SOUTH AFRICAN MARITIME SAFETY AUTHORITY

(BAY SUITES BUILDING, 1ST FLOOR, 1A HUMEWOOD ROAD, HUMERAIL, PORT ELIZABETH, 6001)

CHECKLIST: SAFETY SURVEY - CATEGORY C 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 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:							
Inspection Date		Official No		Gross Ton		Length (m)	
Vessel Name				Main Engine (kW)		Total Crew	
I, being the responsible person for the abovementioned vessel, have read and completed the checklist, in preparation for the vessel's 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)					Signature		

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:

1) **Category C:** **Vessels operating less than 15nm from shore**
2) **Pleasure:** **Vessels used solely for sport and recreation**
3) **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.
PORTABLE LADDERS	When it is necessary to use a portable ladder for access, it should be used at an angle of 75° from the horizontal. The ladder should extend at least 1 metre above the upper landing place unless there are other suitable handholds. It should be properly secured against slipping, shifting sideways or falling and be so placed as to afford a clearance of at least 150 mm behind the rungs. Generally, the SWL of Aluminium Ladders are 120kg. Where the freeboard is 9 metres or more, another means of access should be provided – such as scaffolding or gangway
SCAFFOLDING	Only scaffolding of an approved design should be used and rigged in conformity with a generally recognised configuration. Great care should be taken to ensure the stability of the structure and safe access to it. If it is a mobile structure, it should be securely fixed to ensure that it cannot inadvertently move while in use. Measures, such as adequate safety rails, should be incorporated to prevent the risk of persons or objects falling off. Care must be taken to ensure that the safe working load of the structure is not exceeded.

ABBREVIATIONS					
MSA	*Merchant Shipping Act, No57 of 1951*	SoN	*Safety of Navigation Regulations, 1968*	LL	*Load Line Regulations, 1969*
Const.	*Construction Regulations, 1968*	MOS	*Maritime Occupational Safety Regulation, 1994*	Regist.	*Registration Regulations, 2002*
MN	*Marine Notice*	SRA	*Ship Registration Act, 1998*	CSWP	*Code of Safe Working Practises, as amended*
MED	*Ships Medicine and Medical Appliances Regulations*	COLREG	*Collision Regulations*	COCP	*Carraige of Charts & Publications Regulations, 2002*
IFSL	*ICASA Frequency Spectrum License*	LSA	*Life Saving Appliances Regulations, 1968*	RIR	*Radio Installation Regulations, 2002*
S	*Section*	R	*Regulation*	NSVSR	*(National Small Vessel Safety Regulations, 2007*

TYPES OF SURVEYORS?

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

1. SAMSA 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 the purposes of sport & recreation.

TYPE OF SURVEYOR ALLOWED TO SURVEY YOUR VESSEL TYPE									
Description	COMMERCIAL VESSEL(1) Local General Safety Certificate			PLEASURE VESSELS ≥9m Certificate of Fitness			PLEASURE VESSELS <9m Certificate of Fitness		
Survey Type	**New**	**Initial**	**Periodic**	**New**	**Initial**	**Periodic**	**New**	**Initial**	**Periodic**
SAMSA Surveyor	X	X	X	NR(5)	X	X(2)	NR(5)	X(2)	X(2)
SAMSA Appointed Surveyor			X(4)	NR(5)	X	X	NR(5)	X	X
Authorised Agency Safety Officer							NR(5)	X	X

.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" i.e. 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.

New: New Building, under construction **Initial**: 1st Survey of the vessel **Periodic**: Renewal Surveys, after 1st Survey

VESSEL PARTICULARS

Type of Survey required	☐ New Survey	☐ Initial Survey	☐ Periodic Survey
Type of Certificate required	☐ Local General Safety Certificate	☐ Certificate of Fitness	
Type of Vessel Operation	☐ Commercial	☐ Pleasure	

Owner Details	Owner name		ID No	
	E-Mail		Telephone	
Owner's Physical Address				
Area of Operation				
Colour of HULL and DECK				
Make and Model of vessel				
Make and Model of Engines				
Engine Serial Numbers				
List any modifications to vessel construction, fittings or arrangements, since the last survey.				

