

DOCUMENTATION REQUIRED FOR YOUR SURVEY

1. This safety checklist must be completed by the owner/owner's representative/skipper before the safety inspection and brought to the safety inspection.
2. If the vessel is listed by South African Sailing, please have a copy of the vessel's certificate of listing (CoL) on your boat for reference. The safety officer is required to check it before surveying your vessel. Note that if the vessel has a SA or ZA marking it must be correctly listed by SAS.
3. If your vessel is registered in a foreign country, please have a copy of the certificate of registration to give to the safety officer. You need to initial and date this copy. For foreign vessels it is a SAMSA requirement that SAS files the certificate of registration together with each CoF issued.
4. Please bring proof of payment. The safety officer has to submit proof of payment to SAS.
5. The safety officer will require a copy of your EPIRB registration form as sent to the MRCC.
6. If the overall length (LOA) of the vessel is >24m LOA we will require a certificate proving that Gross Tonnage is < 100.

Please note that if the documentation is not in order the safety officer cannot go ahead with the safety inspection.

Vessel and Owner Particulars	
Name of Vessel	
Approved Marking	
Marina where normally moored (or normally launched for a trailer-borne vessel)	
Length of Vessel	
Maximum number of persons permitted to be carried on board	
EPIRB ID (15 digit hexadecimal code)	
Radio call sign if applicable (from radio license)	
MMSI number if applicable (from radio licence)	
Colour of hull and deck	
Name of Owner	
ID Number of owner or company registration number	
Telephone number of owner	
Email Address of owner	
Postal address of owner	

USE OF CHECKLISTS – Pleasure vessels

Surveyors and Safety Officers must receive a completed copy of the checklist at or before the time of survey. Pages 1 and 2 of the checklist must be retained by the safety officer and submitted to SAS together with the notification of completion of survey for filing and audit purposes. The remaining pages must be retained by the boat owner for guidance and future reference.

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))

Competent and Responsible Manning		✓
Commercial Vessels Regulation 2	The National Small Vessel Safety Regulations define a pleasure vessel as a vessel that is used solely for sport and recreation. Any other vessel is a commercial vessel. A SAS CoF is for pleasure vessels only. By ticking the block to the right the owner acknowledges that he has understood that he may not use his vessel for commercial purposes.	
Foreign going vessels	Vessels going foreign must be registered by SAMSA and require a Local General Safety Certificate issued by SAMSA. If you plan to go foreign you need to get your survey done by a SAS safety officer authorised to do safety surveys on foreign going recreational vessels, otherwise your safety survey will have to be redone when you go foreign.	
Passenger vessels Regulation 2	Any vessel carrying more than 12 passengers is defined as a passenger vessel and has to meet additional safety requirements beyond the scope of the SAS safety inspection. By ticking the block to the right the owner acknowledges that he has understood that he may not carry more than 12 passengers..	
Crewing Regulation 14	The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence. This certificate of competence (or a certified copy) must be available for inspection at all reasonable times.	
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.	
Essential Safety Information Regulation 7	On EVERY occasion and BEFORE the vessel goes to sea, all skippers must ensure that: 1. 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. The safety appliances and equipment are inspected, fit and ready for use.	
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.	
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. 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.	
Assisting vessels in distress and reporting dangers to navigation Regulation 13	It is the duty of a skipper to report dangers to navigation and assist vessels 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.	

