

SOUTH AFRICAN MARITIME SAFETY AUTHORITY



SAFETY SURVEY CHECKLIST: CATEGORY R COMMERCIAL (NON-PASSENGER COMMERCIAL)

The various Acts and Merchant Shipping (National Small Vessel Safety) Regulations place the onus on the owner and in some cases the master as well, to ENSURE that the vessel and the crew comply with the requirements of the regulations at all times.

PURPOSE: To *Assist and Guide* the Vessel Owner/Owner Representative to prepare the vessel for a Safety survey.

SAMSA SURVEYORS: To *ensure* that the Owner, Master and Crew comply with relevant Legislation as well as Industry Safety Standards, they do not act as vessel superintendent and therefore do not release the Owner, Master and Crew from their accountability and responsibility to ensure that the vessel complies with Legislation and Best Industry Practises.

OWNER/OWNERS REPRESENTATIVE DECLARATION:			
Vessel Name	<input type="text"/>	Inspection Date	<input type="text"/>
Official Number	<input type="text"/>	Length (m)	<input type="text"/>
Gross Tons	<input type="text"/>	kW or HP	<input type="text"/>
I, being the <u>responsible person</u> for the abovementioned vessel, have read and completed the checklist, in preparation for the vessel's Safety Survey. I further understand that should the vessel not be ready for survey, the SAMSA SURVEYOR may terminate the survey/audit and that I will be invoiced as per SAMSA Policy.			
Responsible Person (Full Name)	<input type="text"/>	Signature	<input type="text"/>

MSA Section 223. Surveyor may direct that defects be made good.—(1) If upon the inspection of a vessel a surveyor finds that the provisions of section 73 or 221 or of the maritime occupational safety regulations are not being complied with, or that the vessel is not equipped as required by the construction regulations, the lifesaving equipment regulations, the radio regulations, the collision regulations or any other applicable regulations which may have been made or not marked as required by the load line regulations, or that the equipment is not in good condition, or that the deck lines or load lines are not being properly maintained, or that the master and crew cannot demonstrate the related competency at their place or places of duty, he shall give notice in writing to that effect to the owner or master, pointing out the deficiencies or defects and requiring that they be made good. (2) A copy or every notice so given shall be transmitted by the surveyor to the proper officer at any port at which a clearance for that vessel may be requested, and a clearance shall not be granted, and the vessel shall be detained, until a certificate under the hand of a surveyor is produced stating that the deficiencies or defects have been supplied or made good.

APPLICATION:

Pleasure Vessels, except passenger vessels that are:

- Category R: Commercial Vessels, not used for Pleasure or Passengers**
- Category R: Vessels operating solely on sheltered waters**
- Sheltered waters: includes: tidal lagoon; tidal river; waters within the breakwaters of a port; and inland waters.**
- Inland waters: Waters of any dam, lagoon, lake, river or wetland, which are not tidal waters**
- Pleasure vessel: Vessel that is used solely for sport or recreation**
- Commercial vessel: Vessel that is not a pleasure vessel**
- Passenger vessel: Vessel that carries more than 12 passengers**
- Passenger: Any person carried on a vessel, except persons employed as crew; rescued survivors and infants under one year of age**

SAFE ACCESS			
<i>SAMSA surveyors have instructions to issue a "prohibition order" requiring that all work on board be halted and access to the vessel be denied until safe access is provided to the satisfaction of the surveyor, this includes enclose space.</i>			
ACCOMMODATION LADDERS AND GANGWAYS	Access equipment must be of good construction, sound material and adequate strength, free from patent defect and properly maintained. Gangways should not be used at an angle of more than 30° from the horizontal, unless designed and constructed for use at greater angles. Gangways should not be fixed to the ship's railings unless designed for such use. If rigged in an open section in the ship's bulwark or railings, any remaining gaps should be adequately fenced.		
ABBREVIATIONS			
MSA	Merchant Shipping Act, No57 of 1951	NSVSR	Merchant Shipping (National Small Vessel Safety) Regulations, 2007

WHO SHOULD SURVEY YOUR VESSEL?