ITEM	REFERENCE	NOTES, GUIDANCE AND REFERENCE			TICK
DOCUMENTATION					
Local General Safety Certificate	MSA S73,S194,S199	Commercial Vessels only: (1) Available and Valid (2) Correct Information Displayed	Expiry Date		
Certificate of Fitness	MSA S73,S194,S199	Pleasure Vessels only: (1) Available and Valid (2) Correct Information Displayed	Expiry Date		
Certificate of Competence (Skipper)	NSVSR R14	(1) Available and Valid (original or certified copy) (2) Certificate appropriate for vessel type (3) Correct Information Displayed			
Manning (All vessels)	NSVSR R14	(1) Vessel appropriately manned (2) Proper Lookout can be maintained (3) Crew competent for vessel operation			
Crew Competence (Commercial only)	NSVSR R14(3)	☐ Safety Induction Training ☐ Familiarisation Training ☐ Trained to Manage Emergencies ☐ Medical Fitness Records ☐ Employment History ☐ Trained to Prevent Pollution			
Crew Agreements (Fishing Vessels only)	MSA S102(3), S102(5)(b), S121, S130 MN 10 of 2017	**Agreements contain:** (1) Nature and duration of intended voyage (2) Particulars of deck or load lines (3) Number and Description of Crew (4) Crew Members' Capacity onboard (5) Time Seafarer to be onboard (6) Particulars of Wages, Leave, Allowances (7) Particulars of Bonuses and Commissions	(8) Formula to calculate annual leave (9) Health and Social Security Benefits (10) Right to Repatriation to home port (11) Minimum Notice Period Fishing vessels only: Collective Bargaining Agreements: (CBA) (11) Reference to any CBA (13) CBA terms apply to seafarers		
		(1) Crew Payments not exceeding 45 days (3) Payments regular (3) Seafarers have a right to allotment notes for wages to be paid to a designated person. (4) Crew Agreements onboard	(5) Department of Labour endorsed Bargaining and Statutory Agreements are accepted as alternatives, provided they contain the minimum required information as per the Merchant Shipping Act		
Safety Familiarisation	NSVRS R7 MN 1 of 2009	(1) Every person received vessel safety information (2) Skipper completes Safety Equipment Inspection BEFORE EVERY Departure from port			
Emergency Drills (Commercial only)	NSVRS R7 MN 1 of 2009	☐ Abandon Ship and Man Overboard ☐ Fire - all locations ☐ Sinking, Injured Crew ☐ Pollution, Engine Failure ☐ Capsize, Grounding ☐ any other emergencies ☐ Drill Records maintained ☐ Familiarisation Records ☐ Drills held Weekly?			
Compass Deviation Card	MSA S228 SoN R13, R14	Valid only for 1 year: (Completed by qualified compass adjuster) Compass deviation book if no annual compass swing	Expiry Date		
Life Raft Certificates (if any)	LSA R25	Annual Inspection Certificate, completed by a SAMSA approved Manufacturers Service Station	Expiry Date		
Fire Fighting Appliances Certificates	LSA R118	Annual Inspection Certificate, completed by a SAMSA approved Manufacturers SAMFAS Service Station	Expiry Date		
Gas Certificate	NSVSR R16	Annual Inspection Certificate, if Gas Stove on board	Expiry Date		
Electrical Certificate	NSVSR R9	(1) Electrical Test Certificate (2) Insulation test - every 4 years (circuits > 50V) (3) The resistance between all insulated circuits and earth may not be <100 000 ohms	Expiry Date		
Buoyancy Certificate	MN 8 of 2012	Vessels with no liferafts: (1) Vessel Particulars and Description correct (2) Contains sketch showing chambers (3) Picture of boat attached	Last Partial Buoyancy Installation inspection		

