

South African Maritime Safety Authority



Marine Notice No. 13 of 2006

SAMSA policy on small vessel surveys, certification and numbering, and skipper qualification and certification, in terms of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended)

TO ALL PRINCIPAL OFFICERS, SURVEYORS, AUTHORISED AGENCIES, SAFETY OFFICERS, SAMSA APPOINTED SKIPPER EXAMINERS, AND OTHER INTERESTED AND AFFECTED PARTIES

This marine notice replaces Marine Notice No. 16 of 2005 and Marine Circular No. 2 of 2005

Summary

This marine notice communicates SAMSA policy and interpretation of the *Merchant Shipping (Small Vessel Safety) Regulations, 2002*, (as amended).

The policy is kept under review and may be amended from time to time.

This Marine Notice replaces Marine Circular No.2 of 2005, and Marine Notice No 16 of 2005 (syllabus for motor driven vessels >9m).

The main changes are the rationalisation and standardisation of the skipper competency regime, and these will affect SAMSA, Authorised Agencies, training institutions and SAMSA appointed examiners.

This Marine Notice sets out SAMSA's policy in terms of the Merchant Shipping (Small Vessel Safety) Regulations 2002 9as amended). Principal Officers and surveyors must note deviate from this policy without the express permission of the General Manager Operations.

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SAMSA Small Vessel Policy: Implementation of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended).

Version 3

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1 Introduction

The promulgation of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) on the 26th April 2002 (and implemented a year later) brought into effect a new regime for small vessels and forms part of the greater regulatory regime which covers maritime matters, and more specifically the Merchant Shipping Act, 1951.

[Small vessels being "commercial" vessels ("*commercial*" meaning vessels used for purposes other than sport and recreation and requiring licensing under section 68 of the Merchant Shipping Act, 1951) < 25 GT, and sport and recreation vessels < 100 GT.]

The Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) repeals the Regulations Regarding Ships or Small Vessels Used Solely for Sport or Recreation, 1985, and the Standards of Seaworthiness, Manning and Licensing of Vessels Regulations, 1986.

The Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) covers both recreational and licensed vessels. Distinctions are made between the two throughout the text so care must be taken to read isolated text carefully and in context.

Except where otherwise stated, any references to regulations or regulation numbers in this notice refer to the Merchant Shipping (Small Vessel Safety) Regulations, 2002.

The purpose of this notice is to document SAMSA's policy and interpretation regarding small vessels and is intended as both policy and direction to SAMSA officers, who are directed to disseminate no other policy or interpretation in their official capacity.

This document also serves as both guidance instruction to Authorised Agencies and their affiliates, and their appointed safety officers who must take cognisance of the content, and must not deviate from the policy and interpretation contained herein. Failure in this regard will compromise the authority designated to them in terms of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended).

2 Application

2.1 General

The Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended), apply to commercial small vessels < 25 GT and recreational vessels < 100 GT in all areas where the Merchant Shipping Act, 1951, applies. (*In all cases, to vessels ≥ 3 metres in length. A separate set of regulations apply to vessels < 3 metres*)

This means that the regulations apply in all South African maritime waters and to South African vessels wherever in the world they may be.

THEY DO NOT APPLY ON ANY WATERS WHICH ARE NOT TIDAL; OR ANY INLAND WATERS.

2.2 Tidal waters, rivers and lagoons

2.2.1 Background

After having received direction from the Department of Justice in 1985, the Department of Transport - Marine Division and its successor, the South African Maritime Safety Authority (SAMSA) instructed its Principal Officers to treat tidal lagoons and rivers as part of the sea for purposes of administering the Merchant Shipping Act, 1951.

2.2.2 Policy

Please note that for the purposes of this notice, any use of the words "internal waters" refers to tidal lagoons and rivers only, notwithstanding any fuller and more technical definitions contained in any other Acts such as the Maritime Zones Act or Marine Traffic Act (i.e. Category R areas)

Commercial vessels operating on Lagoons and tidal rivers

All sea-going commercial vessels operating should already be under the SAMSA survey and certification regime; therefore as far as the Merchant Shipping Act, 1951, is concerned, they are able to operate on internal waters (including lagoons and tidal waters) without any additional safety considerations.

Other commercial vessels (*commercial being read as being anything other than solely for sport or recreation*) operating solely in these tidal waters also have to be licensed in terms of section 68 of the Merchant Shipping Act, 1951, and therefore must be surveyed by a SAMSA-appointed surveyor and be issued with a Local General Safety Certificates.

The types of operations affected include, *inter alia*, charter operations, vessel hire businesses, NSRI vessels, floating restaurants, ferries, vessels operated by authorities, police vessels and the like.

The extent to which these vessels must comply with sea-going standards in terms of the various regulations applicable to the construction and equipment of vessels is the responsibility of the Principal Officer under whose jurisdiction the area falls, under the direction of SAMSA's General Manager Operations.

Sport and recreation vessels operating on internal waters

The Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended), details a regime of "approved markings" to be displayed on all sport and recreation vessels going to sea, as well as "certificates of fitness" to be issued by either the Authority or "Authorised Agencies".

(Note that by definition, local authorities cannot be appointed as authorised agencies in terms of these new regulations.)

In many areas local authorities, with sufficient authority and control over these tidal waters to sufficiently control recreational boaters, exist. Identification numbers and periodic inspections of the vessels go hand-in-hand with proper control, and in many instances these local arrangements have happily coexisted with the Authority's overall responsibility for some time.

In practice however, the boating public are mobile and desire to launch their recreational vessels at various holiday destinations, and this requires a greater level of standardisation across the country.

Accordingly, SAMSA's policy is that the principles of the Merchant Shipping (Small Vessel Safety) Regulations 2002 (as amended), must be applied in all South African Ports, Lagoons and tidal rivers in a standard way.

Briefly, the main principles applying to all recreational vessels used on internal waters where the regulations apply are as follows:

1. All vessels must be marked with a single traceable 'approved number';
2. All skippers of motor vessels must be competent and certificated;
3. All vessels must be inspected and certified as seaworthy annually (*Certificate of Fitness*);
4. All vessels must carry appropriate and relevant safety equipment;
5. All vessels must have inherent buoyancy. (*In general this is about 30% of the vessel's operational weight, but the vessel must be able to float when damaged*).

2.3 Access to the sea

Right of entry into internal waters

If any vessel is at sea and needs to enter internal waters in order to shelter from the elements, or to carry out repairs, then that is their right to do so, and a responsible local authority would have no problem with that.

Some launch sites are situated within internal waters where local authorities demand inspection and payment to enable vessels to use the water.

Generally SAMSA supports the view that a vessel has a right to go to sea from any designated launch site, but also accepts that charges and conditions might apply. An analogy would be a vehicle traversing a National Park in order to take a short cut. The park's entry fees and any charges relating to the vehicle's use would still apply. In the same way, many launch sites are within national parks etc., and it is reasonable that the same charges should apply to vessels traversing the park to get to sea as to those vessels solely using the park's waters for sport or recreation.

Nevertheless, if there are areas where perceived unreasonable conditions apply, then there should be negotiation between the parties and an equitable solution sought.

The existing regimes in some of the lagoons, estuaries and ports are as follows:

2.4 Knysna and Langebaan Lagoons

The National Parks Board, in discussion with SAMSA have decided that no exemption will be applied for and therefore the Merchant Shipping Act, 1951, and the Merchant Shipping (Small Vessel Safety) Regulations, 2002, apply on Knysna and Langebaan Lagoons and will be enforced i.e. all the control and safety measures in the regulations such as vessel numbering, skipper certification, skipper sobriety, vessel buoyancy and construction, apply.

The Lake Areas Development Act, 1975, applies, as do the "*Rules for Operating of Vessels*" as contained in Government Gazette No. 10036 dated 13 December 1985, and these will continue to be enforced by the National Parks Board. These rules and regulations deal with issues not normally contemplated in national maritime legislation, such as rules and conduct whilst towing skiers, and the conduct of boaters in general on waters under their jurisdiction.

In the case of Knysna the application of the regulations ends at Charlesford Weir. The limitations of the area under NPB jurisdiction at Saldanha (Langebaan) have not yet been established.

At this juncture, no serious conflict between the two bodies of legislation is envisaged.

SAMSA's will (*where motivated*) appoint selected Parks Board officers as SAMSA surveyors to add to their jurisdictional powers over the two bodies of water and to further promote good governance and service levels. All necessary and relevant documentation and support in exercising these SAMSA powers will be supplied by the local SAMSA office. However, this option has not as yet been exercised.

2.4.1 Skipper competence

Skippers of motor driven vessels over three metres and sailing vessels over six metres require a Small Vessel Certificate of Competence in accordance with the regulations.

Any seagoing certificate of competence will be acceptable on either of the lagoons and in addition the Authorised Agencies are examining and certificating a class of restricted skippers under the national system. This is generally a Category R certificate which is valid for any internal water. However a lower restricted certificate is available, namely Skipper (Local Waters) which is restricted to particular areas.

The problem of certificating visitors who have arrived without skipper certification is partially dealt with in the national certification system in that examiners may issue "Interim" certification, valid for six months only, and only if the candidate has sufficient knowledge to qualify for the issuing of a national certificate. This allows sufficient time for SAMSA's Registrar of Seafarers to issue a more permanent national certificate to the individual without major disruption.

2.4.2 Vessel buoyancy

In accordance with the regulations, vessel owners are required to be able to prove that their vessels have suitable and adequate buoyancy fitted.

SAMSA, in conjunction with the Boat Building Industry Association of South Africa (BIASA) has determined that the amount of buoyancy may be reduced from the 60% of gross weight norm for sea-going vessels to 30% of vessel's weight on vessels restricted to lagoons, harbours, rivers, dams and the like. (*See section 9 on vessel buoyancy for a fuller explanation of vessel buoyancy.*)

Where the fitting of buoyancy on existing vessels (*i.e. ONLY vessels constructed before April 2003*) is not considered practicable or possible, or the owner cannot prove the buoyancy, the vessel may be allowed to carry lifebuoys. (*One life-buoy per two persons aboard*)

(Note that this concession applies to vessels operating in Knysna and Langebaan Lagoons only, and not vessels proceeding to sea!)

2.4.3 Vessel numbering

All vessels are to be properly marked with an approved number, which is obtainable from any SAMSA office (*or appointed NPB officer*) or an Authorised Agency. Vessels which are not sea-going vessels and which are used solely in protected waters are allocated the suffix "R" which is placed at the end of the number allocated to the vessel.

Approved numbers are reflected on the 'certificate of fitness' and will be traceable through the agency issuing the certificate.

Note that by regulation, and in the interests of safety and to avoid confusion especially in emergency situations, pleasure vessels are not to display more than one approved number. Other authorities are

urged and requested not to insist on their own numbers also being displayed. SAMSA recommends the use of coloured and numbered decals (*stickers*) where local authorities want to visually mark vessels for whatever reason.

2.4.4 Certificates of Fitness (COF)

All recreational vessels are to be inspected and issued a Certificate of Fitness annually. This service is obtainable from SAMSA or an Authorised Agency, and the certificate is to be aboard the vessel whenever it is being operated.

(Licensed vessels carry Local General Safety Certificates instead.)

2.4.5 Safety Equipment

The minimum safety equipment required by the National Parks Board on the lagoons is as prescribed for Category 'E' vessels except where there are "organised events" or other arrangements with the NPB.

Vessels themselves however may be category 'R' vessels which are vessels which, either by choice or by deficient design, are not intending or permitted to go to sea respectively.

2.4.6 Local General Safety Certificates

All commercially operated vessels based in Knysna Lagoon or Langebaan Lagoon (Saldanha), whether sea-going or not, are to be surveyed (*and licensed*) annually and issued a Local General Safety Certificate by the Principal Officer - Mossel Bay or Saldanha (as appropriate)

2.5 National Ports Authority (NPA)

South Africa's commercial ports fall under the management of the NPA and by and large they have had to deal with many of the inconsistencies around the previous small vessel rules at the coalface.

Accordingly, many local arrangements have evolved to deal with the issues that have now been substantively dealt with in Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended).

The National Ports Authority is implementing the new regulations within the ports, in conjunction with the Authorised Agencies and existing clubs within the harbour areas as the benefits to their ports of a single and much improved national standard are self evident.

One can expect that during these early days, there will be misunderstandings and misinterpretations that will be addressed as they occur.

It is a requirement that any vessels which are confined to these sheltered waters carry the 'R' suffix after the number issued to them, to prevent confusion.