- .1 The survey of small vessels is carried out by three (3) categories of persons:
- .2 SAMSA Employed Surveyors – Surveyors permanently employed by SAMSA for the execution of SAMSA’s responsibility’s
- .3 SAMSA Appointed Surveyors – Surveyors appointed by SAMSA to carry out surveys of small vessels on behalf of SAMSA.
- .4 Authorised Agency Safety Officers – Safety officers appointed by Authorised Agency’s to carry out surveys of vessels operating at clubs affiliated to that authorised agency. As part of the Authorised Agency appointment, the Safety Officer authorisation is extended to the conduct of surveys of certain classes of small boats used for purposes of sport and recreation.

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

Description	Commercial Vessels ⁽¹⁾ (Local General Safety Certificate)			Pleasure Vessels ≥ 9m (Certificate of Fitness)			Pleasure Vessels < 9m (Certificate of Fitness)		
	New Construction	Initial Survey	Periodic Survey	New Construction	Initial Survey	Periodic Survey	New Construction	Initial Survey	Periodic Survey
SAMSA Employed Surveyor	X	X	X	NR ⁽⁵⁾	X	X ⁽²⁾	NR ⁽⁵⁾	X ⁽²⁾	X ⁽²⁾
SAMSA Appointed surveyor ⁽³⁾			X ⁽⁴⁾	NR ⁽⁵⁾	X	X	NR ⁽⁵⁾	X	X
Authorised Agency Appointed Safety Officer							NR ⁽⁵⁾	X	X

Notes:

- .1 A commercial vessel is any vessel which is required to be licenced and includes passenger vessels (Vessels carrying more than 12 persons).
- .2 SAMSA surveyors would normally not carry out these surveys which should be carried out by “Appointed Surveyors” or “Safety Officers”
- .3 The scope of responsibility of SAMSA appointed surveyors is clearly defined in their individual letter of appointment.
- .4 “Appointed Surveyor” to obtain permission from a Principal Officer of the region prior to the conduct of these surveys (Report of Survey to be submitted to SAMSA office for issue of Local General Safety Certificate).
- .5 Attendance during construction is **not** regulated (NR). It must however be noted that SAMSA **does not accept “Fait Accompli’s”** ie. If a pleasure vessel is presented for licencing at a later stage, it would be required that compliance with the construction requirements of the small vessel regulations be proved.

HAVE YOU MODIFIED YOUR VESSEL?

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

HAVE YOU PROVIDED SAFE ACCESS TO YOUR VESSEL?

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

Owner and Vessel Particulars	
Name of Vessel	
Approved Marking or Official Number and Category	
Area of Operation	
Port of Registry or operational home port	
Length of Vessel	
Number of Crew, including master	
Colour of hull and deck	
Make and model of vessel and Engines	
Name of Owner	
ID Number of owner or company registration number	
Address of owner	
Telephone number of owner	
Email Address	

Competent and Responsible Manning		v
Crewing Regulation 14	The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence. (The requirement for a skipper's certificate applies to all vessels). This certificate of competence (or a certified copy) must be available for inspection at all reasonable times. Skippers of passenger vessels are to hold a specific endorsement stating that they may be in charge of a passenger vessel. The skipper and every crewmember aboard must hold documentary evidence of having successfully completed safety induction training. (Compulsory for all persons) Documentation and data relevant to the skipper and crew members (employment, experience, training, medical fitness and competency) to be maintained by the owner and be readily available.	
Manning Regulation 14	In addition to having a qualified skipper on board, the owner must ensure that the vessel is sufficiently and efficiently manned. There are to be sufficient competent persons on board with regards to the requirements of other safety provisions, i.e. such as keeping a proper lookout and the manning (minimum number of crew) of the vessel. The manning is to be determined by the certifying authority.	
Crewing for Commercial Vessels Regulation 14(3)	Commercial Vessels: .1 Records of approved safety induction training .2 Records for medical fitness and employment history .3 Familiarisation training .4 Crew can effectively co-ordinate emergency and pollution prevention duties.	
Essential Safety Information Regulation 7	On EVERY occasion and BEFORE the vessel goes to sea; .1 All skippers MUST ensure that every person aboard receives essential and appropriate safety information; such as the location of the safety appliances and equipment aboard as well as instruction in the use of such items. .2 All skippers MUST ensure that the safety appliances and equipment are inspected, fit and ready for use. .3 Skippers of vessels MUST practice the vessel's emergency procedures and arrangements at least <u>once a week</u> . (Examples would be 'abandon ship', 'firefighting' and 'man overboard' procedures, if practicable.) .4 A record of the drills must be maintained by the skipper. Reference - Marine Notice 1 of 2009 (or as amended): Requirement for Safety Drills, Safety Familiarisation and Record Keeping.	
Fuel reserve Regulation 8	A reserve of not less than 25% over and above the requirement for the intended voyage	
Operational Limits Regulation 10	No person may operate a vessel beyond the distance from shore for the category it is licensed.	
Carrying persons in excess Regulation 11	It is illegal to exceed the number of persons specified on the vessel's safety certificate, except in an emergency such as in the case of a search and rescue operation.	