ITEM	REFERENCE	NOTES, GUIDANCE AND REFERENCE			TICK
Vessel Plans	NSVSR R4	Vessel<9m: (in lieu of plans) (1) Buoyancy Certificate (2) Photographs	Vessels >9m but <12m: (3) General Arrangement (4) Ship Particulars (5) In addition to (1) & (2)	Vessel >12m but <25GT: (6) Construction/Lines Plans (7) Shaft/Rudder Drawing (8) Bilge/Seawater system Schematics (9) In addition: (1),(2),(3),(4)	
LIFE SAVING APPLIANCES					
First Aid Kit	NSVSR Annex 2	(1) Elementary First Aid Book (such as St Johns Ambulance) (2) Suitable for vessel size, compliment and operation			
Drinking Water	NSVSR Annex 2	(1) 1 x Litre per person			
Direction Finding	NSVSR Annex 2	(1) 1 x magnetic compass (2) For night time only: Must be Illuminated			
Highly Visible Canvas	NSVSR Annex 2	Applies to vessels not painted with highly visible colours (1) Size: Not less than 2m x 2m (maybe bigger to cover full vessel width) (2) Highly visible colour (must be seen in any weather condition from above)			
Lifejackets	NSVSR Annex 2 MN 37 of 2016	(1) One per person (2) Whistle (3) Lifting Loop (4) Retro-Reflective Material (5) Allows for face up flotation and in good condition (6) Level 100: Offshore Conditions for vessels operating >15nm offshore (SANS 12402-4) (7) SAMSA STRONG RECOMMENDATION: for night time operations - fit an approved light			
Buoyancy Aids (Working Lifejackets)	NSVSR Annex 2	Where impractical to use for specific operations, additional Buoyancy Aids to be provided: (1) Whistle (2) Lifting Loop (3) Retro-Reflective Material **When to wear Buoyancy Aids**: Commercial vessels: (1) When performing work on deck at night (2) When carrying out any work where there is risk of being lost overboard (3) Ever crewmember for vessels <7m, when operating within 1nm from shore Pleasure Vessels: (1) Only in addition to Lifejackets (Buoyancy Aids not mandatory) (2) Advised to wear at all times when at sea Pleasure and Commercial vessels: (1) Worn by every child under 12 years of age, whilst on deck and vessel underway (2) Skippers should use a Risk Assessment when deciding to use these Aids, in lieu of lifejackets (3) SAMSA STRONG RECOMMENDATION: for night time operations - fit an approved light **SURF** Launching or Returning: (or as directed by Skipper) : (1) Either Lifejacket or Buoyancy Aid SHALL be worn by every person onboard			
Sound Signalling Device	NSVSR Annex 2	Other than Lifejacket Whistle: (1) REQUIREMENT: Vessels operating WEST OF PORT ALFRED. (2) RECOMMENDED: Vessel operating EAST OF PORT ALFRED (3) Frequency Rage: 250Hz to 700Hz (4) Audible ≥ 1m in still conditions			
Radar Reflector	NSVSR Annex 2	(1) REQUIREMENT: Power Driven Vessels >9m operating WEST OF PORT ALFRED (2) RECOMMENDED: Power Driven Vessels <9m, sailing vessels and vessels operating EAST OF PORT ALFRED (3) 400mm in diameter or Patent Type equivalent Echoing Capability (4) Permanently Fitted			
Watertight Capsize Bottle	NSVSR Annex 2 MN 9 OF 1996	☐ 1 x Orange Smoke Float ☐ 2 x Hand-held Flares ☐ 2 x Parachute Flares ☐ 2 x Space Blankets ☐ Lifesaving Signal Card(optional) ☐ Hand-held compass (optional)	Night Time Operations only: ☐ 1 x Torch (Waterproof) ☐ 1 x Spare Batteries ☐ 1 x Spare Bulb	(1)Non-Slip Rope (≥1.5m) - Secured to bottle (2) Lid Gasket: - good condition - seals properly (3) Stored in good location (4) Easily deployed	

