

SOUTH AFRICAN MARITIME SAFETY AUTHORITY



SAFETY SURVEY CHECKLIST: CATEGORY B COMMERCIAL AND PLEASURE

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:

Category B: Vessels operating less than 40nm from shore

Pleasure: Vessels used solely for sport and recreation

Commercial: Vessels that are not pleasure vessels

SAFE ACCESS	
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.	
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

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

<http://www.samsa.org.za/content/boating>

WHO SHOULD SURVEY YOUR VESSEL?

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

1. SAMSA Employed Surveyors – Surveyors permanently employed by SAMSA for the execution of SAMSA’s responsibility’s
2. SAMSA Appointed Surveyors – Surveyors appointed by SAMSA to carry out surveys of small vessels on behalf of SAMSA.
3. 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			
Type of operation (Commercial or Pleasure)	<table border="1"> <tr> <td>Local General Safety Certificate</td> <td>Certificate of Fitness</td> </tr> </table>	Local General Safety Certificate	Certificate of Fitness
Local General Safety Certificate	Certificate of Fitness		
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	<p>The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence.</p> <p>This certificate of competence (or a certified copy) must be available for inspection at all reasonable times.</p>	
Manning Regulation 14	<p>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.</p>	
Crewing for Commercial Vessels Regulation 14(3)	<p>Commercial Vessels:</p> <ul style="list-style-type: none"> .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	<p>1. and 2. are applicable to ALL vessels</p> <p><u>In addition for commercial vessels:</u></p> <p>Skippers of commercial vessels MUST practice the vessel's emergency procedures and arrangements at least <u>once a week</u>. (Examples would be 'abandon ship', 'fire fighting' and 'man overboard' procedures, if practicable.)</p> <p>A record of the drills must be maintained by the skipper.</p> <p>Marine Notice: Requirement for Safety Drills, Safety Familiarisation and Record Keeping.</p> <p>Marine Notice 1 of 2009, or as amended.</p>	
Fuel reserve Regulation 8	<p>A reserve of not less than 25% over and above the requirement for the intended voyage</p>	
Operational Limits Regulation 10	<p>No person may operate a vessel beyond the distance from shore for the category it is licensed for or operate a passenger vessel more than 5 (five) NM from shore and 15(fifteen) NM from a safe haven.</p>	
Carrying persons in excess Regulation 11	<p>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>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.</p> <p>Upon returning from sea or the voyage, the person or authorities with whom the voyage information were left, must be informed accordingly.</p>	
Assisting vessels in distress and reporting dangers to navigation Regulation 13	<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>Commercial vessels the minimum age for a skipper is 18 years. Pleasure vessel with more than 15HP the 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>Commercial 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;</p> <p>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;</p> <p>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> <ul 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.	<u>LGSC: Annually:</u> .1 Vessels thoroughly inspected, internally and externally, including water connection fastenings. .2 Surveyors discretion or at intervals not exceeding two years: .3 Dismantle and inspect water suction and discharge valves. .4 Surveyors discretion or at intervals not exceeding 4 years: .5 Shafts drawn and tapers blued and non destructive testing of shaft and propeller. <u>COF: Annually:</u> .1 Trailer-borne vessels: Ensure the vessel's structure, equipment, appliances arrangements and material continue to be in compliance with the regulations. .2 The principles of the LGSC survey requirements will apply to COF inspections for vessels that are not trailer-borne. .3 Exemptions may be applied for, in accordance with SAMSA Policy on Hull and Shaft Surveys. Marine Notice No 6 of 2002. (or latest marine notice)	
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.)	
COLOUR OF DECK Regulation 9	To assist with search and rescue, the deck is to be painted or pigmented in a colour which is readily visible from above in any sea condition. (Or the vessel may carry a pigmented canvas extending the full the width of the vessel, but not less than 2m x 2m).	
Navigation lights Collision Regulations	Any vessel going to sea 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 To be attached to the skipper or operator at all times <u>except</u> when launching or beaching the vessel through surf.	
LOAD LINE REGULATIONS (1968) 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</p> <p>To be fitted where life-rafts are not carried.</p> <p>Exceptions:</p> <p>.1 Vessels participating in an organised event under the auspices of an authorised agency are exempted only for the duration of the event.</p> <p>.2 <input type="checkbox"/> Sailing 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>	<p>Vessels not provided with life-rafts must provide either built-in buoyancy or prove that they can survive one compartment flooding</p> <p><u>Built-in buoyancy:</u> The buoyancy provided must be capable of keeping the vessel afloat when fully flooded, swamped or capsized, and, provide a platform upon which the full complement can be secured.</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>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 60% of the gross weight of the vessel. For other construction materials it must be proved to the satisfaction of the authority that the built-in buoyancy provisions are sufficient.</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><u>One compartment flooding:</u> In lieu of built in buoyancy, decked vessels (<i>the larger displacement vessels</i>) may have at least two watertight bulkheads, so positioned and of such strength, that in the event that the largest compartment being flooded, the vessel will remain afloat with positive transverse stability. (In the worst envisaged load condition!)</p> <p><u>Inflatable vessels:</u> Inflatable vessels of any category whether fully inflatable or semi-rigid, may in lieu of fitted buoyancy be constructed with at least 3 separate buoyancy chambers and have the capacity to stay afloat despite the largest two of the chambers being completely deflated. The hull of a semi-rigid inflatable is not considered to be one of the 3 buoyancy chambers required.</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>	

