complies with Merchant Shipping (National Small Vessel Safety) Regulations, 2007, applicable to her.
2. The vessel complies with Collision Regulations, 1996, applicable to her.

_____ (Name & Signature)

_____ (Date)

* Delete not applicable

GENERAL INFORMATION

This document (with supporting information) provides a record of the vessel construction and outfitting to confirm compliance of the vessel construction with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (NSVR) and Collision Regulations, 1996.

NB - This document is a guideline for surveyors to assist with the plan approval and attendance to new building process from a statutory perspective. It does not replace applicable legislation which surveyors are required to reference and be knowledgeable of.

The record must be completed following receipt of plans and particulars to facilitate approval of submitted information and appropriate communication to the builder/owner – Compliance must be indicated in the "Initial Approval" spaces. At the end of the new building process, compliance must be re-confirmed and indicated in the "As-Built Approval" spaces. The attending surveyor must initial the approval blocks, enter an actual value or make a "N/A" entry, as appropriate.

A local general safety certificate should not be issued before this record has been completed.

Name of Builder:						
Place of Build:						
Type of Vessel:						
Description of Operation:						
Decked/Partially decked/Open						
Material of Construction:						
Date Construction Started:						
Date Construction Completed:						
Principal Particulars:	Length Overall:		Breadth:		Depth:	
Maximum Number of Persons	Crew		Passengers:			

VESSEL PLANS AND PARTICULARS

DESCRIPTION	DRAWING/DOCUMENT NUMBER	Revision No.

MERCHANT SHIPPING (NATIONAL SMALL VESSEL SAFETY) REGULATIONS, 2007 (NSVR)

VESSEL CONSTRUCTION

NSVR, Regulation 6

Every vessel must be constructed of suitable materials of good quality, with due regard to sound design practice and methods of construction . . .

Initial Approval	As-built Approval	
		Vessel constructed iaw naval architect specification
		Vessel constructed iaw rules of classification society
		Vessel constructed iaw international standard
		Vessel constructed iaw national standard
		Vessel constructed iaw design of similar vessel of proven operation (minimum 3 years successful operation)
		Other

Additional remarks eg. name of classification society or standard (An entry must be made if “Other” is selected)

VESSEL STABILITY

NSVR, Regulation 6

. . . under normal operating conditions the design must provide sufficient reserve of positive stability so that the vessel cannot capsize easily when carrying a load.

Initial Approval	As-built Approval	
		Vessel stability not evaluated.
		Vessel stability evaluated by heeling/loading test.
		Vessel stability evaluated by inclining experiment and submission of stability information for approval.
		Other

Additional remarks (An entry must be made if “Other” is selected). Supporting information should be provided with this folder.

MINIMUM FREEBOARD

NSVR Regulation 6(1)(b)

On decked vessels no point of possible ingress of water, except scuppers, may be less than 200 millimetres above the surface of the water, measured when the vessel is afloat in an undamaged condition in calm water.

Initial Approval	As-built Approval	
		Not Applicable – Vessel is not a decked vessel
		No point of water ingress, except scuppers, is less than 200 millimetres above the surface of the water.

Description of scuppers (If provided).

NSVR Regulation 6(3), Annex 1 (1) - Built-in Buoyancy

Initial Approval	As-built Approval	
		Vessel provided with liferaft(s)
		Vessel provided with built-in buoyancy (Level flotation – Category B to E Vessels)
		Vessel provided with built-in buoyancy (Basic flotation – Category R Vessel)
		Vessel able to survive flooding of one (largest) compartment (Decked vessels only)
		Vessel able to survive deflation of two (largest) chambers (Inflatable vessels only)
		Vessel required to survive swamping only (Regulation 37(3))

		Buoyancy certificate provided (Attached to this record)

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (2) - Hatches and Hatch Coamings

Initial Approval	As-built Approval	
		Hatches on open deck are provided with hatch covers that are watertight when dogged down.
		All watertight hatches are capable of withstanding a hose test.
		Fishing Vessels – Hatch cover(s) able to be secured in an emergency.
		Sailing Vessels – Companionway hatch washboard constructed to substantially retard water ingress in the event of the vessel being capsized or pooped.