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Fire Entiguisher	NSVSR Annex 2	Serviced annually by approved SAMSA Service Provider, as per latest Marine Notice Vessel ≥ 9m: (1) 1 per Engine Decked Vessels: (2) 1 x in each compartment formed by Transverse Bulkhead (e.g. Galley, wheelhouse, accommodation)			
Marine VHF	NSVSR Annex 2	Required as per Area of Operation: (1) VHF Channel 16 (2) At least 1 x Working Channel (3) Skipper has Restricted Radio Telephone Operators certificate (vessels fitted with VHF) (4) ICASA Annual Ship Station license valide and aviable			
Self Inflating Liferaft	NSVSR Annex 2	(1) Stowed on deck and accessible (2) Can accommodate all persons onboard (3) Commercial Vessels: Service at an Approved Service Provider (4) Pleasure Vessels: Serviced as per Manufacturers instructions (5) STRONG RECOMMENDATION: Fit Hydrostatic Release Units (HRU's) Liferaft ONLY required if built-in Buoyancy, One Compartment flooding or Two Chamber Flooding inflatable is NOT provided.			
Anchor and Chain	NSVSR Annex 2	(1) Proper Patent Anchor and Chain (2) Rope Length suitable for area of operation (3) Rope Length at least 100m (4) Weak Link in good condition Vessels ≥ 6m: Chain length ≥ 5m Vessels <6m: Chain length ≥ 3m			
Kill Switch	NSVSR R7(5), (6)	Required on Power Driven vessels: >15HP outboard engines, Length ≤9m Attached to skipper/operator at all times, except when launching or beaching through surf			
Spares and Tools	NSVSR Annex 2	(1) Adequate Spares to carry out emergency repairs to machinery and essential equipment (2) Adequate Tools to carry out emergency repairs to machinery and essential equipment			
Equipment Marking	NSVSR Annex 2	(1) Permanently Marked with vessel name or "approved marking" (2) Lifejackets, Buoyancy Aids, Lifebuoys, Dan Buoys, Flares, Oars, Paddles, Liferafts, etc			
Trailer Marking	NSVSR Annex 2	Vessels launched from trailers (other than a Dolly at private launching sites) (1) Marked in a conspicuous place (2) Vessels Name (or approved marking) (3) Owners Name (4) Emergency Contact information			
SKIPPER TO BE AWARE OF BELOW COMMENTS					
Operational Limits	NSVSR R10	No person may operate beyond the distance from shore for the Category it is licensed for or to operate a passenger vessel more than 5nm from shore and 15nm from a safe haven.			
Carrying Persons in excess	NSVSR R11	Illegal to exceed the number of persons specified on vessel's Safety Certificate, except in an emergency (i.e. Search & Rescue)			
Voyage Information	NSVSR R12	Before going to sea, the vessel particulars, Crew List are to be left with Harbour Master, Launch Site or in certain cases Relatives, Police Station or Responsible Person. Upon return from sea, that person or Authority shall be informed of the vessels return. Where local Authorities or Authorised Agents have implemented reporting mechanisms, these shall be complied with.			
Reporting	NSVSR R13	Report to Authorities when: Vessels in Distress or when sighting Navigational Hazards It is the Skipper Duty and Responsibility			
Certificate of Competence	NSVSR R16	CoC 's may be suspended or cancelled if convicted of an offence in terms of the Act, if the holder was found to be negligent or incompetent, or if the CoC was obtained fraudulently or has wrong information on it.			
Physical and Mental Fitness	NSVSR R17	No person may operated a vessel or vessel equipment under the influence of alcohol or drags, or if physically unable and/or of sound mental health. **Alcohol Limits: <0.05gram per 100ml (blood) or 0.24mg/1000ml (breath)** **No person may refuse that a specimen of blood or breadth be taken.**			
Skipper Age Limit	NSVSR R18	Commercial Vessels: > 18 years only Please Vessels with more than 15HP: >16 years only			
Illicit Drugs and Unauthorised Alcohol	NSVSR R19	No unauthorised liquor or illicit drugs aboard a commercial vessels and may be searched without a warrant by enforcement officers. (e.g. SAPS, SAMSA, Skipper, Owner or Deputised Person)			