<p>Voyage information Regulation 12</p>	<p>Before a vessel goes to sea, the particulars of the vessel and the names of the crew are to be left with the harbour master, at the launch site, or in certain cases, relatives, a police station or responsible person. However, where local authorities or authorized agents have implemented reporting mechanisms, these shall be complied with. Upon returning from sea or the voyage, the person or authorities with whom the voyage information were left, must be informed accordingly.</p>	
<p>Assisting vessels in distress and reporting dangers to navigation Regulation 13</p>	<p>It is the duty of a skipper to report dangers to navigation and assist vessels in distress.</p>	
<p>Cancellation of Certificate of Competence Regulation 16</p>	<p>A certificate of competence may be suspended or cancelled if the holder is convicted of an offence in terms of the Act, if the holder has conducted him/herself in a negligent or incompetent manner, or if the certificate was obtained fraudulently or on wrong information.</p>	
<p>Physical and mental fitness Regulation 17</p>	<p>No person may operate a vessel or vessel's equipment whilst under the influence of alcohol or drugs.</p> <p>(Maximum of 0, 05 gram/100 ml alcohol in blood or 0, 24 mg/1000 ml alcohol in breath). No person may refuse that a specimen of blood or breath be taken.</p> <p>No person may operate a vessel if he/she is not physically able to do so and/or of sound mental health.</p>	
<p>Age Limitations Regulation 18</p>	<p>Non-Pleasure Vessel - Minimum age for a skipper is 18 years. Pleasure Vessel (with more than 15HP) - Minimum age is 16 years.</p>	
<p>Unauthorized liquor and illicit drugs Regulation 19</p>	<p>No person may take, or have in their possession, unauthorized liquor or an illicit drug aboard a commercial vessel.</p> <p>Vessels may be searched (without a warrant) by enforcement officers. (e.g. SAPS, SAMSA Surveyor, Skipper, Owner or deputized person)</p>	
<p>Requirements for water-skiing Regulation 36</p>	<p>Water-skiing is only allowed in areas indicated by the regulating authority and it is not allowed at night; The towing vessel may not use a steel or other metallic rope; In addition to the skipper, there must be a competent person in the towing boat observing the water-skier; The towing vessel may not follow closer than 100 metres in the wake of another towing vessel - towing a skier, person, aquatic or airborne device.</p> <p>A water-skier :</p> <ol style="list-style-type: none"> .1 Must wear a suitable buoyancy aid and must have knowledge of the standard hand signals in use; .2 May not purposefully let go of the rope in congested areas; .3 May not create a nuisance or danger for other water users. 	