Hose test date: _____

Result: _____

Description/Sketch of Hatch Positions and Additional Remarks

NSVR Regulation 6(3), Annex 1 (3) - Guard Rails, etc.

Power-driven Vessels Proceeding to Sea

Initial Approval	As-built Approval	
		Efficient guard rails (or equivalent) provided to a height of at least 600mm iwo open deck(s)
		Efficient guard rails (or equivalent) provided to a height of at least 450mm iwo open deck(s)
		Bulwarks of height at least 450mm forward and 300mm aft (Vessel operating through surf).
		Secure handrail and toe rail provided (For crew only forward access).

Description / Additional Remarks

Commercial Sailing Vessels Proceeding to Sea

Initial Approval	As-built Approval	
		Efficient guard rails (or equivalent) provided to a height of at least 560mm iwo open deck(s)
		Efficient guard rails (or equivalent) provided to a height of at least 410mm iwo open deck(s)

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (4) - Towing Arrangements

Initial Approval	As-built Approval	
		Vessel provided with efficient means of securing a tow rope or anchor cable.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (5) - Underwater Hull Fittings

Initial Approval	As-built Approval	
		Inlet pipes properly flanged to hull and provided with valve or cock inserted in line and close to the hull.
		Outlet pipes located < 200mm from loaded waterline properly flanged to hull and provided with valve or cock inserted in line and close to the hull.
		Secure pipe connections provided.

Description / Additional Remarks (A description of each inlet and outlet pipe should be provided).

NSVR Regulation 6(3), Annex 1 (6) - Ventilators

Initial Approval	As-built Approval	
		Engine/Accommodation compartment ventilator(s) provided with proper closing devices.
		Engine/Accommodation compartment ventilator(s) provided with water traps.
		Engine compartment ventilators provided with means of shutting off air flow in the event of fire.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (7) - Engine Power

Initial Approval	As-built Approval	
		Vessel provided with engine(s) capable of propelling vessel in full load condition at a speed, in calm water of at least 5 knots.
		Vessel provided with engine(s) capable of propelling vessel in full load condition at a safe speed, when operating in the surf.
		Vessel is provided with 2 engines, either of which is capable of propelling vessel in full load condition at a safe speed, when operating in the surf.
		Exhaust pipes/silencers are water cooled or lagged.
		Vessel is provided with a full set of sails, including suitable storm sails where appropriate.
		Vessel is provided with 2 oars or paddles.

Description of propulsion installation / Additional Remarks

NSVR Regulation 6(3), Annex 1 (7) - Engine Power (Continued)

Vessels provided with inboard petrol engines

Initial Approval	As-built Approval	
		Engine compartment is protected from water spray and is adequately ventilated.
		A manual bilge pump is fitted in the engine compartment.
		Batteries are fitted in a separate compartment that is protected from water spray and adequately ventilated.
		A marinised carburettor with flash arrestor is fitted.
		A spark-less alternator with starter is fitted.
		A flame proof extractor fan is fitted in the engine compartment.
		The extractor fan is set to operate automatically for a minimum of 30 seconds before the engine starts.
		A remote controlled fire extinguishing system is provided for the engine compartment.
		The vessel is provided with an auxiliary outboard engine (For category A,B,C single engine installations).