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Water-Skiing	NSVSR R36	Only allowed in approved areas by a regulating Authority. No allowed at night. Skipper must be competent in towing and observing skiers. Towing Vessel may not follow closer than 100m in the wake of another towing vessel towing a skier, airborne devices or aquatic devices. **Water Skier Responsibilities:** (1) Knowledge of hand signals (2) may not create a nuisance/danger to other water users. (3) may not purposefully let go of the rope in congested waters (4) Must wear suitable Buoyancy Aid			

ADDITIONAL VESSEL TYPE SPECIFIC EQUIPMENT REQUIREMENTS

DIVE BOATS	SAILING BOATS
☐ Grab-Line fitted outside gunwale (Not required for boats with boarding ladders extending to water.)	☐ Full set of sail, including storm sail
☐ Code Flag "A" (rigid)	☐ Suitable means of cutting standing rigging
☐ Depth Sounding or Hand Lead Line	SKI BOATS <9m
☐ Night Operations only: Hand-Held Spotlight with own 12V battery	☐ Capsize Rope for use when vessel is inverted. Rope attached to boat when proceeding to sea
INFLATABLE VESSELS	SURF LAUNCH BOATS <9m
☐ Suitable Air Bellows and Repair Kit	☐ Suitable Sea Anchor (fitted with Hawser & Tripping Line)
☐ Only <9m boats: Capsize Rope for use when vessel is inverted. Rope attached to boat when proceeding to sea	
NON-PLANING VESSELS	VESSELS ≥12m
☐ Lifebuoy	☐ (1) 2 x black spheres (minimum diameter = 400mm)
WATER-SKIING VESSELS	VESSELS ≥20m
☐ Towing Rope: Not steel or metallic	☐ Ship Bell or Sound Signalling Device, that can sound the signal "R"
ALL VESSELS	TRAWLERS AND SAILING VESSELS >9M
☐ Fuel Reserve: ≥ 25% fuel requirement for the intended voyage	☐ Dan Buoy

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CONSTRUCTION INFORMATION					
Construction Requirements	NSVSR R6	It is an offence to sell a vessel which does not comply with the construction requirement, except where accompanied by a letter or certificate detailing the extent to which the vessel does not or cannot comply.			
New Builds and Vessel Modifications	NSVSR R4	Ship Plans: Must be submitted 7 days before building any commercial vessels, or when alterations are made to existing vessels.			
Dry Docking/Slipping	NSVSR R5 NSVSR R23 MN 6 of 2002 MN 9 of 2016	Local General Safety Certificates: (1) Annually, or on request: (1.1) At surveyors discretion or intervals not exceeding 2 years: - Dismantle and Inspection Water Suction and Discharge Valves (1.2) At surveyors discretion or intervals not exceeding 4 years: - Dismantle and Inspection Water Suction and Discharge Valves - Shaft Inspection: Draw, Blue Tapers and Non-Destructive Testing of Shaft/Propellors Certificate of Fitness: (1) Annually: Trailer-Borne vessels (2) Non Trailer-Borne vessels: As per Commercial Vessels Exemptions: On application and as per SAMSA policy on Hull and Shaft Surveys			
Reserve Buoyancy	NSVSR R6	Vessel requires sufficient positive Reserve Buoyancy at all times. Vessel stability may be affected if vessels modified or additional load increased.			
Water Ingress	NSVSR R6	Decked Vessels: Water Ingress not permitted at any point, except for scuppers, less than 200mm above water surface. Modifications to scupper arrangements must be carefully considered.			
Deck Colour	NSVSR R7	Vessel to be painted or pigmented with readily visible colours easily seen from above in any sea condition - or carry a highly visible canvas sheet (2m x 2m or more)			
Navigational Lights	COLREGS	Any vessel going to sea shall have properly fitted navigational lights, as prescribed in the Collision regulations. Lights must be of approved type, showing correct sectors, wiring neat and waterproof.			
Load Line Regulations	LL R8(1)(f)	Applies to vessels >14m in registered length, except commercial fishing or pleasure vessels			