2.6 Lower Breede River

The lower Breede River area is governed by the Swellendam Municipality via a self-funding non-profit conservancy which have dedicated peace officers who not only control boating, but police the fisheries aspects as well.

The boating rules have been gazetted and are available through the normal channels.

This situation satisfies the spirit of SAMSA's policy; however, any vessels already issued with valid approved numbers may not be issued with another number, and any Certificates of Fitness (or Local General Safety Certificates) must be recognised.

Spot checks on sea-going vessels operating on the river may of course still be carried out by the peace officers and the owners of these visiting vessels are likewise still liable for any fees raised by the local authority for the use of the area.

2.7 Other bodies of tidal water where the regulations apply

In any other body of water SAMSA's basic policy applies:

1. All vessels must be marked with a single traceable 'approved number';
2. All skippers of motor vessels >5HP must be competent and certificated;
3. All vessels must be inspected and certified as seaworthy annually (*Certificate of Fitness*);
4. All vessels must carry the appropriate and relevant safety equipment for the type and operation of the particular vessel; however SAMSA's general policy is:-

Items which are not debatable:

- A life-jacket or buoyancy aid per person
- A set of pencil flares
- A torch (at night)
- A suitable fire extinguisher (motor driven vessels)

Debatable items depending on area, type of vessel and operation:

- Carrying an anchor and anchor line for canoes and the like
- The need for additional pyrotechnics such as a smoke marker

All vessels must have inherent buoyancy, however provided. (*Minimum 30% of vessel's weight, but able to float when damaged*)

3 Authorised Agencies

Under the *Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended)*, vessels used solely for sport and recreation are exempted from licensing, but are required to be inspected, have an approved identification number issued, have Certificates of Fitness issued, and all skippers of power driven vessels are to be certificated. The authority may designate any or all of these functions to an "Authorised Agency".

Authorised Agencies are certain sporting bodies that qualify for designation as per the definitions in the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) and particularly regulation 27(1).

Qualified bodies can apply for any or all of the powers detailed in regulation 27 and these may be designated to them with or without conditions attached.

Any authority designated to bodies in terms of the previous legislation is no longer valid.

Unlike previous designations, the current ones include conditions providing for periodical audits by SAMSA, and agencies must work closely with SAMSA to avoid compromising their designations.

Presently individual clubs will not be designated as authorised agencies as our research indicates that fewer centralised systems are more appropriate and manageable.

The following bodies have been appointed as Authorised Agencies in terms the Merchant Shipping (Small Vessel Safety) Regulations 2002 (as amended):

- **SA Sailing** [Inspection and certification of all recreational vessels < 100 GT belonging to affiliated clubs, and examinations of skippers of motor driven vessels ≤9m under the national system and recreational SA Sailing certificates of competency for any sailing vessel.]
- **SADSAA** (South African Deep Sea Angling Association) [Inspection and certification of recreational vessels ≤9m, and examinations of skippers of motor driven vessels ≤9m under the national system.]
- **SAUU** (South African Underwater Union) [Inspection and certification of recreational vessels ≤9m, and examinations of skippers of motor driven vessels ≤9m under the national system.]
- **SAIBA** (South African Inflatable Boat Association) [Inspection and certification of recreational vessels ≤9m, and examinations of skippers of motor driven vessels ≤9m under the national system.]
- **SA Sea Cadets** [Inspection and certification of their training vessels – certificates of competency to be obtained via SAMSA or other participants in the national system.]
- **CSA** (Canoe South Africa) [As the only widely recognised governing body for all forms of racing and recreational canoeing it was hoped that they would assist their constituents by becoming the authorised agency for all forms of canoeing and kayaking. The only sector of this industry which appears to have organised themselves to any extent are the surf racing fraternity and SAMSA has allowed them some concessions due to the nature of the sport. The details are attached as Annex 15. [Other types of canoeists are still somewhat out on a limb with regards to providing their own sport orientated certification and numbers and can approach existing agencies or SAMSA should they desire to comply.]
- **PSA** (Power Boat South Africa) [Although a well known name in racing circles this organisation seems to have little actual presence at the coast, nevertheless they have applied for agency status in the Western Cape where a small contingent of power boat racers are still active.]
- **SAIS** (South African Institute of Skippers) [This organisation was denied agency status initially and was subsequently affiliated to SAS and operated under their authority. This organisation has a large membership and SAMSA has decided to allow them the opportunity to prove themselves over the forthcoming year.]

Unable to qualify as authorised agents by definition, some organisations (and previously appointed individuals) e.g. the NSRI and the National Parks Board have not had their appointments renewed.

However, qualified individuals within these organisations may be appointed as SAMSA small boat surveyors where these appointments will enhance efficiency and promote SAMSA strategy.

These surveyors will be responsible to the local Principal Officer in matters related to their appointments and will be supported SAMSA administration in respect of paperwork and filing.

4 Categories of Small Vessels

One of the fundamental changes introduced in the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended), was the change from categories which described in some detail the type of vessel, to categories which reflect the distance the vessel operates offshore.

This new categorization is irrespective of the size, type or operation of any vessel, which whilst solving some existing problems, introduced others, i.e. the need for very careful wording on Certificates of Competence, as categories alone do not describe the sizes, types of vessel or operation a skipper may be considered competent for. (Not to mention the problem of relating the wording on current certificates to the new categories)

"**Category**", in relation to a vessel, means the particular category of vessel determined as follows:

- (a) *Category A*—vessels operating more than 40 nautical miles from shore;
- (b) *Category B*—vessels operating more than 15 but not more than 40 nautical miles from shore;
- (c) *Category C*—vessels operating more than 5 but not more than 15 nautical miles from shore;
- (d) *Category D*—vessels operating more than 1 but not more than 5 nautical miles from shore;
- (e) *Category E*—vessels operating not more than 1 nautical mile from shore;
- (f) *Category R* - There is a missing category of vessels which are 'restricted' in some way, usually due to their construction and/or design and operate solely within the confines of a port or lagoon/estuary. This category has been in operation for a while and has been designated the category "R")

5 Licensing, Registration and the Provisions for Unregistered Pleasure Vessels

5.1 Licensing

The act of licensing should be seen as a similar, but less onerous and rigorous form of Registration (*Registration in this sense being formal registration in terms of the Ship Registration Act 58 of 1998 and the regulations made under it*) of South African ships and serves the same purpose.

With the exception of vessels less than 3 metres in length, vessels of primitive build and vessels not owned by South Africans, any vessel may be registered or licensed. Only 'qualified persons' may register or license a vessel in South Africa.

South African vessels which are not registered must be licensed, with the exception of both non-South African vessels, (*see section 68(3) of the Merchant Shipping Act, 1951, for the full description*), and vessels used solely for sport or recreation.

(This latter exception has led to SAMSA surveyors often using the word "commercial" to describe the category of vessels that have to be licensed although the sorts of vessels which require to be licensed are far more numerous.)

Licensing of 'commercial' (*i.e. non recreational South African*) small vessels which are not registered on the South African Register is required under section 68 of the Merchant Shipping Act, 1951. (*Read with the Merchant Shipping (Licensing of Vessels) Regulations 2002.*)

The Licence needs to be applied for in terms of the regulations and if it does not form part of the LGSC, then some form of certificate has to be issued with a rotation number and an expiry date.

There is a prescribed application form for a licence and a form of certification in the licensing regulations, but within the operations section we are trying to cut down on the paperwork by combining the different forms and during routine survey operations, the single 'survey document' provided to the surveyors fulfils the requirements of the following:

- *an application for a licence;*
- *an applications for an approved marking;*
- *the data collection for the proposed national data base on small vessels;*
- *the defects sheet; and*
- *the report of survey.*

5.2 Unregistered Pleasure vessels

Pleasure vessels which are not Registered are specifically dealt with in Part 4 of the *Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended)*, where, inter alia, requirements such as the recording and marking of vessels with an 'approved number' and the mandatory carrying of a 'Certificate of Fitness' are specified.

5.3 Registered Small Vessels

Both commercial small vessels (< 25GT) and pleasure vessels (< 100GT) which require to be Registered (*i.e. whether voluntarily for bond purposes, or for proceeding beyond South Africa's 200 mile Exclusive Economic Zone*) must follow a simplified registration process, the details of which can be found in relevant Marine Notices.

SA Sailing is able to assist with the registration process of pleasure yachts in accordance with their agreement with SAMSA.

6 Certification of Small Vessels

There are several variations in the certification requirements needed to serve all the possible combinations of vessels and operations prevalent in the industry and the following possible combinations are provided as reference:

(The need for the current "multipurpose" LGSC becomes clear when considering the combinations of certification required!)

6.1 Licensed small vessels [i.e. a "commercial" (*non recreational*) vessel of < 25 GT]

- A Local General Safety Certificate (LGSC - *incorporating the licence*) and an "official number" (*see the licensing regulations*) assigned in accordance with the SAMSA marking/tracking system for all small vessels.

6.2 Registered small vessels (i.e. a "commercial" (*non recreational*) vessel of < 25 GT)

- A Certificate of Registry and marked (*more or less*) as per Registration Regulations (*see Marine Notice 3 of 2003 on small vessel "carving and marking"*), and, in addition, properly marked in accordance with the marking/tracking system for small vessels.
- A Local General Safety Certificate (LGSC - *without a licence incorporated*)
- A pre-Registration Survey Report (*See Marine Circular No. 8 of 2003*)

6.3 Registered pleasure vessels [i.e. any pleasure vessel < 100 GT]

- A Certificate of Registry
- A Carving and Marking Certificate issued when the vessel has been marked as per Regulation 23 of the Ship Registration Regulations (*If < 25 GT then read with Marine Notice 3 of 2003, and, in addition, properly marked in accordance with the SAMSA marking/tracking system for all small vessels*).
- A Local General Safety Certificate (LGSC- *without a licence incorporated*)
- A pre-Registration Survey Report (See Marine Circular No 8 of 2003)

OR

- Documented in accordance with the agreement with SA Sailing. (*Refer to the relevant Marine Notice*)

6.4 Unregistered pleasure vessels (i.e. any pleasure vessel < 100 GT)

(These vessels are exempted under section 68 (3)(b) of the Merchant Shipping Act, 1951, from licensing)

- A Certificate of Fitness issued by SAMSA, or an Authorised Agency.
- An approved marking issued in accordance with the SAMSA marking/tracking system for all small vessels.

6.5 Vessels to which 'section 203' of the Merchant Shipping Act, 1951, applies.

(i.e. Foreign non-convention vessels not registered or licensed (*or which cannot qualify for either on ownership - remember that there are ownership restrictions on both registry or licensing*) plying regularly between SA ports or operating from a SA port.)

- A Local General Safety Certificate (LGSC- suitably endorsed to the effect that it has been issued in terms of section 203(8) - *without a licence incorporated*)

An Example of a Local General Safety Certificate, a Certificate of Fitness issued by SAMSA, and a Certificate of Registry are annexed to this document.

7 Numbering of Small Vessels

7.1 Numbering of vessels under SAMSA survey

In terms of the *Licensing of Vessels Regulations*, an "official number" must be issued to a licensed vessel.

Regulation 6 of the licensing regulations mentioned above reads as follows:

Marking of vessels: 6. *The owner of a vessel to which section 68 of the Act applies must ensure that the official number assigned to the vessel by the proper officer and the name of the vessel (if any) are inscribed and continued, in the manner directed by the proper officer, on such features of the vessel as the proper officer may direct*

Unlike the recreational vessels, there is no statutory requirement that this be the only number on a commercial vessel. This makes sense as various other authorities may require their own identification on commercial vessels, for example, Sea Fisheries, Port Captains and the like, in order to identify those vessels for which they are also responsible, but in different ways.

In addition the recreational vessels under SAMSA survey are required to have an 'approved number' and in practice we do not issue separate or different numbers to those recreational vessels under SAMSA survey.

There were quite a few different SAMSA numbering systems previously, which have been changed to a single identifiable and traceable numbering system.

Therefore, the ONLY approved numbers which are to be used for SAMSA survey and tracking purposes is the established DT...numbering system, with the addition of the letter "A" "B"....to "R" placed behind the number, to denote the category allocated to the vessel.

(DTC - Cape Town / DTD - Durban / DTE - East London / DTM - Mossel Bay / DTP - Port Elizabeth / DTR - Richards Bay / DTS - Saldanha Bay)

The only exception regarding numbering are the vessels belonging to the SA Police, which may retain their SAP numbers but otherwise the DT.... system of numbers will be the only numbering system for any and all vessels falling under the SAMSA survey regime and whether commercial or recreational, will be easily recognisable as falling under SAMSA's immediate jurisdiction.