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (8) - Fuel Tanks

Initial Approval	As-built Approval	
		Fuel Tank(s) are efficiently secured, of adequate capacity and constructed of suitable material.
		Fuel tank(s) are provided with breather/breather pipes allowing vessel to heel to 50 degrees without fuel loss
		Fuel tank(s) breather/breather pipes are lead to outside of the hull.
		Fuel tank(s) breather/breather pipes construction prevents water ingress in operating conditions.
		Fuel tank(s) are provided with suitable means to determine the amount of fuel in the tank.
		Fuel tank(s) gauge glasses are fitted with self-closing valves.
		Fuel tank(s) holding petrol are stored outside engine or battery compartments.
		Built-in fuel tank(s) are fitted with shut-off valves which are easily accessible/provided with remote operation.
		Built-in fuel tank(s) are fitted with approved automatic shut-off and anti-siphoning devices.
		Built-in fuel tank(s) filler pipes are adequate for purpose and provided with adequate sealing threaded plugs/caps
		Built-in fuel tank(s) filler pipes and fittings are manufactured from non-corrosive materials.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (9) - Electrical Installations

Initial Approval	As-built Approval	
		Vessel is not provided with batteries.
		Vessel is provided with one bank of batteries of suitable power according to engine manufacturer instructions.
		Vessel is provided with two identical banks of batteries, of suitable power according to engine manufacturer instructions, with facility for parallel operation.
		Each engine is provided with a battery charging appliance capable of charging each bank of batteries.
		A single bank of batteries is provided able to provide at least 12 hours auxiliary power for navigation lights, electric bilge pumps and fixed radio equipment (if provided).
		The electrical installation conforms to good established marine practise.
		The electrical installation is such that there will be no danger to any person handling the installation in the proper manner.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (10) - Emergency Steering Arrangements

Initial Approval	As-built Approval	
		A suitable means of emergency steering is provided for the vessel.
		The emergency steering arrangement is capable of operation at all angles.
		If an outboard engine is fitted, the emergency steering is capable of operation with the engine tilted.
		The emergency steering system is permanently fitted.
		The emergency steering system is portable but readily accessible for rapid attachment in an emergency.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (11) - Bilge Pumping Arrangements

Initial Approval	As-built Approval	
		Vessel is provided with an efficient bailing device.
		Vessel is provided with two power-driven bilge pumps driven off the main engines.
		Vessel is provided with two electric-driven bilge pumps.
		Vessel is provided with a power driven bilge pump and hand operated bilge pump situated above the main deck.
		Vessel is provided with two hand-operated bilge pumps one which may be below the main deck, the other above the main deck.
		Vessel is provided with one hand operated pump.
		Provided power-driven pumps have a minimum pumping capacity of 3000 litres per hour.
		Provided hand-driven pumps have a minimum pumping capacity of 2000 litres per hour.
		Bilge pump arrangements are provided to pump out every compartment in a vessel other than a compartment used exclusively for catches of fish which can be flooded without adversely affecting the vessel's buoyancy or stability.
		Bilge pumps discharging below the waterline, in any operating condition, must be fitted with a sufficient number of non-return valves to prevent back-flooding.
		Portable pump levers for hand-operated bilge pumps are kept in a readily accessible space as near to the pump as possible and above the main deck for pumps located above the main deck.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (12) - Visibility at Steering Position

Initial Approval	As-built Approval	
		Steering position is in the open
		Enclosed steering position - Visibility provided from 112.5 degrees to port and starboard of centreline.
		Enclosed steering position – Visibility provided through safety toughened glass or SABS approved alternative (SANS 12216:2008 - Small craft — Windows, portlights, hatches, deadlights and doors - Strength and watertightness requirements).
		Enclosed steering position – Visibility windows not tinted – protection from glare of the sun may be afforded by portable tinted screens.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (14) - Crew Accommodation in Commercial Vessels