CONSTRUCTION REQUIREMENTS – Annex 1		v
CONSTRUCTION REQUIREMENTS Regulation 6	It is an offence to sell a vessel which does not comply with the construction requirements except where accompanied by a letter or certificate detailing the extent to which the vessel does not or cannot comply.	
PLANS Regulation 4 Plans are required by SAMSA at least seven working days before the building of any commercial vessel is commenced, or when any alterations are made to an existing commercial vessel.	Vessels under 9 metres are not required to produce plans, but photographs and a buoyancy certificate are required in lieu of detailed plans. Vessels > 9m but ≤ 12m require in addition; a general arrangement drawing and the ship’s particulars. Vessels >12m < 25GT require in addition; construction-and-lines plans, shaft & rudder drawing and the bilge-and-sea water system schematics. Drawings scale to be 1:25	
DOCKING/SLIPPING Regulation 5 Regulation 23 Initial inspections for LGSC/COF will require the external structure and fittings of the vessel to be inspected by the surveyor. Required on vessels where the external areas are not otherwise accessible, every twelve months.	LGSC: <u>Annually:</u> Vessels thoroughly inspected, internally and externally, including water connection fastenings. <u>Surveyors discretion or at intervals not exceeding two years:</u> Dismantle and inspect water suction and discharge valves. <u>Surveyors discretion or at intervals not exceeding 4 years:</u> Shafts drawn and tapers blued and non destructive testing of shaft and propeller. Exemptions may be applied for, in accordance with SAMSA Policy on Hull and Shaft Surveys. Reference - Marine Notice No 6 of 2002 (or as amended).	
SUFFICIENT RESERVE POSITIVE STABILITY Regulation 6	Careful consideration of vessel stability required when considering modifications to the vessel or changes in the vessels operation which increase the load carried by the vessel.	
INGRESS OF WATER Regulation 6	Decked vessels shall not have any point of possible ingress of water, except for scuppers, less than 200 mm above the surface of the water. Careful consideration required when modifications to scupper arrangements are considered. (Changes to as-built arrangements.)	
NAVIGATION LIGHTS Collision Regulations	Any vessel operating at night must have properly fitted navigation lights in accordance with the International Collision Regulations. Lights must be of an approved type; must show the correct sectors; wiring to be neat, secured and waterproof.	
KILL SWITCH Reg 7(5) and (6)	To be fitted on power driven vessels of more than 15HP outboard engines of 9 metres or less in overall length.	
LOAD LINE REGULATIONS (1968) Regulation 8(1)(f)	Applicable to vessels over 14m in registered length that are not commercial fishing or pleasure vessels.	