NB: NSRI vessels are under SAMSA survey and must therefore carry SAMSA numbers as well as their station identification.

7.2 Approved Markings for Pleasure Vessels

By regulation, the Authority (SAMSA) is responsible for issuing approved numbers to pleasure vessels, however, as a concession to participating agencies and sporting associations SAMSA agreed to incorporate existing numbering systems as far as possible and reasonable.

It would be far easier to have a single simple (*and permanent to the vessel regardless of affiliation*) numbering system and should the current practice turn out to be detrimental to the boating public, such a single numbering system for the life of the vessel may still be implemented by SAMSA.

SAMSA is monitoring the situation closely as we receive the odd complaint that owners are being forced to change numbers relatively often as they move around different areas carrying out their boating activities.

Recreational vessels whose owners are affiliated to clubs falling under the control of designated Authorised Agencies are able to get their approved numbers from their clubs i.e. the numbering or marking systems applied to these vessels are agreed to as part of the process when appointing Authorised Agencies.

It is one of the conditions imposed on Authorised Agencies that they record the particulars of the vessel and the owner allocated the approved number (*marking*) and annually forward the details to SAMSA for future capturing (*or updating*) on a national database of small vessels.

Proof of the validity of the vessel's marking is interconnected with the validity of the Certificate of Fitness in that the 'approved marking' (*number*) must be issued by, and traceable through the Agency responsible for issuing the Certificate of Fitness.

The Certificate of Fitness and the 'approved marking' are the corner stones of this new regime and the certificate is required to be on board whenever the vessel goes to sea.

The list of approved prefixes as at time of issuing this notice is attached as Annexure 9, but is based on the following principles:

- **SAMSA** uses the **DT-** (*plus a letter denoting the port of origin*) prefix system for both commercial and recreational boats with the addition of the category after the number. (eg DTC 139 B)
- **SADSAA** use current club prefixes with the addition of a new "**SR**" prefix for non-club members whose vessels have been inspected and certified by SADSAA, also with the addition of the category after the number.
- **SAS** use a national numbering system using the **SA** prefix for yachts and a **ZA** prefix for motor vessels, also with the addition of the category after the number
- **SAUU** continue with the national **U** system with the new category replacing the old category in their current system. (eg U-03-560 would become U-E-560)
- **SAIBA** continue the **IBA** prefix with the addition of the category after the existing number.
- **CSA** use the prefix **CSA**
- **SA Sea Cadets** use the prefix **SC** followed by a vessel number and the 'unit identification' letters as they are generally restricted vessels and are clearly identifiable.(eg SC 202 WOL)
- **SAIS** use the prefix **A** with the addition of the category after the number
- **SAPS** continue with the **SAP** prefix with the addition of the category after the number.

8 Survey of Small Vessels

8.1 Surveys conducted by ALL SAMSA appointed surveyors

NOTE: All SAMSA surveyors, whether they are officers of one of the marine offices, or one of the specially appointed small boat surveyors from the industry, must follow the same regime and it is the duty of the relevant Principal Officer to provide leadership and direction to these appointees so that uniform standards are maintained through adherence to SAMSA procedures and standards.

ALL SAMSA appointed surveyors have a duty to ensure that:

- (a) the vessel qualifies for licensing or registration in terms of South African ownership;
- (b) the vessel is properly surveyed/inspected and that the process is properly documented;
- (c) a survey fee raised; (*of which a portion is kept in the case of outside surveyors*)
- (d) the levy collected in the case of commercial vessels;
- (e) an official/approved number (*vessel tracking number*) is applied for, (*or re-applied for*), on the survey form provided;
- (f) a LGSC or COF is correctly issued;
- (g) the information contained on the SAMSA survey form is captured on the national database. (*in the future*)

8.2 Standardisation of SAMSA small boat surveys

A small vessel survey consists of several parts:

- 8.2.1 Survey Administration
- 8.2.2 Plans and technical information
- 8.2.3 Hull Survey
- 8.2.4 Inspection of any Fittings
- 8.2.5 Safety Equipment Survey

8.2.1 Survey Administration

Administration is a mixture of statutory requirements, financial control and management needs. An attempt has been made to simplify and combine all the requirements of the Merchant Shipping Act, 1951, and the relevant regulations by combining several of these aspects onto a single survey form.

It is important that all surveyors, whether part of the regular staff, or appointed small boat surveyors, take a few minutes extra to complete the single survey form properly each and every time, or else the idea of complex and combined forms will fail, resulting in a return to many separate application and survey forms.

8.2.1.1 Application for a survey

According to the workings of the particular office and their particular client base, there has never been a strict SAMSA procedure on how to apply for a survey, due to this diverse client base.

The important principle is that the application for a service or statutory survey should be convenient for the client, but still be formal enough to be recorded so that the clients may be held accountable if they do not present themselves appointed times and incurs expenses for SAMSA.

Management also require records to show where and why surveyors are out of the office.

Management is currently revising the financial procedures and Principal Officers may be expected to implement a far more rigid procedure soon.

8.2.1.2 Qualification to register or licence a vessel

SAMSA officers and administrative staff need to establish that the owner is a South African (*the entitlement to registration or licensing is contained in section 16 of the Ship Registration Act 1998 - see quote below*) before committing themselves too far into a survey "*cul de sac*" and wasting both party's time and money.

Quote:

Ships entitled to be registered

16. Subject to this Chapter, the following ships are entitled to be registered:

- (a) *South African-owned ships;*
- (b) *small vessels, other than fishing vessels, that are-*
 - (i) *wholly owned by South African residents or South African residents and South African nationals; or*
 - (ii) *operated solely by South African residents or South African nationals or both such residents and such nationals; and*
- (c) *ships on bareboat charter to South African nationals.*

An attempt has been made to streamline the paperwork and procedures by making this declaration part of the consolidated survey form and Principal Officers are to ensure that this part is complied with. However, if this simplified measure proves to be a failure over time then there will be no other option but to require a declaration of ownership by the applicant as part of the application for survey procedure.

8.2.1.3 Finance

Financial control is important and subject to periodical audits, both internal and external. This means that the correct fee must be charged for and collected. Principal Officers must carry out periodical checks on administrative staff as mistakes are often caused by different interpretations as well as misunderstandings about the nature of the actual service carried out.

Certificates (LGSC and COF) are numbered and are called "face value forms". That is to say that they have value and can be stolen and improperly issued. For this reason, proper registers must be kept regarding the movement (between ports) and issue of certificates. The stubs of each certificate must be endorsed with the receipt number of the payment for the service and the approved marking of the vessel. This is easy to cross-reference and is therefore targeted by most auditors.

Receipts must always be made out on the financial system or on proper SAMSA forms in accordance with the current procedures in place.

8.2.1.4 The Survey form

The survey form combines several aspects as mentioned above, namely:

- the defects list issued to the owner
- the limit of time allowed by the surveyor to rectify defects
- the owners proof of survey whether there are defects or not
- the application for a licence in the case of small commercial vessels
- the application for an approved marking in the case of sport vessels
- the declaration that deficiencies have been corrected by the owner
- the report of survey to the Principal Officer by the surveyor
- the declaration by the owner that the particulars recorded are correct
- the data needed for entering onto the national small boat database
- the form from which a certificate can be generated by the typist

It is plainly important that the appropriate parts of the survey form (*example provided in Annex 3*) are completed at each and every service, whether a 'partial survey' or not. In addition surveyors must ensure that the relevant page as well as any other documentation is returned to the office for further processing, filing and data capturing.

8.2.2 Plans and technical information required for all vessels under SAMSA survey

Regulation 4 of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) refers to submission and approval of plans etc. but to all intents and purposes SAMSA has no intention of rigidly applying this regime to ≤ 9 metre vessels except as mentioned further on.

Regulation 6 and Annex 1, regarding design and construction, are however to be strictly complied with and apply equally to both licensed and recreational vessels. (*A possible exception would be category 'R' vessels where certain lesser construction and design standards may be permitted!*)

Technical documentation provides information on the construction, stability, watertight integrity, machinery, safety equipment and anti-pollution provisions of a vessel that must be in accordance with statutory requirements. The information provided by this documentation is necessary to allow

SAMSA to approve new vessel constructions and to assist surveyors carrying out initial and subsequent statutory surveys of existing vessels.

It is also highly likely that while the vessel is under SAMSA's survey regimes it will be modified, or be involved in a casualty, or reach a point where it is no longer regarded as seaworthy. All of these scenarios must be controlled/investigated/approved by SAMSA. It should be clear that without sufficient technical information, SAMSA will not be able to competently carry out these functions - The adage "Problems downstream are a result of poor preparation upstream" is specifically relevant to the performance of survey functions.

Technical information must therefore be obtained to enable SAMSA to establish a vessel's baseline and to then monitor and control the configuration of a vessel from a safety perspective for as long as it remains under SAMSA survey.

A cornerstone of any monitoring process is of course positive identification, which has long been a problem with small vessels. SAMSA is (*still*) considering microchip technology, which is very reasonably priced, to resolve this long-standing identification problem.

IMPORTANT REMINDER REGARDING 'FAIT ACCOMPLIS'

SAMSA HAS A LONG-STANDING PROBLEM WITH ACCEPTING FAIT ACCOMPLIS (see Marine Notice No. 13 of 1992 - 14 years ago and still a current problem!)

NO SAMSA OFFICER MAY ACCEPT A FAIT ACCOMPLI AS A PASSENGER VESSEL UNLESS BUILT UNDER CLASS - **ABSOLUTELY NO EXCEPTIONS!**

ONLY ONCE ALL THE REQUIRED DATA/TECHNICAL INFORMATION HAS BEEN LODGED AND APPROVED (RETROSPECTIVELY) MAY A LGSC BE ISSUED TO NON-PASSENGER VESSELS -

NO EXTENSIONS OR PERIODS OF GRACE ALLOWED!

8.2.2.1 Specific technical information required

In deciding what technical information is required many factors must be considered e.g. legislative requirements, type and size of vessel, high risk areas and the "Safety Return" i.e. the reduction in loss of life for the amount of effort required to obtain, evaluate and maintain the technical information (*which is not easily measurable!*). The overriding principle must however be to keep the information required to a minimum and in as simple a format as possible. The table below summarizes the minimum technical documentation requirements for vessels under SAMSA survey.

Table 1

DESCRIPTION	Non-Passenger			Passenger	
	≤9 m	>9 m but ≤12 m	>12 m	≤20 pax	>20 pax
All New and Existing Vessels under SAMSA survey*					
Photographs	X(a)	X(a)	X(a)	X(a)	X(a)
Buoyancy Certificate (i.e. There is reasonable proof of buoyancy provided and compliance with construction is documented)	X(b)	X(b)	X(b)	X	
General Arrangement Drawing		X	X	X	X
Lines Plan			X(d)	X(d)	X
Stability Book					X
Practical Stability Test				X	
Safety Plan					X

DESCRIPTION	Non-Passenger			Passenger	
Passenger Seating Plan				X	X
All New Vessels *(including 'fait accompli's', where they are allowed) must have in addition:					
Construction Plan(s)			X	X	X
Shaft and Rudder Drawing			X	X	X
Bilge System Schematic			X	X	X
Sea Water System Schematic			X(e)	X(e)	X(e)
Particulars		X(f)	X(f)	X(f)	X(f)

* In this table, "new vessel" means any vessel coming under SAMSA survey after 5 February 2004.

Notes

- (a) Must be updated from time to time where changes are made.
- (b) A Buoyancy certificate is not required if a vessel carries a SAMSA-approved life raft.
- (d) Only required on passenger vessels over 12 m overall length or where a tonnage computation is necessary.
- (e) The sea water system schematic may be incorporated in the bilge system schematic.
- (f) Not required if additional drawings are provided which entirely satisfy the requirements for "particulars" contained in the small vessel safety and construction regulations.

IMPORTANT - SAMSA may require the provision of additional drawings/information for vessels considered to be of "novel" or "complex" design.

8.2.2.1.1 How, when & where technical information is obtained

Technical information is ideally obtained before, or at worst during, the vessel's construction.

Information on existing vessels (*i.e. built before 5th February 2004*) can obviously only be obtained at the time of licensing (*i.e. once there has been an application for a survey and an attending surveyor has been appointed*).

8.2.2.1.1.1 New Buildings (i.e. Built after 5th February 2004)

The owner/builder is in fact required to advise SAMSA of his intention to build (although this is done far less than one would wish) which allows SAMSA the opportunity to advise the owner/builder of the minimum requirements for the vessel to be built.