Initial Approval	As-built Approval	
		Not more than 10 persons accommodated in a space with one access.
		Single bunks provided with clear access from one side.
		Bunk lengths are not less than 1.8m.
		Bunk widths are minimum 600mm at head and 460mm at foot.
		Height between bunks is not less than 500mm.
		Bunks butting onto each other are provided with separation board of minimum height 500mm.
		Each bunk is provided with a cubby hole for storage of personal items.
		Bunk positions/arrangements are so that water drips from ladders/ventilators are avoided.
		No sleeping positions are provided in engine rooms or galley spaces.
		Sleeping positions are provided in the steering compartment which is enclosed, provided with a separate escape hatch, a gas tight bulkhead between the engine room and steering compartment.
		Exhaust pipes passing through steering compartment with sleeping positions are boxed in and ventilated to the outside.
		Galleys fitted with gas stoves do not have access to the engine room (If fitted, the access must be gas tight).
		The immediate area above gas stoves is insulated to inhibit the spread of fire.
		One toilet and shower is provided per every 10 persons or part thereof.
		Toilets and showers are located outside but adjacent to sleeping accommodation.
		All accommodation spaces are provided with adequate ventilation with closing devices
		All accommodation spaces are provided with adequate electrical lighting.
		All accommodation spaces are provided with a minimum head height of 1.8m where persons would normally need to stand or walk in the upright position.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (15) - Gas Appliances (Commercial vessels)

Initial Approval	As-built Approval	
		Gas operated cookers or refrigerators are provided with a “Flame out” safety device.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (16) - Additional Requirements for Passenger Vessels

Initial Approval	As-built Approval	
		Vessel is provided with at least two outboard engines or one inboard diesel engine.
		Petrol outboard engines are provided with approved portable fuel tanks with a maximum combined total capacity of 50 litres.
		Petrol outboard engines are provided with inboard tanks built and fitted to appropriate ISO standards with a maximum combined total capacity of 200 litres.
		Inboard engine compartments – protected by smoke and heat sensors linked to an alarm generating device at the conning position.
		Inboard engine compartments – protected by a manual smothering system capable of remote operation.
		A bilge alarm is fitted in every compartment having an opening to the sea.
		Seating arrangements are adequate for the number of persons to be carried.
		The vessel is provided with approved stability information.
		The vessels enclosed volume, down flooding points and watertight bulkhead arrangements are as shown on the approved stability information.
		The vessel is provided with a power driven or hand operated fire pump with hose.

Description / Additional Remarks

NSVR Regulation 6(3), Annex 1 (16) - Additional Requirements for Dive Boats

Initial Approval	As-built Approval	
		The vessel operates through the surf and adequate seating and grab points are provided for all divers on board (may not be on the gunwale unless the the gunwale is formed by a buoyancy tube of an inflatable or semi-rigid inflatable vessel.
		The vessel is provided with adequately secured racks capable of accommodating all air tanks on board.
		The vessel is provided with a grabline fitted to the outside of the gunwale or a boarding ladder extending into the water.

Description / Additional Remarks

NSVR Regulation 7, Annex 2 (32) - Anchor

Initial Approval	As-built Approval	
		The vessel is provided with a proper patent anchor and chain with suitable length of rope for the area of operation.