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Built-in Buoyancy	Paragraph 1	**Exceptions**: (1) Vessel participating in an organised event under the auspices of an authorised agency- only for the duration of the event. (2) Sailing Pleasure Vessels exempted on inland waters and at sea when operating within 15nm of the shore and within 30nm of a safe haven, during daylights hours only, provided lifebuoys are carrier (one per person) **Built-in Buoyancy**: (1) Must be capable of keeping the vessel afloat when fully flooded, swamped or capsized. (2) Must provide a platform upon which the full complement can be secured. (3) Must consist of a material such as Foam or Approved Plastic Bottles, that are not affected by oil or oil products **GRP or Wooden Vessels**: (1) Built-in Buoyancy must represent 60% of the gross weight of the vessel. Vessel Buoyancy Arrangements must be such that that it can be reasonably inspected during annual surveys. **One compartment flooding**: (1) In lieu of built-in Buoyancy, Decked vessels (the larger displacement vessels) may have at least two watertight bulkheads - so positioned and of such strength, that in the event of that largest compartment being flooded, the vessel will remain afloat with positive transverse stability. (in the worst loading condition) **Inflatable Vessels**: 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.			
VESSEL CONSTRUCTION					
Hatches on Deck	Paragraph 2	(1) Hatch Covers watertight when dogged down. (especially check Flush Deck Hatches) (2) Watertight can withstand hose test Fishing Hatches: if it can be opened at sea - cover can be secured in emergency Sailing Vessels: Aft Facing companionways, closed by washboards allowed to not be watertight, but able to substantially retard water ingress			
Guard Rails	Paragraph 3	(1) Open Decks/Walkways: (Power Driven Vessels) Vessels >9m: 600mm high Vessels <9m: 450mm high (2) Open Decks/Walkways: (Sailing vessels) Vessels >9m: 560mm high Vessels <9m: 410mm high [see (a)] **Exemptions:** (on application to SAMSA) (a) Surf operated vessels,may be exempted if bulwarks at least 450mm forward and 300mm aft) (b) Pleasure Sailing Vessels <9m may be exempted from railing requirements if operating within 30nm of safe haven and crew wear Personal Floatation Devices (PDF) (c) Vessels with cabin tops, extending nearly to ship's side, with crew access forward are exempted - if provided with a tow rail of at least 50mm along the outer edge of the deck and substantial, secure hand rails on each side of cabin			
Towing	Paragraph 4	☐ Tow Hook Aft	☐ Tow Hook Aft		
Underwater Hull Fittings	Paragraph 5	(1) Properly Flanged to Hull (2) Provided with valve or shut-off cock (close as possible to hull) Definition: Underwater - max. loaded waterline, with 7° Heel; and with sheer line at amidships for sailing vessels			
Ventilators	Paragraph 7	Engine and Accommodation: Proper closing devices or water traps to prevent water ingress Engine Spaces: Must be able to shut off air flow in case of fire			
Inboard Engines (Petrol)	Paragraph 7(4)	(1) Protected from spray and flooding, adequately ventilated (2) Manual Bilge pumps in Engine Compartments (3) Battery: Stowed outside Engine room, protected from spray and flooding (4) Marine Carburettor: Flash Arrestor fitted (5) Sparkless Alternator and Starter (6) Remote Controlled Fire Extinguishing System (7) Engine Room Extractor: Flameproof, runs for 30s before engine starts (8) Auxiliary Outboard Fitted			
Outboard Engines	Paragraph 7	at least 2 x engines, if outboard			