Please take cognisance of the SAMSA policy on *fait accompli's* mentioned earlier, as the surveyors' and Principal Officers' collective failure over the years to stick to this policy has caused much heartache and embarrassment over the years.

It happens that vessels previously certificated by SAMSA without the required information, return to SAMSA for certification and if built after the due date the SAMSA surveyor **MUST** obtain the required technical information regarding the vessel, despite our failure to do so earlier.

The new building process can be found in the new ISO procedures.

Vessels over 9 m

If prior approval is required (*i.e. the vessel is over 9 metres in length*), the owner/builder submits the required plans and information to SAMSA for approval and then commences the building of the vessel. The vessel is attended (surveyed) by the designated SAMSA surveyor at various intervals in accordance with the regulations *i.e.*

- Commencing framing;
- Commencing planking, plating or laminating;
- Completing the fitting of all underwater fittings and rudder gear and propeller shafts;
- On completion of installation of built in buoyancy prior to decking (if applicable);
- Just prior to launching the vessel; and
- After launching for dock and sea trials.

Vessels of 9 m or less

If prior approval is not required (*i.e. the vessel is to be 9 metres in length or less*), the owner/builder must where possible be advised of SAMSA's minimum requirements for built-in buoyancy or subdivision (*which may be waived if a life-raft is carried*).

The only survey contact that may then be required, before the vessel is completed, is for the confirmation of the 'built-in buoyancy' provisions, in order that a SAMSA buoyancy certificate may be generated. (*If the SAMSA office is going to be the generator of such a certificate, otherwise satisfactory alternative documentary proof containing the same information and statements has to be provided.*)

On completion of the new building, the owner/builder applies for a survey whereupon the process for obtaining a buoyancy certificate (*if required*) is completed.

If the vessel is to be a passenger vessel, a practical heeling (*stability*) test or the witnessing of an inclining experiment is carried out as required. (*Which will depend on whether the vessel carries more than, or less than 20 passengers*)

The vessel is surveyed (*including any trials which may be necessary*), identifying information is obtained (*including the issue of an approved marking*) and on satisfactory completion, a *Local General Safety Certificate or Certificate of Fitness* is issued for the allowed area of operation, usually valid for one year.

A copy of the report of survey and certificate(s) is placed on the vessel file and a copy of the Report of Survey is forwarded to the person capturing the small vessel data, (*when it comes into being*), whereupon the vessel details are recorded on the small vessel database.

If the vessel is provided with a buoyancy certificate, two originals are generated. The one copy remains on the ship's file and the other is issued to the owner. The certificate which is given to the owner is required to be kept on board and presented to the surveyor at the time of survey. The buoyancy certificate is valid for the vessel as long as no modifications are made which affect its validity. If modifications are made, updated information must be submitted to the survey office and, if satisfactory, a new buoyancy certificate is issued.

If a stability book is required, at least two copies must be submitted to SAMSA. After approval, one is returned to the owner and the SAMSA naval architect retains the other. The stability book is required to be kept on board and presented to the surveyor at the time of survey.

The stability book is valid for the vessel as long as no modifications are made which affect its validity. If modifications are made, updated information must be submitted to the naval architecture section and, if satisfactory, the new stability book is approved and issued.

All other approved plans are held by the naval architect, who is responsible for ensuring that a list of all approved documentation is entered on the small vessel database. If a surveyor requires any of the listed information, this may be requested from the naval architect's office.

REMINDER

RESCUE VESSELS APPROVED EITHER IN TERMS OF SOLAS, OR SA LEGISLATION FOR USE ON SA VESSELS; FOLLOW A SEPARATE AND STRICT REGIME WHICH IS DETAILED IN THE LIFE SAVING REGULATIONS.

8.2.2.1.1.2 Existing Vessels - (i.e. Built prior to 5th February 2004)

Existing vessels (*whether previously under SAMSA survey or not*) which do not have the required technical information are in default and are still required to provide the technical data as detailed in the table above.

It happens that vessels are certificated by SAMSA without the required information and subsequently return to SAMSA for annual renewal of their certification. These vessels are also required to provide the required information, notwithstanding any earlier omissions on the part of SAMSA.

At this time the surveyor has to decide whether or not the vessel is suitable for the intended operation, whether previously certified to carry it out or not. If not regarded as suitable, the owner must be advised in writing of this fact and the process ends from a technical perspective.

If it is established that any other existing vessel under SAMSA survey has not provided, or is not provided with the required technical information listed in table 1, the surveyor is required to advise the owner of SAMSA's requirements e.g. General Arrangement drawing, buoyancy certificate, stability book, etc. and to then give the owner a reasonable period (up to one year) to provide SAMSA with the requisite information. In the interim a LGSC may be issued where safety is not compromised.

The allowance of a grace period may not be extended to passenger vessels under any circumstances.

8.2.2.1.1.3 Maintaining technical information

The correctness of technical information is confirmed as part of the annual survey process. Once the owner has initiated a survey, the attending surveyor prepares for the survey by drawing the vessel file or by obtaining a print out of vessel particulars from the small vessel database.

At the survey the surveyor confirms that the vessel identification information, the vessel technical information, vessel construction and safety equipment is correct. If the vessel has been modified, the surveyor must ensure that any affected information is updated and recorded.

It is extremely important that modifications to vessels are identified and properly evaluated from a technical perspective - The majority of small vessel casualties, which are not competency-related, are a direct or indirect result of a modification carried out at some time of the vessel's life.

8.2.3 Surveys - General Statement

As it would take volumes to cover all the knowledge required covering any and all types of vessels covered by the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) and as there is no substitute for experience and training, no attempt will be made to do so.

As far as SAMSA surveyors are concerned, any specific competency is usually to be found somewhere in the greater surveyor cadre as a whole. Surveyors must not feel as if they have to make

decisions about seaworthiness, damage or repairs, where they do not feel competent to do so and must call for back up. This is not an admission of failure, but part of a process of learning and passing on of knowledge.

Very few decisions are so immediate that they cannot be delayed until there is enough knowledge to base any decision on!

Authorized Agencies must also take care to select and train safety officers who are not only experienced, but are also able to recognize their limitations and act upon them. In this respect SAMSA surveyors will always be available and within reason free of charge, to assist safety officers by giving second opinions where unusual or borderline cases arise.

However, in order to aid safety officers and SAMSA surveyors inspecting the thousands of smaller vessels, the following standard small boat survey is provided. (*In the case of SAMSA surveyors, the following section is the standard to be used and is the standard to which you may be held.*)

8.2.3.1 SAMSA Standard Survey of a Small Motor Driven Vessels

The surveyor must look for modifications or alterations that invalidate any previous approvals (the existence of a previous issue of a LGSC or a COF indicates an earlier approval and therefore once again photos are invaluable in protecting surveyors from claims and allegations arising later), for example:

- alterations to the draining facilities on the transom
- the removal or fitting of cabins
- cutting down or raising of bulwarks
- raising or lowering of deck heights
- retrofitting of smaller and lighter engines in displacement vessels

The surveyor must satisfy himself that the alterations, modifications and /or repairs do not affect the seaworthiness of the vessel. If he suspects otherwise, he can call for specifications of the alterations or repairs, or call for tests to be carried out (e.g. buoyancy tests). In cases of doubt other surveyors or the Principal Officer must be consulted.

In all cases, these changes, as well as the attending surveyor's approval of them must be recorded on the survey form and supplemented with photographs if appropriate where-after the vessel's file must be updated.

The surveyor must conduct a visual inspection of the hull and its deck, taking particular note of:

- tampering with buoyancy
- hatch cover securing
- draining of "step-down" cabins
- securing of windows
- securing of keel strips
- damage to hull and deck
- the deck to hull connection
- the condition and securing of inflatable sponsons
- the securing of fittings such as cleats and towing devices
- the transom to hull connection
- star cracking or osmosis

The surveyor must carry out the following checks:

Outboard engines:

- (a) Rubber mountings and bushings between engine and transom bracket to be in good condition
- (b) Engine to be securely bolted to the transom
- (c) Securing bolts not to be corroded
- (d) Engine must be properly maintained and in good running condition

Steering systems:

- (a) Alternative steering systems to be practical and demonstrated
- (b) Steering wheels to be of steel or inboard steel construction
- (c) Steering to be tested for freedom of movement and wear
- (d) No hydraulic leaks are allowed
- (e) Suitable tools must be onboard where hydraulics needs to be disconnected before an alternate system can be operated.

Propellers:

- (a) Must be properly secured with stainless steel split pins where applicable, or appropriate locking washers and nuts.
- (b) Blades must not have cracks, severe indentations or severe pitting
- (c) Blades must not be broken

Navigation lights:

- (a) Any vessel going to sea at night must be properly fitted; all others must have their certification appropriately endorsed.
- (b) Must be of an approved type
- (c) Must show the correct sectors
- (d) Wiring to be neat, secured and waterproof

Bilge pumps:

- (a) Must be tested in the presence of the surveyor
- (b) Must deliver a good stream of water
- (c) If a "whale gusher" type pump is fitted, the diaphragm must be inspected for cracks and perishing. The handle must be secured in a safe easily accessible storage space.

Inboard petrol engines:

- (a) Particular attention must be paid to the requirements of regulation 7(4) regarding delayed start switching, fans, ventilation, bilge pumps, battery stowage, alternators, fire extinguishing systems and lagging of exhaust pipes and silencers.
- (b) Where an auxiliary outboard engine is fitted, special attention must be paid to the mounting bracket and the stowage of the petrol tank for this engine.
- (c) Check for leaks in the fuel lines or from the tank into the hull space.
- (d) Oil leaks are to be stopped.
- (e) Test fuel shut off valves.

Inboard diesel engines:

- (a) Check engine, fuel lines and injectors for leaks.
- (b) Test fuel shut off valves.

Controls and cables:

- (a) The control box must be securely mounted.
- (b) Kill switches, where applicable, must be tested.
- (c) Check controls for smooth and free movement.

Battery capacity and installation must comply with regulations.

Safety equipment:

- (a) Must comply with the relevant category.
- (b) Must be stowed in an accessible position and clearly marked with the vessel's name or approved marking.
- (c) The life raft must be of an "approved" type and have a current service certificate. This certificate is valid for one year only. This is applicable to licensed vessels only.
- (d) Life jackets (or PFD / buoyancy aids) must be SAMSA (DOT) approved and have SABS stamps on them, Whistles must be attached and the retro-reflective tape in good order. (Whether day or night operation), The ID number must not be written on the reflective tape, Check for compression damage and material tears. Colour must not be excessively faded. Check for chemical damage to the foam or material. Life jackets can last for many years if properly kept.
- (e) The capsized bottle must be properly attached to a capsize rope. Such rope must not be less than 1.5 times the length of the small vessel and have an adequate diameter and be of a non-slip manufacture.
- (f) Test the radio for transmission and reception.
- (g) The expiry date of pyrotechnics is to be carefully checked due to the prevalence of forged labels. Flares that will expire during the year of validity of the new certificate are acceptable; however, the owner's attention must be drawn to this by a note on the survey form. It is his responsibility to renew the flares before the expiry date. Flares on which the date is illegible or which are visibly damaged in any way are unacceptable.
- (h) Check that the anchor chain is secured to the anchor in the proper manner. Take note of the weak link. The diameter of the rope must be in proportion to the size of the vessel.
- (i) A fitted compass must be installed clear of magnetic influences such as speaker and microphone magnets. The lubber line must be aligned with the fore and aft line of the vessel. The deviation should be within reason. If the vessel is to be used at night, then it must be fitted with a source of illumination.

The trailer must be clearly marked with the owner's name and telephone number and the vessel's approved marking.

9 Buoyancy and construction of Small Vessels

The statutory requirement is for all vessels requiring a Local General Safety Certificate (*i.e. licensed and registered vessels*) to be built under the SAMSA survey regime detailed above. (*See regulation 4*)

However ALL vessels are required to comply with Regulation 6 and Annex 1. (*Titled; 'Design and Construction' and 'Construction Requirements' respectively*)

On vessels $\leq 9\text{m}$ the value and practicality of obtaining any useful plans has resulted in SAMSA making a policy decision to concentrate firstly on the provision of sufficient built in buoyancy and secondly compliance with the construction requirements (*such as they exist*) of the regulations only (*i.e. Annex 1*).