Guard rails (Paragraph 3)	<p>All open decks or walk ways on <u>power driven vessels</u> should be protected as follows: Vessels 9 metres or more - 600 mm high Vessels less than 9 metres - 450 mm, high</p> <p>All open decks or walk ways on <u>sailing vessels</u> should be protected as follows: Vessels 9 metres or more - 560 mm high Vessels less than 9 metres - 410 mm</p> <p><i>Surf operated vessels are exempted if they have bulwarks at least 450 mm forward and 300 mm aft.</i></p> <p><i>Vessels with cabin tops which extend nearly to the ship's side, with a crew access forward are exempt if provided with a toe rail of at least 50 mm along the outer edge of the deck and substantial, secure handrail on each side of the cabin.</i></p>	
Towing arrangements (Paragraph 4)	<p>Every vessel must be provided with an efficient means of securing a tow rope or anchor cable. Arrangements provided forward and aft. (Capability to tow and to be towed)</p>	
Underwater hull fittings (Paragraph 5)	<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>	
Ventilators (Paragraph 6)	<p>Vents serving engine or accommodation spaces to be provided with proper closing devices or water traps to prevent water ingress into the compartment. Vents serving only engine spaces must be able to shut off air flow in case of fire.</p>	
Engine power (Paragraph 7)	<p>Every motorised and passenger vessel must have an engine capable of propelling the vessel in its fully loaded condition at a speed of at least 5 knots. If operating in a surf, each engine must be capable of propelling the vessel at a safe speed when operating in surf conditions. (rough conditions)</p>	
Number of engines (Paragraph 7)	<p>If outboard propulsion is used, the vessel must be provided with at least two outboard engines.</p>	
Inboard Petrol Engines (Paragraph 7 (4))	<ol style="list-style-type: none"> .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 	
Exhaust Pipes and Silencers Paragraph 7(5)	<p>Water cooled or lagged.</p>	
Fuel tanks (Paragraph 8)	<ol style="list-style-type: none"> .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>Electrical installations (Paragraph 9) (Motor driven vessels)</p>	<p>Vessel to be provided with at least two identical banks of batteries. If engines are provided with hand start arrangements only one bank of batteries may be fitted.</p> <p>A suitable battery charging appliance must be provided for each bank of batteries; 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.</p> <p>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.</p> <p>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;</p> <p>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.</p> <p>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)</p> <p>Alternative emergency steering to be practical and demonstrated.</p>	
<p>Bilge pumping arrangements (<u>motor vessels</u>)</p> <p>One (1) power driven bilge pump (capacity 3000 litres per hour)</p> <p>One (1) hand operated pump (capacity 2000 litres per hour)</p>	<p><u>ONLY</u> applies to vessels <u>without</u> self-draining decks (exceptions for ski-boats and inflatable boats, sailing or rowing dinghies)</p> <p>Where vessels over 7m in length are fitted with an inboard main engine, the bilge pump must be driven by the main engine. If the main engine cannot act as the prime mover, the pump may be electrically powered. In addition the vessels must be fitted with a hand operated bilge pump situated above the main deck.</p> <p>Other power driven vessels over 7m in length must have at least two hand-operated bilge pumps, one installed below deck and the other above deck. Vessels under 7m in length must be fitted at least one hand operated pump</p> <p>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).</p> <p>Underwater discharges need sufficient non-return valves fitted to prevent back flooding;</p> <p>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 (<u>sailing vessels</u>) one (1) hand operated bilge pump</p>	<p>.1 Capacity 2000 litres per hour;</p> <p>.2 Underwater discharges need sufficient non-return valves fitted to prevent back flooding;</p> <p>.3 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.</p> <ol style="list-style-type: none"> .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>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>	

