

SOUTH AFRICAN MARITIME SAFETY AUTHORITY



SAFETY SURVEY CHECKLIST: CATEGORY D, E and R PLEASURE (REGULATION 37 – CANOE SA)

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 of 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 E & R: Power Driven, not exceeding 15 horse power, and

Category D, E & R: Sailing Dinghies and non-power driven less than 7m in length

Category D: Vessels operating less than 5 nautical miles from shore

Category E: Vessels operating not more than 1 nautical mile from shore and 15 miles from an approved launch site

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: A vessel that is used solely for sport or recreation

Commercial vessel: A vessel that is not a pleasure vessel

Passenger vessel: A vessel that carries more than 12 passengers

Passenger: Any person carried on a vessel, except persons employed as crew; rescued survivors and infants under one year of age

Pleasure vessels list above, are not required to be inspected or issued with a Certificate of Fitness, however, owners must ensure compliance with the regulations. Skippers are not required to hold a Certificate of Competence. It is recognised that a large variety of vessels of this Category are found on our waters, owners are encouraged to consult with SAMSA where uncertainty in compliance exists.

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 enclosed 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

Competent and Responsible Manning		V
Crewing Regulation 14	The owner of a vessel must ensure that the vessel is operated under the constant guidance of a skipper who is physically able and of sound mental health. In addition the owner must ensure that the vessel is sufficiently and efficiently manned for the intended voyage or operation.	
Essential Safety Information Regulation 7	On EVERY occasion and BEFORE the vessel is operated the skipper must; .1 Ensure that every person aboard receives essential and appropriate safety information; such as the location of the safety appliances and equipment aboard as well as instruction in the use of such items; and .2 Ensure that the safety appliances and equipment are inspected, fit and ready for use.	
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 designed and equipped.	
Carrying persons in excess Regulation 11	Owners must not exceed the number of persons carried onboard their vessels, as specified by the manufacturer, when operating their vessels.	
Voyage information Regulation 12	Before a vessel goes to sea, the particulars of the vessel and the names of the crew are to be left with the harbour master, at the launch site, or in certain cases, relatives, a police station or responsible person. 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.	
Vessels in distress and reporting dangers Regulation 13	It is the duty of a skipper to report dangers to navigation and assist persons in distress.	
Physical and mental fitness Regulation 17	No person may operate a vessel or vessel's equipment whilst under the influence of alcohol or drugs. (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. No person may operate a vessel if he/she is not physically able to do so and/or of sound mental health.	

<p>BUOYANCY Regulation 37(3)(a) Policy: Marine Notice 8 of 2012 It is not required to carry buoyancy certificates for this type of boat. Owners may wish to prove the installed buoyancy in their boat by documenting this in a certificate. <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. 	<p>Vessels are to have sufficient buoyancy to keep the vessel <u>afloat</u> when completely swamped. Definition of <u>afloat</u> for CAT D & E and R: <u>CAT D & E:</u> Swamped vessel must provide a level platform able to support the full complement of persons onboard the vessel, whether the vessel is upright or capsized. <u>CAT R:</u> Swamped vessel must provide a buoyant section onto which the full complement of persons onboard the vessel can hold, whether the vessel is upright or capsized. Compliance with buoyancy must be proved by calculation or test, showing that the vessel will stay afloat when completely swamped (filled with water). <u>NOTE:</u> There is NO requirement for built-in buoyancy if the vessel can survive swamping as described above. <u>Built-in buoyancy:</u> Where built-in buoyancy is required to ensure compliance with above it must be installed in accordance with the SAMSA policy.</p>
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SAFETY APPLIANCES AND EQUIPMENT: Category R (LGSC/COF)					
Annexure 2(1)(2) of National Small Vessel Safety Regulations, 2007.					
Safety Item No	Description	Remarks			v
1	<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>DAY OPERATIONS</p> <p>NIGHT OPERATIONS at sea</p>	<p>SANS 12402-5</p> <p>SANS 12402-3</p>	<p>Level 50</p> <p>Level 150</p>	<p>ONE per Person</p>
		<p><u>Pleasure Vessels</u> PFD's to be worn by:</p> <ol style="list-style-type: none"> 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 advises recreational vessels to consider the wisdom of wearing a comfortable buoyancy aid at all times whilst on the water.</p> <p>SAMSA strongly recommends an approved light; if operating at night.</p>			
2	750 ml of drinking water	<u>ONLY</u> for vessel operating at sea, not required for sail boards.			
3	Unexpired approved projectile flare set	<u>Cat E and D</u> : Minimum of 6 flares. Flares are Not required for cat R vessels, who should carry any alternative means of communication.			
4	Suitable tow line	Not less than 10m in length, not required for sail board.			
5	Bailing device	Only on vessels that are not self-draining			
6	Capsize or righting line	ONLY for multi-hull vessels.			
Annex 2(1)(3)(2)	Trailer to be marked	IF vessel is trailer borne the following markings must be carried:			
		<ol style="list-style-type: none"> Vessels Name Owners Name Emergency contact details. 			
Annex 2(1)(4)	EPIRB/PLB Emergency Position Indicating Radio Beacon Personal Location Beacon	NOT required by regulation.			
		Where EPIRB/PLB is carried, the EPRIB/PLB must be registered with the South African Search and Rescue Organisation.			