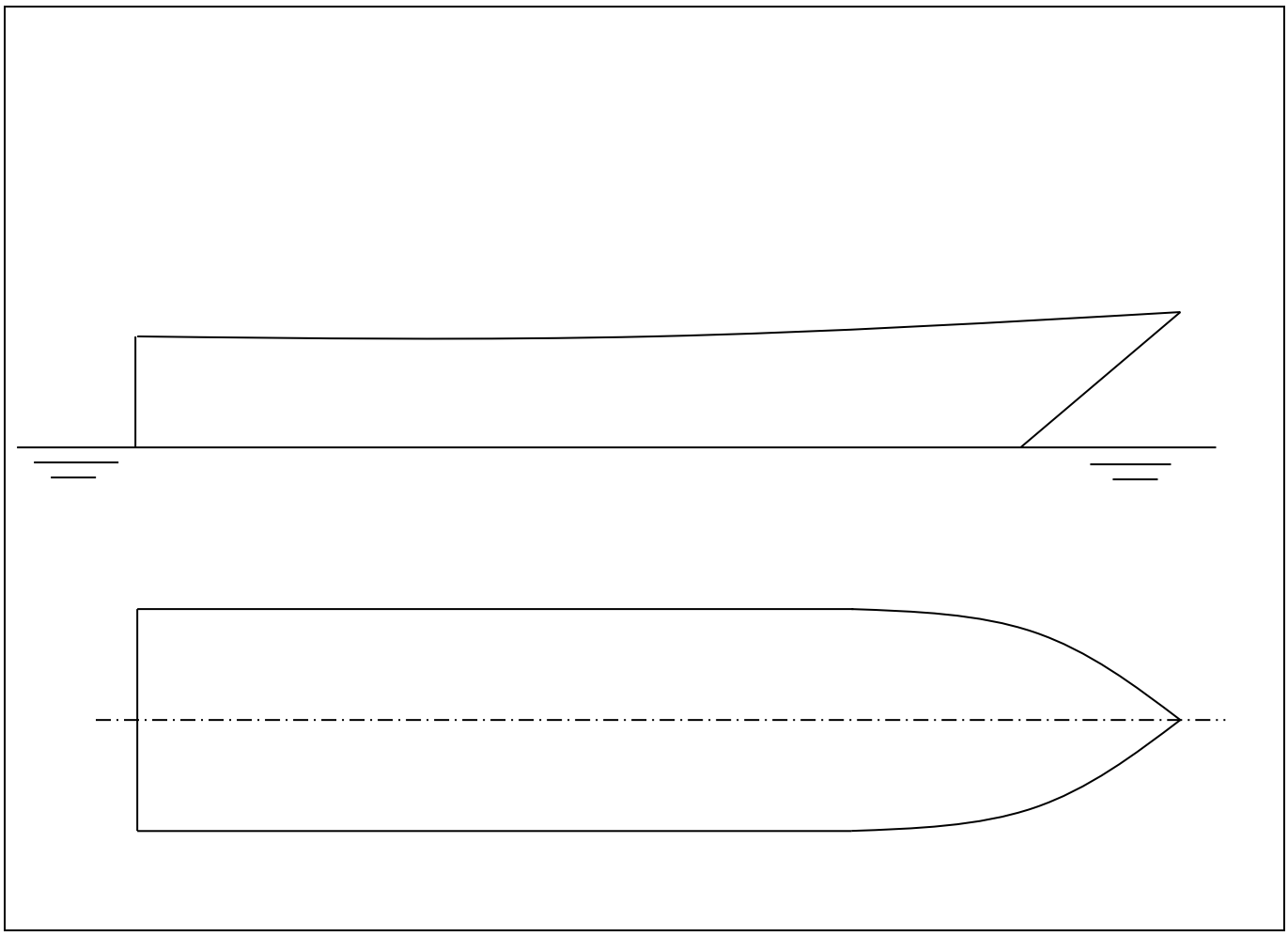
Description / Additional Remarks

Collision Regulations, 2005

Initial Approval	As-built Approval	
		Vessel provisions are such that the vessel is able maintain a proper look-out at all times by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision (Rule 5).
		Suitable arrangements are provided for the exhibition of required shapes (Rule 20).
		The navigation lights provided are of an approved type so that visibility of lights is in accordance with Rule 22.
		The navigation lights provided are in compliance with Rule 23 (Power driven vessels, Rule 24 (Towing and Pushing Vessels), Rule 25 (Sailing vessels under way and vessels under oars), Rule 26 and Rule 20, Annex 2 (Fishing Vessels), Rule 27 (Vessel not under command or restricted in their ability to manoeuvre), Rule 28 (Vessels constrained by their draught, (Rule 29 (Pilot Vessels) and Rule 30 (Vessels anchored and vessels aground) as applicable.
		The vessel is provided with correct equipment for provision of sound signals (Rule 33).
		The vertical positioning and spacing of navigation lights is correct (Rule 20, Annex 1(2))
		The horizontal positioning and spacing of navigation lights is correct (Rule 20, Annex 1(3))

Description / Additional Remarks

Sketch of Navigation Light Positions



SUMMARY OF RECOMMENDED EXEMPTIONS

The following exemptions from compliance with the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 or Collision Regulations, 1996 are recommended:

Note: The number of exemptions issued to a vessel must be kept to a minimum. The attending surveyor must obtain approval from the Principal Officer and the Principal Officer of the Home Port, if the vessel is to operate from another port, before approving any exemption from applicable regulations.