<p>BUILT-IN BUOYANCY Paragraph 1 <u>To be fitted where life-rafts are not carried.</u></p> <p><u>Exceptions:</u></p> <ul style="list-style-type: none"> • Vessels participating in an organised event under the auspices of an authorised agency are exempted only for the duration of the event. • <u>Sailing</u> pleasure vessels are exempted on inland waters and at sea when operating within 15 nautical miles of the shore and within 30 nautical miles of a safe haven, during daylight hours only, provided that lifebuoys are carried (one per 2 persons) 	<p>Vessels not provided with life-rafts must provide either built-in buoyancy or prove that they can survive one compartment or two chamber flooding (inflatable vessels).</p> <p><u>Built-in buoyancy:</u></p> <p>Built-in buoyancy must consist of a material such as foam, or approved plastic bottles that are not affected by oil or oil products to the satisfaction of the authority.</p> <p>The buoyancy must provide a floating section of vessel onto which all the persons on board the vessel can hold when the vessel is fully flooded, swamped or capsized.</p> <p>For wooden or GRP vessels the industry norm is that the volume displaced by the buoyancy provide inside the vessel must represent a figure of 30% of the gross weight of the vessel less the weight of the crew. For other construction materials it must be proved to the satisfaction of the authority that the built-in buoyancy provisions are sufficient.</p> <p><u>One compartment flooding:</u></p> <p>In lieu of built-in buoyancy decked vessels may have at least two watertight bulkheads, so positioned and of such strength, that in the event that the largest compartment being flooded, a floating section of the vessel will remain above the water onto which all the persons on board can hold (Irrespective of whether the vessel is upright or capsized).</p> <p><u>Inflatable vessels:</u></p> <p>Inflatable vessels of any category whether fully inflatable or semi-rigid, may in lieu of fitted buoyancy be constructed with at least 2 separate buoyancy chambers and have the capacity to provide a floating section on to which all persons can hold, despite the largest of the chambers being completely deflated. The hull of a semi-rigid inflatable is not considered to be one of the buoyancy chambers required.</p> <p>Vessels are required to be provided with buoyancy certificates, confirming the provision of built-in buoyancy. These certificates are required to be kept onboard with the LGSC/COF and to be presented at the time of survey or when requested by an enforcement officer.</p> <p>Vessel arrangements must be such that the built-in buoyancy provisions and condition thereof can be reasonably inspected at every survey.</p>	
<p>Hatches on deck Paragraph 2</p>	<p>Hatches on the open deck must be provided with hatch covers that are watertight when dogged down. Special care is to be given to flush deck hatches.</p> <p>All watertight hatches should be able to withstand a hose test.</p> <p>Where a fishing hatch can be opened to the sea, the cover must be capable of being secured in an emergency.</p> <p>Sailing vessels with aft facing companionways which are closed by washboards need not be watertight, but should still be able to substantially retard water ingress.</p>	
<p>Towing arrangements Paragraph 4</p>	<p>Every vessel must be provided with an efficient means of securing a tow rope or anchor cable. Arrangements provided forward and aft.</p> <p>(Capability to tow and to be towed)</p>	
<p>Underwater hull fitting Paragraph 5</p>	<p>Inlet and discharge pipes attached to the <u>underwater</u> part of the hull must be properly flanged to the hull and provided with a valve or shut-off cock inserted in the line as close as possible to the hull.</p> <p><u>Definition of underwater:</u> The maximum loaded waterline when the vessel is heeled to 7 deg for power driven vessels and the sheer line, at midships, for sailing vessels.</p>	
<p>Ventilators Paragraph 6</p>	<p>Vents serving engine or accommodation spaces to be provided with proper closing devices or water traps to prevent water ingress into the compartment.</p> <p>Vents serving only engine spaces must be able to shut off air flow in case of fire.</p>	

<p>Inboard Petrol Engines (Paragraph 7 (4))</p>	<p>.1 Engine installed in a compartment protected from spray and flooding and is adequately ventilated .2 Manual bilge pump fitted in engine compartment .3 Battery to be stowed outside of engine bay, protected by spray and flooding .4 Marinised carburettor with flash arrester fitted .5 Sparkless alternator and starter .6 Flameproof extractor fitted to engine bay, runs for 30s before engine starts .7 Remote controlled fire extinguishing system .8 Auxiliary outboard fitted</p>	
<p>Exhaust Pipes and Silencers Paragraph 7(5)</p>	<p>Water cooled or lagged.</p>	
<p>Fuel tanks (Paragraph 8)</p>	<p>.1 To be efficiently secured and constructed of suitable material; .2 Outlets of built in tanks to have shut off valves (or approved automatic shut off or anti-siphoning devices). If not readily accessible the valves should be able to be operated remotely; .3 Filler pipes must have threaded plugs or caps. Only non-corrosive materials may be used; .4 Breather pipes should not leak even if the vessel is heeled to 50°; .5 Fuel levels should be able to be determined and where gauge glasses are fitted, they must be fitted with self-closing valves; .6 All fuel tanks holding PETROL must be fitted or stored outside engine and battery compartments.</p>	
<p>Electrical installations (Paragraph 9) (Motor driven vessels)</p>	<p>Power driven vessels must be provided with at least one bank of batteries, unless the vessel is fitted only with hand-start engines. A suitable battery charging appliance must be provided. If there is more than one engine, then each engine must be provided with a battery charging appliance capable of charging both banks of batteries. A single bank of batteries must be capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment. Installation to conform to good marine practice.</p>	
<p>Electrical installations (Paragraph 9) (Sailing vessels)</p>	<p>Every sailing vessel fitted with an inboard auxiliary engine must be provided with at least one bank of batteries, unless a hand-start engine is fitted; At least a single bank of batteries must be provided, capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment. Installation to conform to good marine practice.</p>	
<p>Emergency steering Annex 1 Para 10</p>	<p>Fitted except where steered by means of a tiller. May be portable but must be accessible for rapid attachment Alternative emergency steering to be practical and demonstrated.</p>	
<p>Bilge pumping arrangement motor vessels Paragraph 11 Power driven bilge pump (capacity 3000 litres per hour) Hand operated pump (capacity 2000 litres per hour)</p>	<p><u>ONLY</u> applies to vessels <u>without</u> self draining decks <i>(exceptions for ski-boats and inflatable boats, sailing or rowing dinghies who must carry an efficient bailing device)</i> Every power driven vessel must be provided with an efficient bilge pump. Power driven vessels of less than 7m in length may substitute the pump with an efficient bailing device, if fitment of a pump is impracticable. All bilge pumps must be fitted with piping arrangements, valves, suction and strainers for pumping out all compartments except for the fish hatch, (if it can be flooded and the vessel still maintains positive stability or adequate buoyancy). Underwater discharges need sufficient non-return valves fitted to prevent back flooding; Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck)</p>	