<p>SAFETY APPLIANCES AND EQUIPMENT</p>			
<p>Annexure 2 of National Small Vessel Safety Regulations, 2007.</p>			
<p>Safety Item No</p>	<p>Description</p>	<p>Remarks</p>	<p>v</p>
<p>1</p>	<p>Approved Life-jacket To be fitted with the following: a) Whistle b) Lifting loop c) Retro-reflective material These devices provide face-up flotation</p>	<p>One life-jacket per person aboard. Level 150 – Offshore conditions for vessels operating more than 15 miles offshore (SANS 12402-3) Refer to the latest Marine Notice: New Compulsory standards for lifejackets used on South African Vessels SAMSA strongly recommends an approved light; if operating at night</p>	

2	<p>Approved Buoyancy aid (Working Lifejacket) To be fitted with the following: a) Whistle b) Lifting loop c) Retro-reflective material</p> <p>These devices provide for continuous wear and provide lift, without significant face-up turning ability</p>	<p>It is accepted that it may be impractical to wear an approved lifejacket for specific operations onboard. Additional approved buoyancy aids must be provided for the following operations:</p> <p><u>Commercial Vessels:</u> .1 When performing any work on deck at night. .2 When carrying out any other work where there is a risk of being lost overboard .3 Every crew member on a vessel less than seven metres in overall length when operating within 1 nautical mile from shore;</p> <p><u>Pleasure vessels:</u> Not mandatory to be supplied with buoyancy aids additional to the life jacket.</p> <p><u>Pleasure & Commercial Vessels</u> By every child under 12 (twelve) years of age on deck whilst the vessel is underway.</p> <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>Note that when launching or returning through the surf, or when directed by the skipper, either a lifejacket or an approved buoyancy aid MUST be worn by every person aboard.</p> <p>A water-skier must wear a suitable buoyancy aid. SAMSA advises recreational vessels to consider the wisdom of wearing a comfortable buoyancy aid at all times whilst at sea.</p> <p>SAMSA strongly recommends an approved light; if operating at night</p>	
3	Lifebuoy	<u>Only</u> on non-planing vessels	
4	Dan buoy	<u>Only</u> on trawlers and on sailing vessels over 9m in length.	
	Hand-held red distress flares	<p>4 off – unexpired SAMSA approved. It is an offence to tamper with expiry dates, besides being very dangerous.</p> <p>Exp. / / 20..... (Note: All expired pyrotechnics are to be handed in at the SAPS explosives unit for disposal.)</p>	
5	Red rocket parachute flares	<p>4 off - unexpired SAMSA approved. It is an offence to tamper with expiry dates, besides being very dangerous.</p> <p>Exp. / / 20.....</p>	
6	Floating orange smoke marker	<p>1 off - unexpired SAMSA approved. It is an offence to tamper with expiry dates, besides being very dangerous.</p> <p>Exp. / / 20.....</p>	
7	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	
8	Hand-held spotlight with own 12 V battery	<u>ONLY</u> required on dive boats operating at night.	

9	Sound signalling device (other than a life-jacket whistle)	<u>ONLY</u> required on vessel operating WEST of Port Alfred. Frequency range 250Hz - 700Hz, audible not less than 1 kilometre over water in still conditions. It is highly recommended by SAMSA that vessels operating East of Port Alfred also carry a sound signalling device.
10	Ships bell or sound signalling device capable of making the signal "R"	<u>ONLY</u> required on vessels of 20m or more in overall length. ("R" is Morse Code . - .)
11	Code Flag "A" (rigid)	<u>ONLY</u> required on dive boats
12	Two (2) black balls or shapes, at least 400mm in diameter	<u>ONLY</u> required on vessels of 12 (twelve) metres or more in overall length.
13	Permanently fitted radar reflector of at least 400mm in diameter (or patent type of equivalent echoing capability)	<u>ONLY</u> required on power driven vessels of 9 metres or more in overall length operating west of Port Alfred. It is strongly recommended by SAMSA that vessels less than 9 metres in overall length, sailing vessels and vessels operating East of Port Alfred also carry a permanently fitted radar reflector.
14	Marine VHF to be fitted	VHF to have at least channel 16 and one other working channel. An annual ship station licence to be obtained from ICASA. The skipper to be in possession of a Restricted Radio Telephone Operators Certificate for vessels fitted with VHF radio equipment.
15	Depth sounding device or hand lead line	<u>ONLY</u> required on dive boats
16	Steering Magnetic Compass	Compass to be illuminated on vessels operating at night.
17	Navigation charts for the voyage, or area of operation	Corrected in accordance with the South African Notices to Mariners or renewed every six (6) years.
18	Suitable approved fire extinguishers	<u>One 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). Serviced annually by an approved SAMFAS . See latest Marine Notice for SAMSA approved SAMFAS Stations
19	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.
20	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.
21	Full set of sails, including storm sails	<u>ONLY</u> required on sailing vessels
22	Suitable means of cutting standing rigging	<u>ONLY</u> required on sailing vessels
23	Suitable sea-anchor, fitted with hawser and tripping line (rigged and ready for use)	<u>ONLY</u> required on surf launched vessels of less than 9 (nine) metres in overall length.
24	Proper patent anchor and chain, with a suitable length of rope for the area of operation	<i>Length of chain:</i> Vessels of 6 (six) metres and more - at least 5 (five) metres Vessels under 6 (six) metres - at least 3 metres <i>Length of Rope:</i> At least 100 metres Inspect weak link.
25	Watertight capsize bottle attached to vessel with rope readily accessible in event of capsize	Containing flares, survival and emergency equipment. The rope length must not be less than 1.5 times the length of the vessel and manufactured to be non-slip.
26	Space blankets	2 off
27	Drinking water	One litre per person