On all vessels under SAMSA survey, documentation must exist which supports the issuing of a LGSC or COF. This documentation (*if originating from SAMSA*) must be in a similar format to the attached example. (*Annex 5*) If alternative documentation is supplied by either the owner or builder and contains the same information and statements as the SAMSA example, then it is acceptable.

In no cases are SAMSA files to be without supporting buoyancy and the appropriate construction documentation.

Please take special note of the fact that all vessels going to sea are not supposed to capsize easily if 'swamped', even when loaded. (*Refer to regulation 6*) This means that the design of the vessel must be such that waves taken aboard do not signal instant chaos and threaten the safety of all aboard.

This may sound ridiculous, but many examples of such vessels exist under SAMSA survey and continue to be passed annually. (*Examples of the vessels in question are often small (<5.5m) vessels 'converted' to catch snoek and the like and were licensed previously under the old category AI(3) - the fact that a vessel has 'laaitjies' does not automatically mean that the vessel will not comply with regulation 6, for example many of the larger purpose built vessels such as the Magsen Marine vessels are very seaworthy vessels.*)

In general, particular care must be exercised when considering vessels without substantive deck drainage facilities as the dangers of swamping are very high.

9.1 The buoyancy issue

The provision of fitted buoyancy in small vessels going to sea is not new, however the changes in wording in the new regulations introduce major changes in SAMSA's approach to buoyancy.

The buoyancy required by regulation is an option which may be provided in lieu of a life raft on vessels operating within forty nautical miles offshore, but only if such provision can be satisfactorily demonstrated or proved.

This means that buoyancy must now consist of foam or similar material (*bottles only allowed where considered and shown to be a good equivalent*) and that existing vessels with inadequate buoyancy (*e.g. the AI(3) category of vessels allowed by the 'old' regulations.*) need to be converted and fitted with buoyancy of adequate proportions and proper distribution. (*Or carry a life raft.*)

The need for buoyancy (*or a life raft*) is not generally challenged, however the form (*bottles versus foam*) and quantity of buoyancy is a hotly debated issue, with various sectors of the industry taking up positions based very much on their own particular perspective. Ultimately the whole debate boils down to the cost factor and an unwillingness to have to be the party to change.

Even SAMSA surveyors are divided on the bottle / foam issue, however, generally it is easier to achieve and maintain a good level of floatation and distribution using a high quality closed cell foam, which can last the life of the vessel as opposed to bottles which have a very varied and indeterminate lifespan.

9.2 Amount of buoyancy to be provided

The SAMSA standard on categories B,C , D and motor driven category E vessels (*for either bottles or foam*) is to achieve a minimum of 60% buoyancy.

That is to say; the volume displaced by the buoyancy (*i.e. the foam or bottles*) provided inside the vessel must represent a figure of 60% of the gross weight of the vessel. Gross weight means; the weight of the vessel, engines stores, fuel, persons etc. (*See Annex 5 for a worked example on the SAMSA flotation certificate.*)

It is important to note however that this is only a tried and tested formula on the type of vessels for which it is intended, namely the mass of wood and GRP ski-boats which make up the majority of the vessels at sea.

It should be obvious that exceptions will be encountered, such as vessels made from steel or aluminium, or in extremis from lightweight and buoyant materials such as foam sandwich construction. In all cases safety officers and surveyors must consider the calculations provided and

decide whether it is reasonable to assume that the requirements have been met. (i.e. That the vessel will provide a stable and safe platform on which to secure the crewmembers in event of a casualty.)

Note the following:

1. Category 'R' vessels built after April 2003 other than pleasure sailing vessels, must be fitted with a minimum of 30% of the vessel's operational weight as buoyancy. In this case, the objective is to ensure that the vessel floats, which is considered sufficient for these limited vessels. For existing vessels built prior to April 2003, an attempt must be made to comply, but if this is not practicable, the provision of 1 lifebuoy per two persons is acceptable. In addition, the method of providing buoyancy may be of any reasonable material or method.
2. Small non-power driven category 'E' vessels such as rowing boats, canoes, kayaks etc. may be fitted with a minimum of 30% of the vessel's operational weight as buoyancy. In this case, the objective is to ensure that the vessel floats, which is considered sufficient for these limited vessels. In addition, the method of providing buoyancy may be of any reasonable material or method.
3. Different regimes apply to inflatable vessels (*which have to have multiple buoyancy chambers* *) and decked ** vessels (*which have watertight bulkheads*) and you need to refer to the text of the regulations for detail. Note that extreme applications of inflatable vessels for commercial use such as cargo carrying or the like may require additional buoyancy to the satisfaction of SAMSA, by way of foam filled hulls or additional compartments, as this was never the intention of this exception.
4. Certain vessels such as category C,D & E (and R) pleasure sailing vessels (*yachts*) and 'chukkies'*** over 7m in length, are exempted from buoyancy or carrying a life raft, BUT, are only allowed out during daylight hours (*sunrise to sunset*) and carry life rings (*1 per two persons*) in lieu of buoyancy.

* *The regulations state that inflatable vessels must have at least 3 compartments and that the rigid hull is not included in any buoyancy considerations, however many variations exist and the following applies to vessels under SAMSA survey:*

- *For seagoing vessels the minimum reserve buoyancy after deflating the two largest (regardless of total number) inflatable sections (and flooding the hull if not foam filled) are also 60% of total gross weight.*
- *Restricted vessels (i.e. category 'R') may have 30%*
- *Foam filling the hull to increase reserve buoyancy is recommended.*

** *Most boats have decks, but if you cannot step down into the space below the main deck then you do not have a decked vessel in this sense of it's application.*

*** *The convoluted description in the text of the regulation [Annex 1; paragraph 1(c)(i)] was intended to describe a typical West Coast type of fishing vessel commonly referred to as a 'chukkie' and the definition must not be broadened to include other types of vessel.*

Here is a picture of a typical West Coast 'chukkie';



9.3 Documenting the provision of buoyancy (Buoyancy certificates)

9.3.1 General

What is really important is that the regulations now require that owners be able to demonstrate to a surveyor, safety officer or for that matter any enforcement officer (*SAP, municipal police or other designated enforcement officer*) that their vessel complies with the regulations which include of course the buoyancy standards.

As the provision of adequate buoyancy aboard small vessels is so important, it is very likely that owners arriving at new launch sites will be asked to show that their vessels comply before being allowed to launch.

The only way to do this is at short notice and without a great deal of trouble is by carrying and producing certification to the effect that what is under deck and out of sight actually does comply.

Buyers of new vessels are ill advised to purchase vessels from builders or boat shops unable or unwilling to underwrite and/or certify their vessels.

Some problems remain in certifying the fleet of vessels which were built prior to April 2003. Notwithstanding the fact that vessels were supposed to have been required to fit buoyancy since 1986 far often than not, what lies underdeck remains unknown!

This matter of owners being able to show that their vessels comply affects SAMSA in that we will often be asked to assist the owner in this regard, which in turn places upon SAMSA (*in the case of vessels under SAMSA survey; however the principle applies to the agencies as well*) the duty of properly recording and certifying, any such process witnessed or assessed by a SAMSA surveyor, to preclude the owner from having to repeat the process unnecessarily, or conversely claiming that it has in fact been carried out when it has not.

Therefore, each and every small vessel surveyed or inspected by SAMSA must have a file opened for it. The files are to contain, aside from routine survey documentation, photographs of the vessel and the report that certifies that the buoyancy test or calculation has been verified. (*If nothing else, it will serve to protect surveyors in cases where claims of an improper survey arise later.*)

Vessels that do not comply must be made to do so with immediate effect.

Every SAMSA certified vessel MUST be fitted with proper buoyancy - and be able to prove it!

9.3.2 The form of the Buoyancy Certificate

Wherever issued by a SAMSA officer, there is a prescribed way of certifying the buoyancy. (Attached as Annex 5).

Note that it would have to be modified for different situations, for example where the vessel is an inflatable, or has watertight subdivision (*i.e. has 'one compartment' flooding capability*), or has complied with the passenger vessel buoyancy and stability requirements. But the layout and relevant sections must be kept intact.

Where SAMSA officers or Authorised Agency safety officers and inspectors are faced with alternative documentation produced by other parties, the following principles must be applied to all forms of buoyancy certificate.

- It must be clear who the issuer is, for instance the boat builder, private surveyor, safety officer, owner etc.
- The vessel itself must be clearly identified by photograph, serial number or similar.
- The basic dimensions and build details of the vessel must be included to aid the reader with not only identifying the vessel but also making it possible to detect any major alterations which may affect the validity of the certificate.
- The quantity, type and distribution of buoyancy must be described in detail.
- The net weight (*light weight*) of the vessel must be noted, as this is the best method of monitoring absorbency or water retention of either foam or bottles.
- The certificate must attest to compliance with the requirements of regulation 6 and Annex 1 or conversely state exactly what is in fact being certified.
- Any limitations, conclusions or comments must be clearly noted, especially when bottles are used as they have a limited lifespan.

10 EXAMINATION AND CERTIFICATION OF SKIPPERS OF SMALL VESSELS

10.1 Overview

The *Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended)* promulgated on the 26th April 2002, and which came into force a year later in April 2003, require the Authority to determine the standards of competence for skippers of all commercial small vessels, as well as skippers of certain pleasure vessels (*being either a sailing pleasure vessel of 6 metres or more or a power driven pleasure vessel with a motor of more than 5 HP*). In the case of skippers of pleasure vessels, the standards were determined after consultation with the governing bodies representing the pleasure vessel sectors concerned.

There are a wide range of different types of vessel which have to be considered when setting up an examination system and therefore the varying types of skipper's certification under consideration in this section varies in composition and includes:

- All "commercial" vessels (*i.e. anything not used solely for sport or recreation*) < 25 GT; and
- Any pleasure vessels which are required to carry a certificated a skipper (*as qualified above*), but less than 100 GT.

The range of "commercial" vessels which require a certificate of competence in order to be legally operated, ranges from rowing boats used for catching crayfish commercially and "chukkies" (*small wooden fishing vessels*), SAPS launches and semi-rigid inflatable boats, passenger vessels, etc through to complex fishing vessels < 25 GT, fitted with freezers and staying out for weeks at a time.

(Agreements may be made between various institutions and SAMSA regarding the equivalency of their internal training systems. For instance; in terms of an agreement conducted between SAMSA and the NSRI, approved training is carried out and national certificates issued by our HO. In all cases the details will be published in a marine circular.)

The sport and recreational vessels requiring a certificates of competence before they can be operated, consist mainly of small motor-driven vessels (> 5HP), ski-boats, deep-sea fishing boats, yachts (> 6 metres but < 100 GT) and motor cruisers up to 100 GT.

Initially the methodology utilised in setting up the new system was to draw from those agencies which have demonstrated responsibility and clarity of thinking over the preceding years and to introduce common concepts across the whole certification system, rather than introduce fine detail.

This latest issue of SAMSA's small vessel policy reflects the third refinement of the developing national certification system and any amendments are based on the lessons learned over the past few years.

SAMSA is working towards a standardised national level of training and examination for all grades of small vessel certificates of competency. This Notice introduces a revised national standard, which introduces a South African Small Vessel Code of Qualifications. (In this document it is referred to as the Code and is attached to this policy as annex 12)

The Code consists of various modules which set out the syllabus and standard for small vessel training and examination. (Except the restricted Day Skipper (Local Waters) certificate which is mentioned later.)

In this latest refinement there are only two ways of obtaining the national certificate of competence;

1. Examination by a SAMSA appointed examiner (whether a SAMSA officer or otherwise); or
2. Training and examination by a SAMSA accredited institution.

Current authorised agencies will be required to choose between either of these two options.

For clarification on the procedure for accreditation or appointment refer to chapter 13 of this document.

10.2 Principles of the national certification regime

10.2.1 Examiners

The most important element in the assessment of competency is the quality and experience of the examiners themselves and therefore SAMSA and the agencies must focus on this critical aspect, by ensuring that only examiners with a high level of knowledge and experience in any particular discipline of boating examine candidates in that field.

It is not SAMSA's current intention or policy that its officers examine skippers of vessels ≤ 9 m for the national small vessel certificates and the various agencies have indicated that they are generally in a position to cater for this group of vessels. However, recognising that we are responsible for the implementation and success of the national certification, SAMSA has to be able to ensure a reasonable level of service to anyone not willing, or otherwise unable, to obtain skipper certification through Authorised Agencies. Suitable external examiners (other than SAMSA officers) may be recognised or appointed in terms of section 77(4) of the Merchant Shipping Act, 1951, to carry out specific examinations on SAMSA's behalf. The appointments are not automatically renewable and each appointment or re-appointment will be made with SAMSA's interests in mind.