Regulation	Description	Principal Officer Approval Reference (To be attached to this record)

_____ _____

(Surveyor Name and Signature) (Date)

SM 12/1/5

NEW BUILDING PROGRESS/CHECK SHEET

VESSEL ..... **YARD NUMBER** ..... **LENGTH (REG/L.O.A)** .....

BUILDER ..... **PORT OF OPERATION** .....

ITEM	DOCUMENT*	REMARK	ACTION	DATE	SURVEYOR
1.0	**INITIAL ADMINISTRATION**				
1.1	NOTIFICATION OF BUILDING OR INTENTION TO BUILD	OP 1108/1	RECEIVED		
1.2	INITIAL NEW BUILDING LETTER FORWARDED TO BUILDER				
1.3	PORT OF OPERATION ADVISED OF NEWBUILDING				
1.4	OPENING MEETING HELD WITH BUILDER				
1.5	STATUTORY SURVEY CHECKLISTS FORWARDED TO BUILDER/OWNER				
2.0	**VESSEL REGISTRATION**				
2.1	ORIGINAL OP 1108/1 POSTED TO REGISTRAR OF SHIPS, C.T.	OP 1108/1			
2.2	CONFIRMATION OF RECEIPT OF OP 1108/1 RECEIVED FROM REGISTRAR	OP 1108/1			
2.3	CARVING AND MARKING NOTE RECEIVED FROM REGISTRAR				
2.4	CARVING AND MARKING CONFIRMED ON VESSEL				
2.5	SIGNED CARVING AND MARKING NOTE RETURNED TO REGISTRAR				
2.6	LETTER SENT TO REGISTRAR OF SHIPS CONFIRMING VESSEL SUITABILITY TO COME ON TO THE SA REGISTER.				
2.7	CERTIFICATE OF REGISTRY PROVIDED ON BOARD				
3.0	**VESSEL LICENCING**				
3.1	APPLICATION FOR LICENCE PROVIDED TO OWNER	TV5/55			
3.2	APPLICATION FOR LICENCE RECEIVED FROM OWNER	TV5/55			
3.3	VESSEL MARKING ISSUED TO OWNER (DT No. .....)				
3.4	VESSEL MARKING CONFIRMED CORRECT ON BOARD				
4.0	**APPROVAL OF PLANS AND PARTICULARS**				
4.1	PLANS AND PARTICULARS RECEIVED – HARD COPIES	2 COPIES			
4.2	PLANS AND PARTICULARS REVIEWED				
4.3	RECORD OF PARTICULARS COMPLETED – INITIAL APPROVAL				
4.4	REVIEW COMMENTS FORWARDED TO BUILDER/OWNER				
4.5	VESSEL AS-BUILT DIMENSIONS / CONFIGURATION CONFIRMED				
2.6	AS-BUILT PLANS AND PARTICULARS APPROVED – HARD COPIES	2 COPIES			
4.7	RECORD OF PARTICULARS COMPLETED – AS-BUILT APPROVAL				
4.8	APPROVED PLANS AND PARTICULARS PROVIDED TO BUILDER/OWNER	1 COPY			
4.9	APPROVED PLANS AND PARTICULARS POSTED TO CAPE TOWN	1 COPY			
5.0	**TONNAGE COMPUTATION**				