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Engine Power	Paragraph 7	Motorised and Passenger: 5 knots in fully loaded condition Surf Launched Vessels: each engine can propel vessel at safe speed in any surf conditions			
Exhaust Pipes/ Silencers	Paragraph 7(5)	Water-cooled or Lagged			
Fuel Tanks	Paragraph 8	(1) Secured, Constructed of suitable material (2) Built-in Tanks: - Shut-off valves or approved automatic shutt-off or anti-shippping devices; - Readily accessible - if not, valves to be remotely operated (3) Filler Pipes: Non-corrosive treaded plugs or caps (4) Breather Pipes: No leaks when heeled 5° (5) Fuel Levels: - Detectable - Gauge Glasses fitted with self-closing valves (6) Petrol Fuel Tanks: Fitted outside Engine and Battery compartments			
Electrical Installations	Paragraph 9	**Motor-Driven Vessels**: (1) At least 2 x Battery Banks; hand start engines may have only 1 battery bank (2) Suitable Charger for each Battery Bank (3) If more than one engine: Chargers must be able to charge both battery banks (4) Single Bank Batteries: provide 12 hours auxiliary power - Navigational Lights - Electric Bilge Pumps (if any) - Fixed Radio Equipment **Sailing Vessels**: (1) at least 1 battery bank (if inboard auxiliary engines, unless hand started engine fitted) (2) Single Bank Batteries: provide 12 hours auxiliary power - Navigational Lights - Electric Bilge Pumps (if any) - Fixed Radio Equipment			
Emergency Steering	Annex 1, Paragraph 10	(1) Fitted, except where steered by Tiller (2) May be portable (3) Accessible for rapid attachment Alternative Emergency Steering: Practical and can be demonstrated			
Steering Position Visiblity	Paragraph 12	(1) Clear, with safety toughened glass (not starred plastic or through opaque) (2) Glare Protection: - Portable tinted screens or Roll-down type; - Protection not fixed/stuck to glass (3) Arc of Visiblity: forward to 2 points abaft the beam (112½°) or out in the open			
Steering and Propulsion Maintenance	Paragraph 13	Periodically serviced as per manufacturers specifications by competent persons			
Crew Accommodation	Paragraph 14	Commercial Vessels, going to sea for >16 hours in a 24 hour period: (1) <10 persons in spaces with only one access (2) Bunks: - 1,8m x 600m (may taper to 460mm at the foot) - Vertical Height between mattress and bunk above: >500mm - No drips onto bunks from access ladders and ventilators - End to End separated by aboard at least 500mm high (3) Cubby Holes: one per bunk (4) No sleeping in Engine Room or Galley (5) Sleeping in Steering Compartment only permitted if protected (6) Engine Room not accessible from galleys with gas stoves (7) Toilets/Showers: (outside of, but adjacent to sleeping quarters) <19 person: 2 of each >19 persons: Additional 1 of each per 10 persons (8) Adequate electrical lighting and Ventilations with closing devices (flooding/fire) (9) Min. Head Height: 1.8m (except at bunks, cupboards, spaces where people don't stand)			

ITEM	REFERENCE	NOTES, GUIDANCE AND REFERENCE			TICK
Gas Appliances	Paragraph 15	(1) Fitted with Safety Device which closes off the gas if flame is blown out			
Bilge Pumping Arrangements		Power-Driven Vessels: (without self draining decks) (1) 1 x power driven bilge pump (capacity 3000lt/hour) (2) 1 x Hand Operated pump (capacity 2000lt/hour) Power-Driven Vessels >7m: (inboard main engine) (1) 1 x Engine Driven Pump - May be electrically powered, if engine cannot act as prime driver (2) 1 x Hand Operated Pump, situated above deck Power-Driven Vessels >7m: (1) 1 x hand-operated bilge pump below deck (2) 1 x hand-operated bilge pump above deck Power-Driven Vessel <7m: (1) 1 x hand-operated bilge pump Pumps to have Piping Arrangements, Valves, Suction and strainers in all compartments, except in fish hatch if vessel can be flooded and maintain positive stability or adequate buoyancy Sailing Vessels: (1) 1 x hand-operated pump (capacity 2000lt/hour) All Vessels: Underwater Discharges: Fitted with non-return valves Portable Pump Levers: Readily accessible, near pump; Above Deck pumps: kept in locker			
Dive Boats	Paragraph 17	(1) Adequate Seating and grab points other than on the gunwale if operating in surf (except inflatable vessels) (2) Secured Racks for all Dive Tanks			