Any examination for national skipper certification required for commercial vessels (of any description) over 9 metres in length must be carried out by SAMSA officers at a SAMSA office who have been appointed as examiners.

Prior to the issuing of this policy document, SAMSA relied on the agencies to document the appointment of their examiners, however it has become necessary for SAMSA to formally appoint ALL examiners participating in our national certification system.

The two main reasons for this change are:

1. the confusion caused by the many unknown examiners working through their secretariats with our certification unit which causes long delays when there are queries regarding applications, and
2. in order to further establish the independence of examiners when dealing with competency issues.

By the end of 2006, ALL examiners participating in the national system must be appointed in writing by the General Manager Operations to conduct the relevant category of small vessel skipper examination. SAMSA will issue each examiner with a number by which he will be recognised.

This appointment will be **for a maximum period of three years** at a time, unless withdrawn earlier by SAMSA for non-compliance with policy or any conditions attached to the appointment.

Applications for accreditations of training institutions or appointments of examiners are to be made through the Principal Officer at the port closest to the applicant. That office will consider the application in accordance with SAMSA policy and make recommendations to the senior examiner or the General Manager Operations as required.

In cases where SAMSA does not concur with the proposal, the matter will be discussed in detail with the person or agency concerned.

SAMSA will publish and maintain a current list of these examiners and training institutions by way of a Marine Notice which will be available on the SAMSA website.

10.2.2 Issuing of Certificates of Competence

No distinction is made between pleasure and commercial $\leq 9\text{m}$ power driven skipper certification and only the national certificate of competence will be issued to this category of skippers.

All national small vessel certificates of competence will be issued centrally by SAMSA for all agencies. Proper records and a data base must be kept by the Registrar of Seafarers in Pretoria. The only exception to the central issuing of certification is SA Sailing which will still be issuing SAS certification to skippers of any pleasure vessels over 9m and sailing pleasure vessels over 6m.

The $>9\text{m}$ certificates which are used on pleasure vessels can be upgraded to the centrally issued $>9\text{m}$ national certification (*motor driven vessels - but with a sailing endorsement*) following an oral examination by a SAMSA appointed examiner and production of the required ancillary courses.

SAMSA offices may not issue any of the old system's (TV5/53) certification at all.

Appointed examiners and accredited training institutions shall liaise directly with the Registrar of Seafarers in Pretoria for the issuing of a national certificate of competence on the form and in the manner prescribed which is annexed to this marine notice as Annexure 6.

Provision has been made for examiners to issue "Interim Certification" following the successful completion of an examination so that candidates are not inconvenienced whilst the national certification is being issued from SAMSA head office. This interim certification is only valid for six months.

10.2.3 Categories of vessels and skipper certification

The categorisation of small vessels has been radically changed with the promulgation of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended). Small vessels are now categorised by their area of operation as follows (repeated here for ease of reference):

- (a) *Category A*—vessels operating more than 40 nautical miles from shore;
- (b) *Category B*—vessels operating more than 15 but not more than 40 nautical miles from shore;
- (c) *Category C*—vessels operating more than 5 but not more than 15 nautical miles from shore;
- (d) *Category D*—vessels operating more than 1 nautical mile but not more than 5 nautical miles from shore;

- (e) *Category E*—vessels operating not more than 1 nautical mile from shore;
- (f) *Category R* - There is a missing category of vessels which are ‘restricted’ in some way, usually due to their construction and/or design and operate solely on inland waters (such as dams) and within the confines of a port or lagoon/estuary. This category has been in operation for a while now in practice, and has been designated the category "R")

In principle the intention of the certification levels is to allow new entrants to get to sea relatively easily by making the lower levels of certification a daylight hours only certificate restricted to the appropriate category and distance offshore. Thereafter the syllabi and experiential training required expand with the extended operational areas and responsibilities.

There is also a distinction made in the examination, certification and experiential training of skippers on vessels of ≤ 9 metres and vessels > 9 metres in length overall. However subjective the selection of this length may seem to some critics, any line or limit will generate a debate close to the line or limit itself - therefore this principle is not negotiable with respect to the competency required for any vessels close to the 9m limitation.

In practice though there is very little difference in the academic requirements between the two divisions in the lower categories of certificate, (*i.e. Day Skipper $\leq 9m$ and Day Skipper $> 9m$*) however the higher certificates (*Coastal Skipper and Skipper Offshore $> 9m$*) are substantive certificates which will in future allow a cross over to higher STCW (Fishing) and thence to STCW certification.

Furthermore the certification of the individual is not based on a particular craft or even type of craft, but rather the academic level and appropriate sea service. Accordingly, a person who obtains all their sea service on Category C vessels for instance can still be found competent up to a higher level as directed by SAMSA policy.

The new system also requires that candidates who wish to obtain the highest certificate such as Skipper Coastal > 9 metres or the Skipper Offshore certificates, need to have at least held a lower certificate or conducted their training under a certificated skipper. This is detailed in the flow charts further on in this chapter.

10.3 Outline of the National Certification Regime

10.3.1 Day Skippers

10.3.1.1 Day Skipper - Local Waters (restricted) $\leq 9m$ or $> 9m$

This lowest (non academic and practical) level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper, during daylight hours, any specified category of small vessel from and to his home-port or launch site, in a specific local waters area as defined on the certificate.

The distance allowed offshore is generally related to the category described, but the definition of "local waters" must be further defined and limited at the discretion of the examiner where considered necessary.

The sole purpose of this level of certification is to assist persons unable to achieve any higher level of national certification to operate in their local area about which they must hold relevant local knowledge.

10.3.1.2 Day Skipper - Category R and Category E ≤9m or >9m

This basic (academic) level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper, during daylight hours, any category E small vessel from and to his home-port or sheltered launch site, anywhere in South Africa; or, any category R vessel at any time on inland waters, lagoons and in a port.

The syllabus is the same for both but the sea-time requirements are different. Hence a person can upgrade his category R to an E by producing practical sea-time alone. The examination should take this into account.

10.3.1.3 Day Skipper - Category C ≤9m or >9m

This (academic) level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper, during daylight hours, any category C(or lower) small vessel from and to his home-port or sheltered launch site, anywhere in South Africa;

The sea-time requirements may be obtained on either category C or D vessels.

10.3.1.4 Day Skipper - Category B ≤9m or >9m

This (academic) level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper, during daylight hours, any category B(or lower) small vessel from and to his home-port or sheltered launch site, anywhere in South Africa;

The sea-time requirements must be obtained on category C or higher vessels.

10.3.1.5 Coastal skipper ≤9m (Category B Day and Night operation)

This level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper a small motor driven vessel ≤9m on coastal passages, day or night, but within 40 nautical miles of the coastline.

By definition therefore any candidate who cannot attain the level of knowledge required to take a vessel 40 miles offshore cannot have the designation 'coastal skipper', nor can they be allowed to navigate a vessel at night (sunset to sunrise) except if the certificate is endorsed under the conditions described further on.

Sea-time may be obtained on vessel of category C or higher, however the night hours are very important and examiners must ensure that the hours have been properly logged.

10.3.1.6 Coastal skipper >9m

This level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper a small motor driven > 9m commercial vessel of < 25GT and motor driven pleasure vessels < 100GT on coastal passages, day or night, but within 40 nautical miles of the coastline.

Sea-time must be obtained on category B vessels of > 9 metres and with sufficient properly logged night hours.

10.3.1.7 Skipper offshore ≤9m or >9m

This level of national certificate certifies that the candidate has demonstrated that he/she has the

experience and knowledge necessary to skipper a small motor driven vessel of either $\leq 9\text{m}$ or an $> 9\text{m}$ commercial vessel $< 25\text{GT}$ and recreational vessel $< 100\text{GT}$ - according to the wording on the certificate - on any extended or ocean passage.

The academic level for both divisions are exactly the same, it is only the sea-time which is required to be obtained on the relevant length of vessel.

Sea-time may be obtained on category B vessels or higher on vessels of the appropriate length and with sufficient properly logged night hours.

10.4 Additional Endorsements to national certification

10.4.1 Dive skipper endorsement (May be issued by appointed examiners)

This is a specific and additional endorsement which can be added separately to any of the above mentioned national certificates.

All skippers operating a commercial diving or dive charter vessel are required to have this endorsement added to their Small Vessel Certificate of Competence before SAMSA considers the vessel to be properly and safely manned.

10.4.2 Passenger Vessel (<25GT) endorsement to any national certificate (May only be issued by a SAMSA office.)

All skippers operating a small passenger vessel (*i.e. carrying more than 12 passengers*) are required to have this endorsement added to their Small Vessel Certificate of Competence before SAMSA considers the vessel to be properly and safely manned.

The endorsement shall indicate whether the skipper is qualified to operate a passenger vessel operating at night or otherwise state the limitations of any night operations. **Note that this additional endorsement is not the same as the Commercial Night Operations endorsement described in the next part.**

This requirement includes any current dive charter, whale watching or shark diving vessels operating with more than 12 passengers.

10.4.3 Commercial Night Operation endorsement

This endorsement is available only to *bona fide* commercial fishers (*especially traditional fishers*) who for whatever reason are unable to attain the higher level of certificate (*i.e. Coastal Skipper*) which is the normal level of competence before being allowed to venture out to sea at night.

The candidates must however hold at least a Day Skipper (*Local Waters*) Certificate and have accumulated sufficient experience in the local area (*very limited area to be defined by a SAMSA office*) to satisfy the SAMSA examiner that the endorsement is warranted.

Any such endorsements must be severely limited in the area of operation as it is only intended to assist locally based traditional fishers and NOT to replace the attempt to improve the safety standards, training and certification of commercial fishers.

Externally appointed examiners or accredited institutions may not examine candidates for this endorsement.

10.4.4 Sailing Endorsement to a national certificate (May only be issued by specifically appointed examiners)

No separate or combined motor and sailing certification is envisaged, sailing competency will be reflected on a national motor driven certificate by way of an additional endorsement.

This endorsement is available to candidates who have passed a relevant examination (*i.e. Day Skipper, Coastal Skipper, Skipper Offshore and Skipper Ocean recreational sailing certification*) and are upgrading to the national certification. (*Or in possible future circumstances, where the candidate has passed an examination by a suitably qualified and properly appointed SAMSA sailing vessel examiner.*)

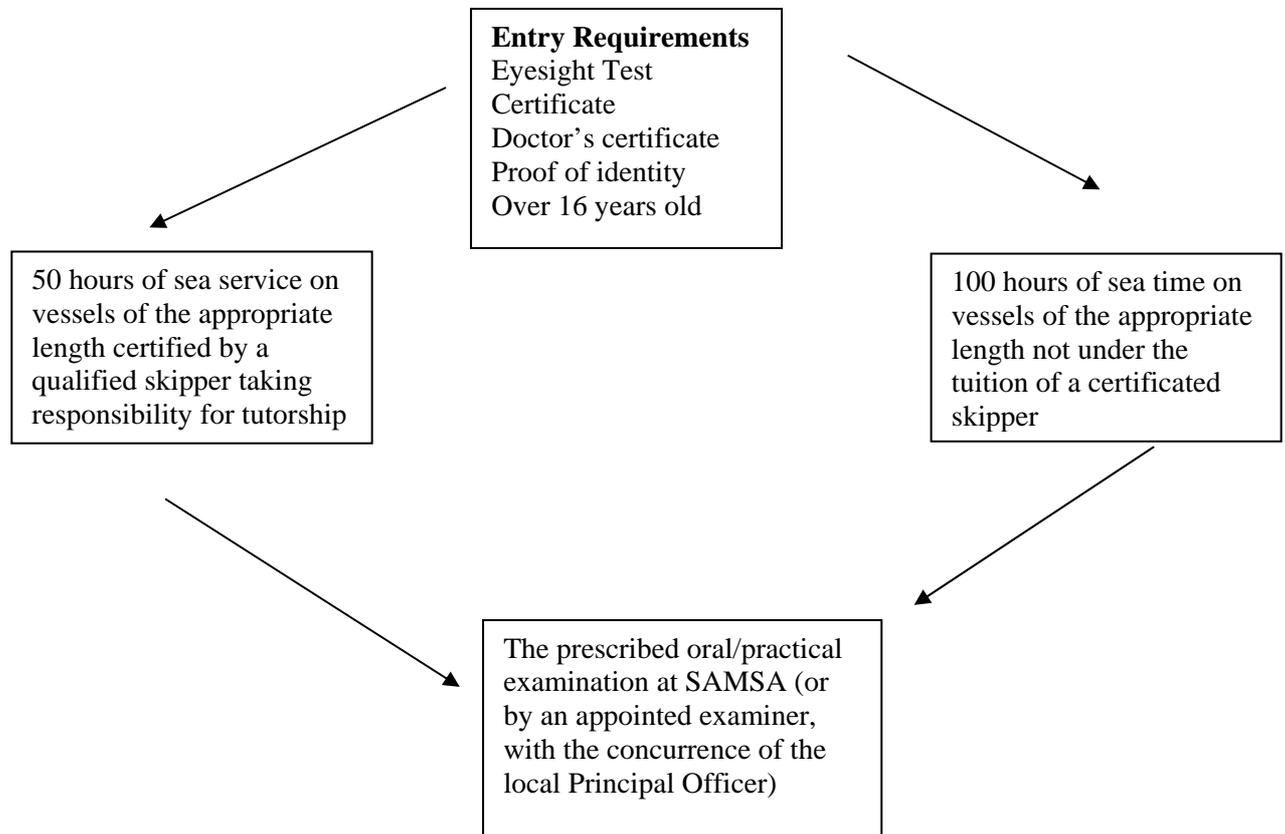
10.4.5 Surf Launching Endorsement (May be issued by appointed examiners)

The standard national certificate is only intended to cover operating from a port, fishing harbour or protected launch site and certainly does not certify that the holder is competent to tackle the high energy surf and river launches experienced on the South African south and eastern coastlines.