5.1	TONNAGE COMPUTATION COMPLETED				
5.2	TONNAGE COMPUTATION SENT TO CAPE TOWN/DURBAN WITH REPORT OF SURVEY				
5.3	TONNAGE CERTIFICATE OR TONNAGE VERIFICATION RECEIVED				
6.0	**LOAD LINE COMPUTATION**				
6.1	RECORD OF CONDITIONS OF ASSIGNMENT COMPLETED				
6.2	LOAD LINE COMPUTATION COMPLETED				
6.3	LOAD LINE COMPUTATION FORWARDED TO SAMSA NAVAL ARCHITECT FOR CHECKING AND ISSUE OF LOAD LINE MARKING NOTE				
6.4	LOAD LINE MARKING NOTE RECEIVED				
6.5	LOAD LINE MARKING CONFIRMED CORRECT ON BOARD				
6.6	COPY OF SIGNED LOAD LINE MARKING RETURNED TO SAMSA NA				
7.0	**ATTENDANCE DURING CONSTRUCTION** (DETAIL OF ATTENDANCES RECORDED ON PAGE 3)				
7.1	ATTENDANCE AT COMMENCEMENT OF BUILDING				
7.2	ATTENDANCE AT COMMENCEMENT OF PLANKING, PLATING OR LAMINATING				
7.3	ATTENDANCE ON COMPLETION OF FITTING ALL UNDERWATER FITTINGS, RUDDER GEAR AND PROPELLER SHAFT(S)				
7.4	ATTENDANCE PRIOR TO LAUNCHING OF THE VESSEL				
7.5	UNDERTAKING OF TRIALS (INCLUDING ISSUANCE OF CERTIFICATION FOR SEA TRIALS)				
8.0	**BUOYANCY CERTIFICATE / STABILITY APPROVAL**				
8.1	STABILITY PROGNOSIS RECEIVED AND FORWARDEDTO SAMSA NA				
8.2	VALID BUOYANCY CERTIFICATE PROVIDED ON BOARD				
8.3	HEELING TEST CONDUCTED (SMALL PAX VESSEL)				
8.4	APPROVED STABILITY RECORD ON BOARD (SMALL PAX VESSEL)				
8.5	INCLINING EXPERIMENT WITNESSED				
8.6	RECORD OF WITNESSING OF INCLINING EXPERIMENT FORWARDED TO SAMSA NAVAL ARCHITECT				
8.6	APPROVED STABILITY BOOK/STATEMENT ON BOARD				
9.0	**SAMSA FEES**				
9.1	FEES QUOTATION ISSUED				
9.2	FEES INVOICE ISSUED				
9.3	FEES RECEIVED AND RECEIPT ISSUED				
10.0	**FINAL ADMINISTRATION**				
10.1	CLOSING MEETING HELD WITH BUILDER				
10.2	VESSEL FILE FORWARDED TO PORT OF OPERATION				

* Delete Not Applicable

ATTENDING SURVEYOR REMARKS

____ _________________________

(ATTENDING SURVEYOR NAME & SIGNATURE) DATE

RECORD OF SURVEYOR ATTENDANCE (INCLUDING IN OFFICE WORK)

DATE	DESCRIPTION	TIME SPENT

SM 12/1/5

RECORD OF CLOSING MEETING
for
NEW BUILDING

GENERAL INFORMATION

Name of Builder:				
Type of Vessel:				
Yard No.				
Official No.				
Vessel Category:				
Description of Operation:				
No. of Crew / Passengers				
Classification Society				
Principal Particulars:	Gross Tonnage		Length Overall:	

Plans and Specifications and Trial and Supporting Information

	Required plans and specifications were submitted to SAMSA for review.
	One set (copy) of reviewed drawings has been provided to the builder.
	Required trial/supporting documentation has been submitted to SAMSA

Additional remarks

SAMSA Invoicing

	SAMSA Invoice(s) for the new building have been provided to the builder/owner.
	SAMSA Invoice(s) for the new building have been paid.

Additional remarks

Ship/Boat Builder Representative Closing Remarks

SAMSA Attending Surveyor Closing Remarks

Ship/boat Builder Representative:		SAMSA Attending Surveyor:	
Name:	_____	Name:	_____
Position:	_____	Position:	_____
Contact No.	_____	Contact no.	_____
Signed:	_____	Signed:	_____
At:	_____	At:	_____
Date:	_____	Date:	_____