Safety Appliances and Equipment – Annex 2		✓
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.	
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.	<u>COF Annual Checks:</u> <u>Trailer-borne vessels:</u> Ensure the vessel's structure, equipment, appliances arrangements and material continues to be in compliance with the regulations. <u>Non-trailer-borne vessels:</u> Owners are required to maintain their vessels in a safe condition and document their efforts to do so [see: HULL INSPECTIPON RECORD]. Surveyors and Safety Officers may require vessels to be removed from the water for external hull inspection, if the condition of the vessels hull or fittings requires additional inspection at the time of annual survey.	
SUFFICIENT RESERVE POSITIVE STABILITY (Regulation 6)	Careful consideration of vessel stability required when considering modifications to the vessel or changes in its 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 (Colregs)	Any vessel going to sea at night must have properly fitted navigation lights in accordance with Colregs. Lights must be of an approved type; must show the correct sectors; wiring to be neat, secured and waterproof.	
Hatches on deck (Paragraph 2)	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. All watertight hatches should be able to withstand a hose test. 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.	
Guard rails (Paragraph 3)	All open decks or walk ways on <u>sailing vessels</u> should be protected as follows: <ul style="list-style-type: none"> • Vessels 9 metres or more - 560 mm high • Vessels less than 9 metres - 410 mm 	
Towing arrangements (Paragraph 4)	Every vessel must be provided with an efficient means of securing a tow rope or anchor cable at the bow and at the stern. (Capability to tow and to be towed)	
Underwater hull fittings (Paragraph 5)	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. Definition of underwater for sailing vessels: The sheer line, at midships.	
Ventilators (Paragraph 6)	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.	
Inboard Petrol Engines (Paragraph 7 (4))	Engine installed in a compartment protected from spray and flooding and is adequately ventilated Manual bilge pump fitted in engine compartment Battery to be stowed outside of engine bay, protected by spray and flooding Marinised carburettor with flash arrester fitted Sparkless alternator and starter Flameproof extractor fitted to engine bay, runs for 30s before engine starts Remote controlled fire extinguishing system. If fitted with only one inboard petrol engine, an auxiliary outboard engine required	
Exhaust Pipes and Silencers Paragraph 7(5)	Water cooled or lagged.	
Fuel tanks (Paragraph 8)	To be efficiently secured and constructed of suitable material; 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; Filler pipes must have threaded plugs or caps. Only non-corrosive materials may be used; Breather pipes should not leak even if the vessel is heeled to 50°; Fuel levels should be able to be determined and where gauge glasses are fitted, they must be fitted with self-closing valves; All fuel tanks holding PETROL must be fitted or stored outside engine and battery compartments.	
Electrical installations (Paragraph 9) (Sailing vessels)	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. Vessels required to be provided with one or more banks of batteries must be provided with a suitable battery charging appliance, and if more than one engine is fitted each engine must be fitted 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.	

Emergency steering Annex 1 Para 10	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.	
Bilge pumping arrangements for category A decked sailing vessels: Two (2) hand operated bilge pumps Para 11(5)	Minimum capacity 2000 litres per hour each. 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)	
Visibility at steering position (Paragraph 12)	Where a steering position is not in the open, clear visibility is required, 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 starboard of the centre line). 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>	
Maintenance of propulsion and steering machinery (Paragraph 13)	Periodically serviced and maintained according to the manufacturers specifications by competent persons.	
Gas appliances (Paragraph 15)	All gas appliances and tubing must be maintained in good working conditions at all times. A safety cut-off device that is activated automatically if the flame is blown out is highly recommended.	
Standing rigging (Regulation 6)	SAS recommends that standing rigging should be thoroughly checked at least once every two years by a rigging expert or someone with appropriate expertise.	

Safety Appliances and Equipment – Annex 2

Item No	Description	Remarks	✓
1	Approved <u>Life-jacket</u> Above to be fitted with the following items Whistle Lifting loop Retro – reflective material Light for vessels operating at night	One life-jacket per person aboard. Level 150 – Offshore conditions for vessels operating more than 15 miles offshore (SANS 12402-3). Single chamber 150N inflatable lifejackets to SANS 12402-3 are now accepted for all categories of vessel. Level 275 – Extreme offshore conditions for vessels operating South of 40 degrees South latitude (SANS 12402-2) Refer to the latest Marine Notice: New Compulsory standards for lifejackets used on South African Vessels	
2	Approved Buoyancy aid (Also called working lifejackets or PFD's) To be fitted with the following: a) Whistle b) Lifting loop c) Retro-reflective material PFD' are comfortable to wear and provide some buoyancy but not sufficient to turn an unconscious person face-up.	It is accepted that it may be impractical to wear certain approved lifejackets (e.g. foam lifejackets) for specific operations on board. It is not mandatory for recreational vessels to carry buoyancy aids in addition to approved life jackets. However SAS and ISAF strongly recommend wearing comfortable inflatable single chamber 150N lifejackets with integrated harnesses where appropriate. These are accepted as lifejackets for all categories of vessels. 150N is the minimum required to turn an unconscious person face-up. Life jackets or PFD's are to be worn: 1. by every child under twelve (12) years of age on deck when the vessel is underway. 2. when directed by the skipper	
3	Lifebuoy		
4	Dan buoy	Required on sailing vessels over 9m in length.	
6	Four (4) hand-held red distress flares	Unexpired SAMSA approved and marked with vessel name. It is an offence to tamper with expiry dates, besides being very dangerous. (<i>Note: All expired pyrotechnics are to be handed in at the SAPS explosives unit for disposal.</i>)	
7	Four (4) red rocket parachute flares		
8	One floating orange smoke marker		
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	
12	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.	
13	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 • — •)	
14	Code Flags "N" and "C"	One of each	