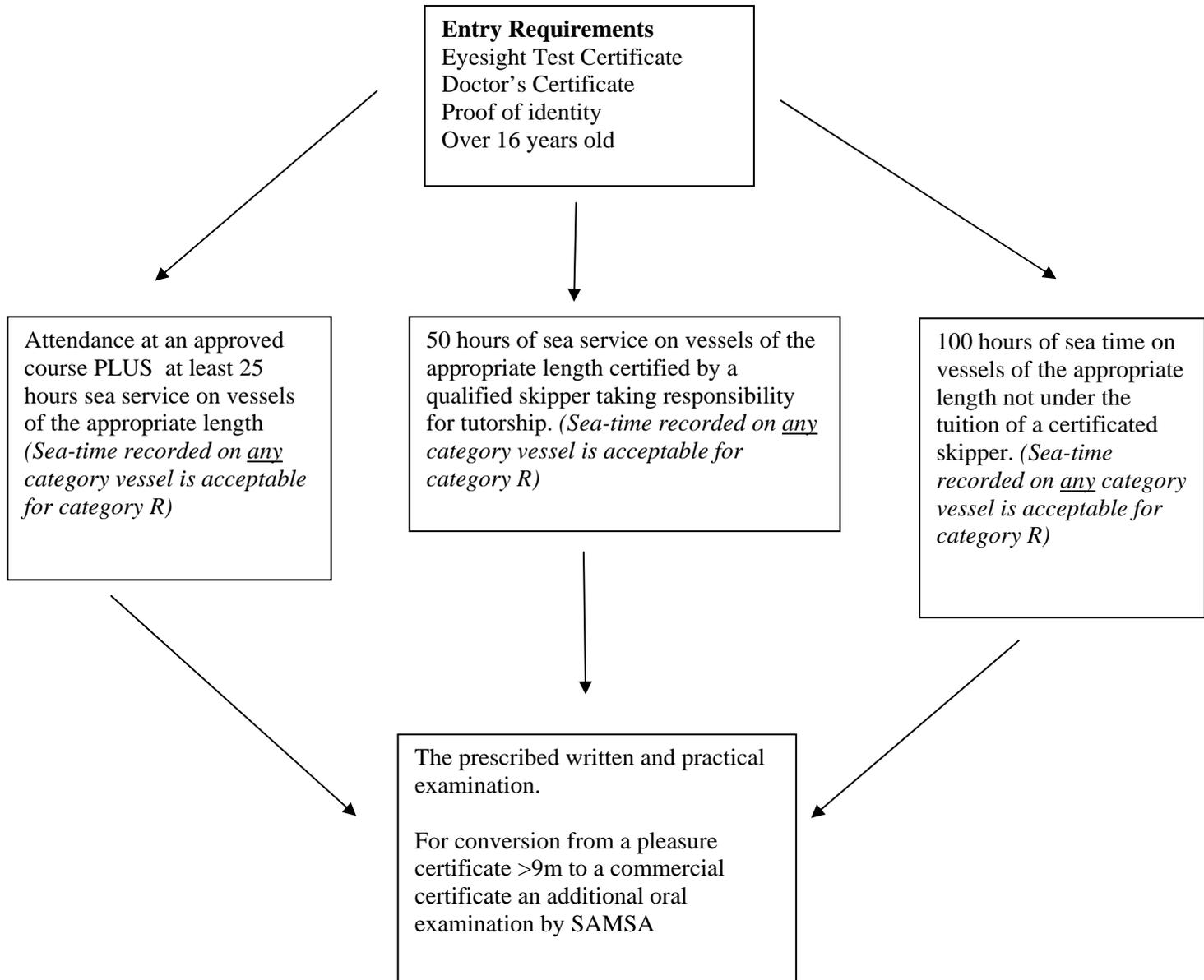
The purpose of this endorsement is to indicate which skippers have demonstrated their proficiency in this particular and necessary skill.

10.5 Flowcharts detailing the entry requirements, experiential training and examinations process for the various categories of skipper certification

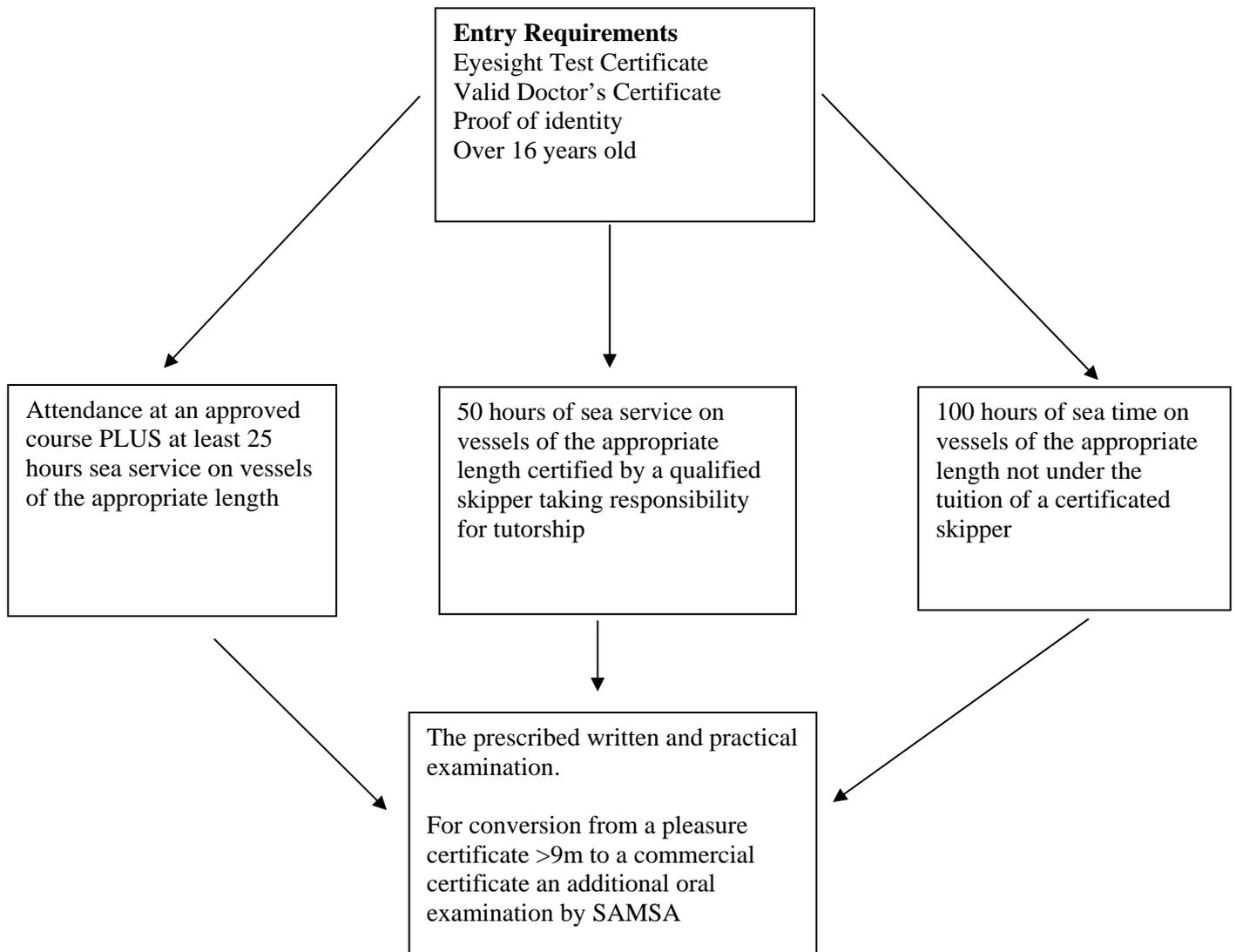
10.5.1 Day Skipper Local Waters (Restricted certificate - $\leq 9\text{m}$ and $>9\text{m}$ in length)



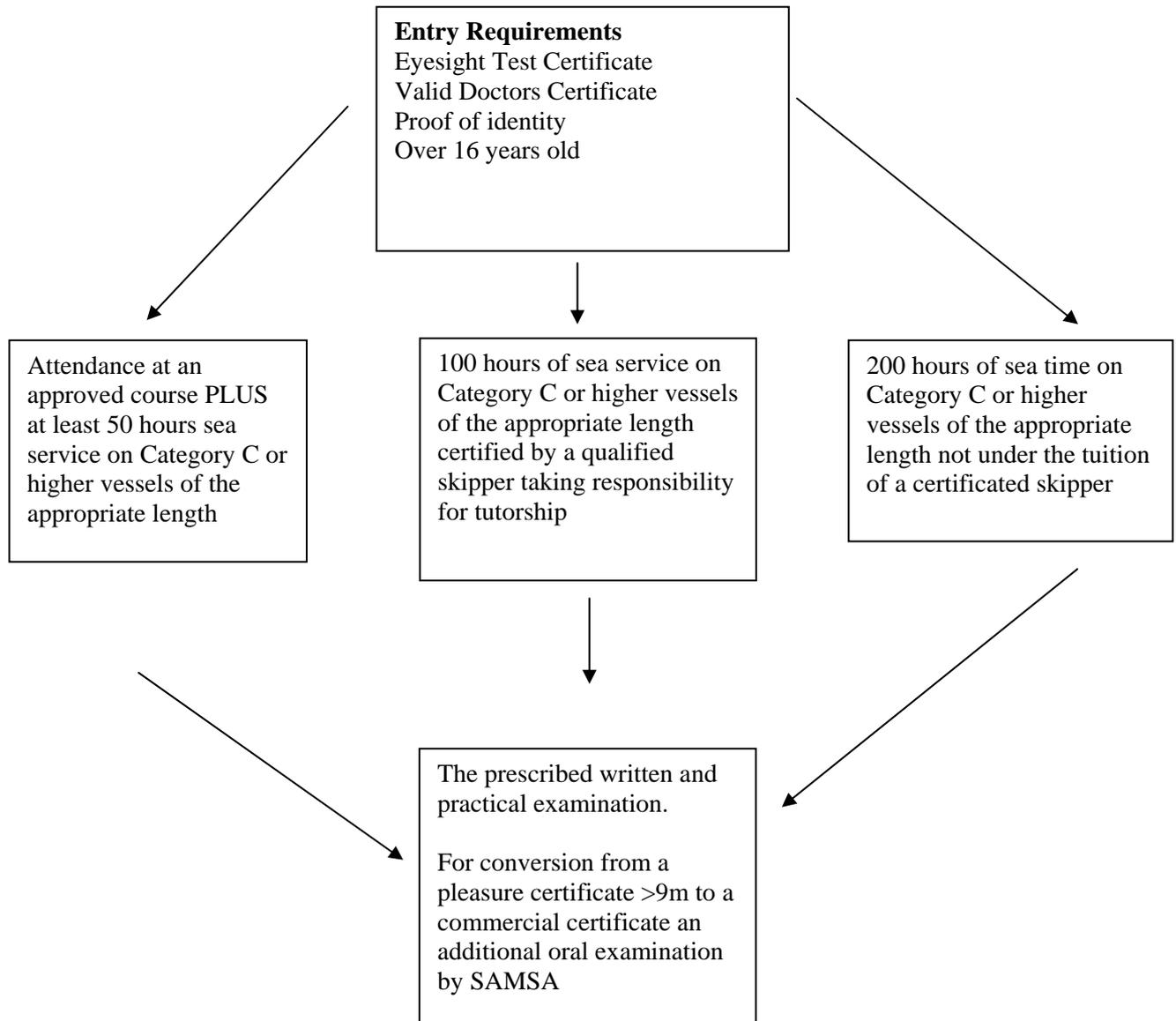
10.5.2 Day Skipper Category E and R ($\leq 9\text{m}$ and $>9\text{m}$ in length)