<p>Bilge pumping arrangements sailing vessels Paragraph 11</p>	<p>Every decked sailing vessel over 7m in length must have one hand operated bilge pump. Capacity 2000 litres per hour; Underwater discharges need sufficient non-return valves fitted to prevent back flooding; Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck)</p>	
<p>Visibility at steering position (Paragraph 12)</p>	<p><u>Clear</u> visibility, through safety-toughened clear glass (<i>i.e. not through opaque and starred plastic</i>), forward, from two points abaft the beam on each side (112½° to port and stbd of the centre line) or out in the open. Protection of glare from the sun may be afforded by portable tinted screens (or the roll-down type) and <u>not fixed/stuck to the glass.</u></p>	
<p>Maintenance of propulsion and steering machinery (Paragraph 13)</p>	<p>Periodically serviced and maintained according to the manufacturers specifications by competent persons.</p>	
<p>Crew accommodation in <u>commercial</u> small vessels (Paragraph 14)</p>	<p><u>ONLY</u> applies to vessels going to sea for a continuous period of 16 hours or more in a 24 hour period. .1 Not more than 10 persons in a space with only one access. .2 Bunks 1,8m x 600mm (may taper to 460mm at the foot) .3 Vertical height between mattress and bunk above 500mm .4 No drips onto bunks from access ladders and ventilators .5 Cubby hole for each bunk to store personal items .6 Bunks end to end separated by a board of at least 500 mm high .7 No sleeping in the engine room or galley .8 Only if protected(see Regs) may crew sleep in the steering compartment .9 No access to engine room from galleys with gas stoves (see Regs) .10 Toilets and showers: Under 19 persons - two of each. Additional one of each per ten persons carried in excess of 19. Outside of, but adjacent to, sleeping quarters. .11 Adequate ventilation and closing devices to prevent water ingress and air in the event of a fire .12 Adequate electrical lighting in all accommodation spaces .13 All accommodation spaces to have a MINIMUM head height - 1,8m, except at bunks, cupboards and other spaces where persons need not normally stand or walk upright.</p>	
<p>Gas appliances (Paragraph 15)</p>	<p>Every gas cooker or refrigerator must be fitted with a safety device which closes off the gas if the flame is blown out. The installation <u>must</u> be serviced annually by a <u>competent person.</u></p>	
<p>Dive boats (Paragraph 17)</p>	<p><u>ONLY</u> applies to diving vessels. If operated through the surf, fitted with adequate seating and grab points other than on the gunwale (except for inflatable vessels). To provide adequately secured racks for accommodating all the dive tanks.</p>	