28	First-aid kit	To be suitable for the vessel's size, compliment and intended operation, to the satisfaction of the surveyor or safety officer. To include an elementary first-aid manual such as the publication entitled <i>First on the Scene</i> , published by <i>St Johns Ambulance</i> .
29	Suitable air bellows and repair kit	<u>ONLY</u> required on inflatable vessels
30	SAMSA Approved self-inflating life-raft capable of carrying all persons aboard	Life-raft <u>ONLY</u> required if built in buoyancy, one compartment flooding or two chamber flooding (Inflatables) is NOT provided. <u>If carried:</u> .1 Stowed on deck or in a readily accessible position. .2 Commercial vessels the raft must be serviced annually by an approved life-raft servicing agent. .3 Pleasure vessels the raft must be serviced according to the manufacturers' instructions. .4 It is strongly recommended that life-rafts be fitted with hydrostatic release units Refer to the latest Marine Notice regarding provision of life-rafts
31	Spares	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
32	Tools	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
33	Highly visible 2m x 2m canvas	Only applies to vessels not painted in visible colours. To be pigmented in a colour which is readily visible from above in any sea condition. (Or the vessel may carry a pigmented canvas extending the full the width of the vessel, but not less than 2m x 2m).
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.

Crew Wage Agreements – Merchant Shipping Amendment Act, 2015	
South African ship : ' means a ship that is registered or licenced in the Republic.	Applicable to commercial fishing vessels.
Crews Agreements (MSA Sects 102, 111A, 114,121 &130)	Crew's agreements to be on board and contain required information (see sect 102 & 111A, 114, 121 & 130 of MSA). Department of Labour endorsed Bargaining and Statutory Council agreements are accepted as alternatives if these agreements contain as a minimum the required information as per MSA sections above.

ANNEXURE: CREW'S AGREEMENTS		
Merchant Shipping (Amendment Act), 2015.		
APPLICATION : (1) South African ship that is registered or licenced in the Republic.		
CHECK	Section of MSA, 1951 as amended	NOTES
	MSA Section 102 (3) (a) to (e)	Crew's agreements to contain the following information: Nature and duration of intended voyage or engagement, Particulars of deck lines or load lines –if applicable, number and description of crew, time the seafarer is to be on board and capacity on board.
	MSA Section 102 (3) (f) to (m), Read with Sections 111A (leave and formula for calculation), Section 114 (right to repatriation)	Crew's agreements to contain the following additional amended information: .1 Particulars of wages each seafarer is to receive, to include basic wages, leave, allowances, bonuses and commissions. .2 Amount of seafarer's annual leave including formula used to calculate. .3 Health and social security benefits. .4 Right to repatriation. .5 Reference to any collective bargaining agreement. Minimum notice periods.
	MSA Section 102 (5)(b)	If there is a collective bargaining agreement on board a fishing vessel covering the wages and conditions of employment of a seafarer agreed to under a registered Bargaining Council or Statutory Council, then the terms of agreement shall apply to the seafarers an board.
	MSA Section 121	Crew's payments to be received on a regular basis. Periods between payments not to exceed 45 days.
	MSA Section 130	Seafarers have the right to leave allotment notes ashore for payment of part of wages to be paid to a designated person ashore.