16	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.	
17	Radar reflector of at least 400mm in diameter (or patent type of equivalent echoing capability)	Required on all cat A, B, C and D vessels. SAMSA strongly recommend a permanently fitted radar reflector.	
18	Marine VHF or 29MHz radio to be fitted as appropriate to area of operation. A 29 MHz radio will no longer be accepted from the first safety inspection in 2016. See Marine Notice 6 of 2015.	VHF to have at least channel 16 and one other working channel, 29Mhz to have local marine channels A, B and C. A current ship station licence from ICASA is required. For vessels fitted with a VHF radio, the skipper is required to have a Restricted Radio Telephone Operators Certificate (Marine) or a Short Range Certificate.	
20	EPIRB Capable of transmitting distress alerts through the COSPAS – SARTSAT Satellite service, operating in the 406Mhz band To be registered with the MRCC. The MRCC EPIRB registration form is available on the SAS web site. Look under the “Regulatory” tab.	SAMSA have agreed that a float free arrangement with hydrostatic release is not required on sailing vessels. Once a month (or when the boat is next used if it is not used for more than a month) the following checks are required: <ol style="list-style-type: none"> 1. An EPIRB self-test. The safety officer may request the owner to demonstrate a self-test during the safety inspection. 2. Check that battery life has not expired. 3. Check for damage and adequate securing arrangements <u>Requirement to register EPIRB's:</u> The skipper/owner must ensure that each EPIRB carried on the vessel is registered with the MRCC and that the registered particulars are up to date and correct. A copy of the EPIRB programming certificate and the completed MRCC registration form must be kept on board. A copy of the MRCC registration form must be given to the safety officer. Under no circumstances may an EPIRB be transferred from one vessel to another without correct re-registration with the MRCC.	
22	Steering Magnetic Compass	Compass to be illuminated on vessels operating at night.	
23	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.	
24	Suitable approved fire extinguishers	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). Serviced annually by an approved DOTFAS. See latest Marine Notice for SAMSA approved DOTFAS Stations	
29	Full set of sails	Including storm sails where appropriate	
30	Suitable means of cutting standing rigging	<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	<i>Length of chain:</i> Vessels of 6 (six) metres and more - at least 5m Vessels under 6 (six) metres - at least 3m <i>Length of Rope:</i> At least 100 metres Inspect weak link.	
33	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.	
34	Space blankets	2 off	
35	Drinking water	One litre per person	
36	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> .	
38	SAMSA Approved self-inflating life-raft capable of carrying all persons aboard. Serviced according to the manufacturers' instructions.	Stowed on deck or in a readily accessible position. SAMSA strongly recommend fitting a hydrostatic release unit Refer to the latest Marine Notice regarding provision of life-rafts	
39	Spares	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.	
40	Tools		
41	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.	
	Marking of equipment Annex 2 Para 3(1)	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".	

	Marking of trailer Annex 2 Para 3(2)	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.	
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Additional safety equipment strongly recommended by SAS. It is important to recognise that the regulations define an absolute minimum requirement. It is up to the owner/skipper to decide what additional equipment is appropriate for a specific voyage. The list below would be considered by many skippers to be a minimum list of additional equipment. For a more complete list the ISAF Offshore Special Regulations (available on the SAS web site) provides a useful reference.

MF/HF SSB radio or satellite phone in a transparent waterproof pouch (e.g. Aquapac)	Strongly recommended for an offshore passage to provide emergency voice communication and confirmation of an EPIRB distress alert.	
A suitable combination of navigational instruments appropriate for the voyage	A suitable combination of the following navigational instruments viz:; chart plotter, GPS, log, depth sounder, radar and AIS.	
Back up handheld GPS	Independent of the yachts power supply	
Hand bearing compass	For use in navigation and as a back-up to the ship's steering compass.	
Jack stays and secure clip on points	To allow crew to clip on in adverse weather conditions	
Floating light or lights attached to the danbuoy and/or horse shoe ring	To assist with MOB recovery at night.	
Portable LED spotlight	To help locate a MOB at night	
Waterproof hand held VHF radio	For communication if the mast (aerial) is lost or power is lost or from a liferaft.	