SAFETY APPLIANCES AND EQUIPMENT: Category R (LGSC)			
Annexure 2 of National Small Vessel Safety Regulations, 2007.			
Safety Item No	Description	Remarks	v
2	<p>Approved Buoyancy aid</p> <p>To be fitted with the following:</p> <ol style="list-style-type: none"> Whistle Lifting loop Retro-reflective material <p>These devices provide for continuous wear and provide lift, without significant face-up turning ability</p> <p>Where the people onboard the vessel are NOT competent swimmers, SAMSA strongly recommends that sufficient level 100 lifejackets be provided.</p>	<p>SANS 12402-5 Level 50</p> <p><u>Commercial Vessels:</u> PFD's to be worn:</p> <ol style="list-style-type: none"> When performing any work on deck at night. When carrying out any other work where there is a risk of being lost overboard. Every child under 12 (twelve) years of age on deck whilst the vessel is underway. When directed by the skipper Persons engaged in water skiing activity. <p>The limitations of a buoyancy aid must be taken into account by the skipper and the use of such buoyancy aid in lieu of a lifejacket should only be allowed when circumstances dictate as determined by a proper risk assessment by the skipper.</p> <p>SAMSA strongly recommends an approved light; if operating at night.</p>	
10	One (1) waterproof torch, spare batteries and a spare bulb	<u>ONLY</u> required on vessels operating at night - Spare batteries and bulb to be kept in a watertight container	
11	Hand-held spotlight with own 12 V battery	<u>ONLY</u> required on dive boats operating at night.	
15	Code Flag "A" (rigid)	<u>ONLY</u> required on dive boats	
21	Depth sounding device or hand lead line	<u>ONLY</u> required on dive boats	
24	Suitable approved fire extinguishers	<p>One <u>per engine</u>, and, in decked vessels of 9 (nine) metres or more in length, one (1) in each compartment formed by a complete transverse bulkhead (e.g. galley, sleeping accommodation and wheelhouse).</p> <p>Serviced annually by an approved SAMFAS.</p> <p>Reference - Latest Marine Notice for SAMSA approved SAMFAS Stations</p>	
26	2 Oars or paddles	Only for single outboard engine vessels	
27	Grab-line fitted to outside of gunwale	<u>Required ONLY</u> for dive boats. Not required for vessels equipped with a secured boarding ladder extending into the water.	
28	Capsize rope for use when vessel is inverted in the water	<u>ONLY</u> for inflatable vessels and ski-boats less than 9 (nine) metres in overall length. Rope to be attached when proceeding to sea.	
29	Full set of sails, including storm sails	<u>ONLY</u> required on sailing vessels	
32	Proper <u>patent</u> anchor and chain, with a suitable length of rope for the area of operation	<p><u>Length of chain:</u> Vessels of 6 (six) metres and more - at least 5 (five) metres Vessels under 6 (six) metres - at least 3 metres</p> <p><u>Length of Rope:</u> At least 50 metres, may be reduced to not less than 3x depth. Inspect weak link.</p>	
36	First-aid kit	<p>To be suitable for the vessel's size, compliment and intended operation, to the satisfaction of the surveyor or safety officer.</p> <p>To include an elementary first-aid manual such as the publication entitled <i>First on the Scene</i>, published by <i>St Johns Ambulance</i>.</p> <p>Not required if installed power is 15 horsepower, or less.</p>	
37	Suitable air bellows and repair kit	<u>ONLY</u> required on inflatable vessels	

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38	SAMSA Approved self-inflating life-raft capable of carrying all persons aboard	<p>Life-raft ONLY required if built in buoyancy, one compartment flooding or two chamber flooding (Inflatables) is NOT provided.</p> <p><u>If carried:</u> Stowed on deck or in a readily accessible position. Commercial vessels the raft must be serviced annually by an approved life-raft servicing agent. Pleasure vessels the raft must be serviced according to the manufacturers' instructions. It is strongly recommended that life-rafts be fitted with hydrostatic release units Reference - Latest Marine Notice regarding provision of life-rafts</p>	
39	Spares	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.	
40	Tools	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.	
Annex 2 Para 3(1)	Marking of equipment	All life-jackets, buoyancy aids, life-buoys, Dan-buoys, flares, oars, paddles and life-rafts are to be permanently marked with the vessel's name or "approved marking".	
Annex 2 Para 3(2)	Marking of trailer	Where any vessel is launched from a trailer other than a dolly at a private launching site the trailer must be marked in a conspicuous position, with the vessel's name, or approved marking and with the owner's name and emergency contact number.	