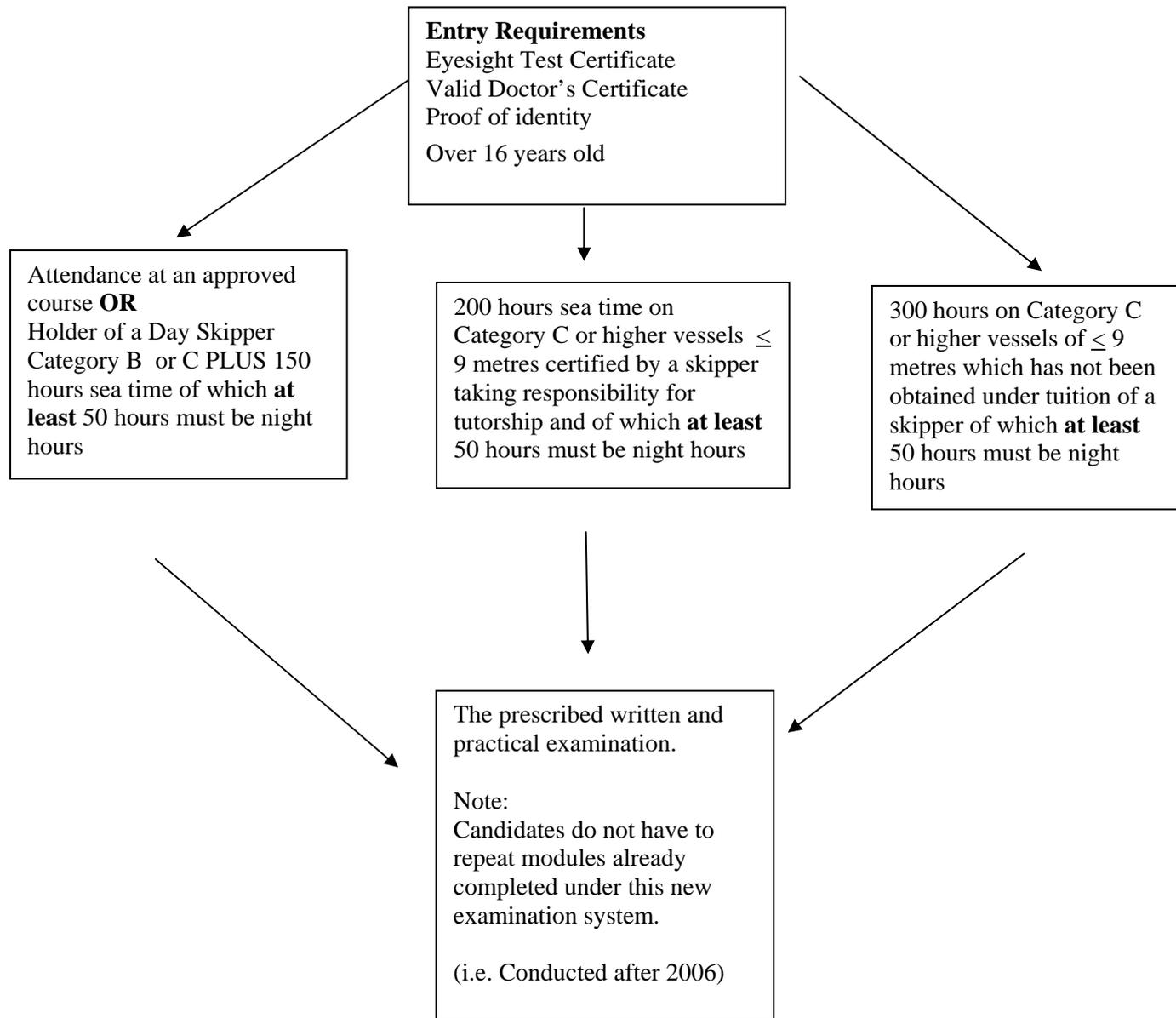
10.5.3 Day Skipper Category C ($\leq 9\text{m}$ and $>9\text{m}$ in length)



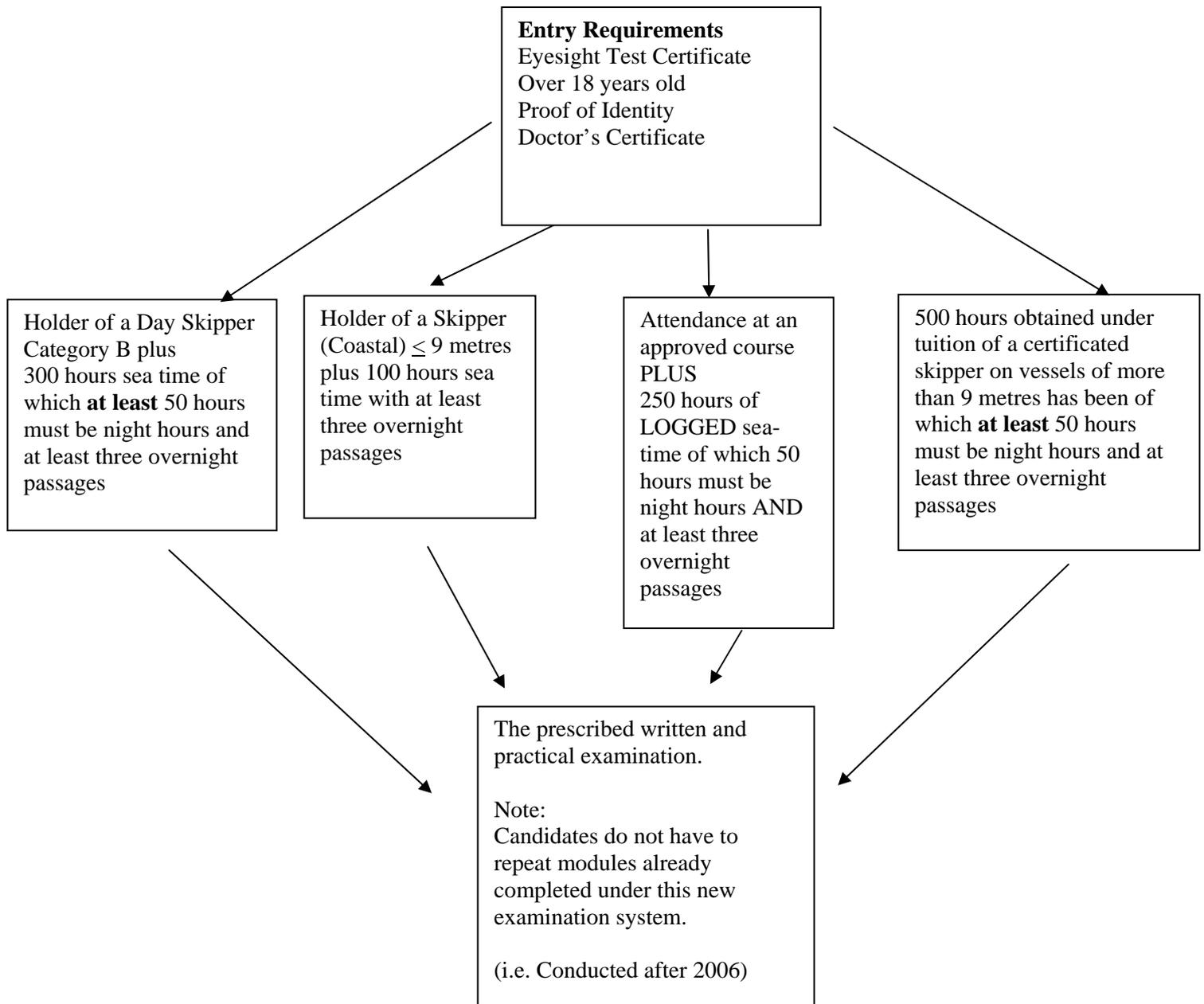
10.5.4 Day Skipper Category B ($\leq 9\text{m}$ and $>9\text{m}$ in length)



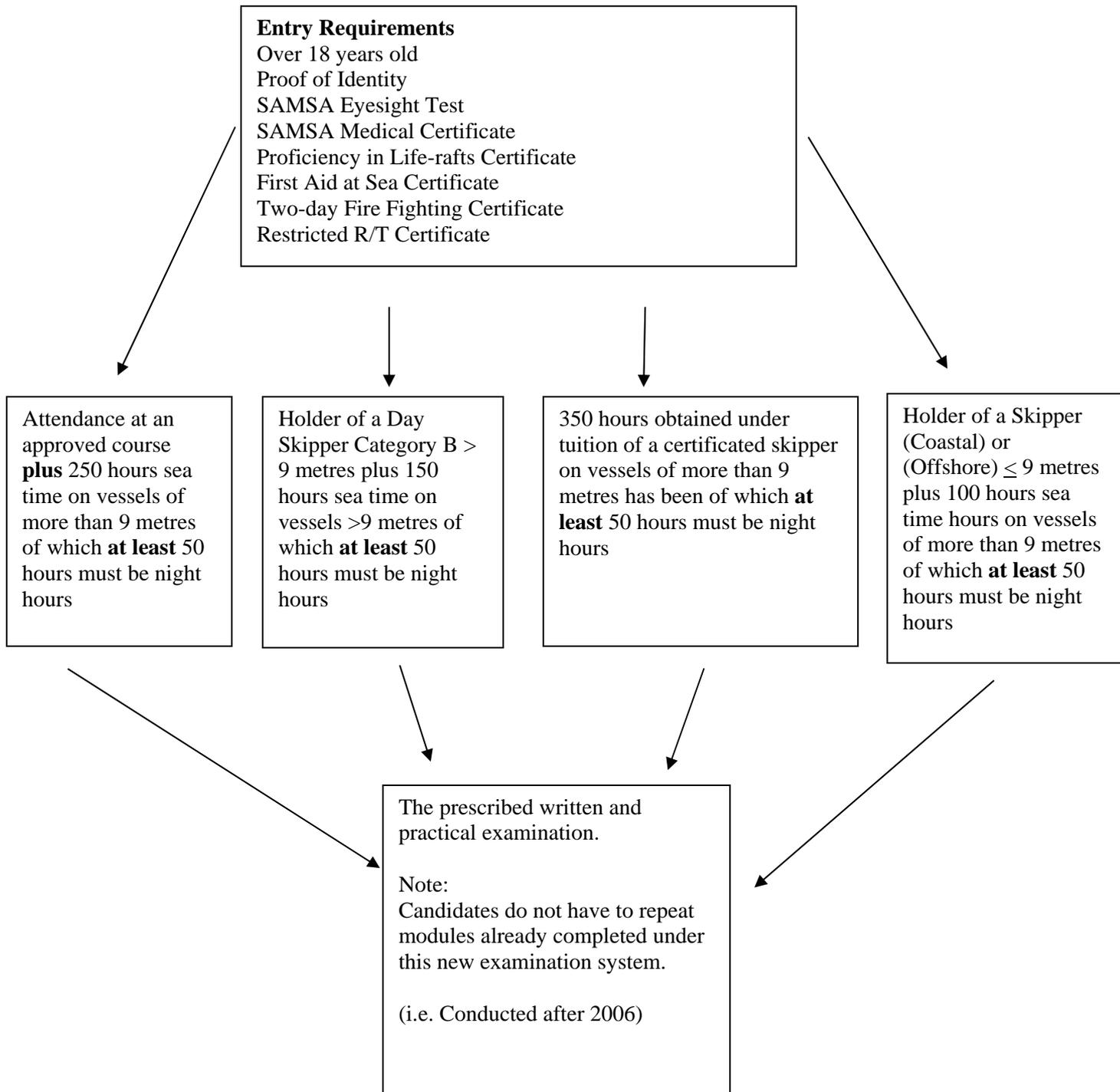
10.5.5 Skipper Coastal ≤ 9 metres



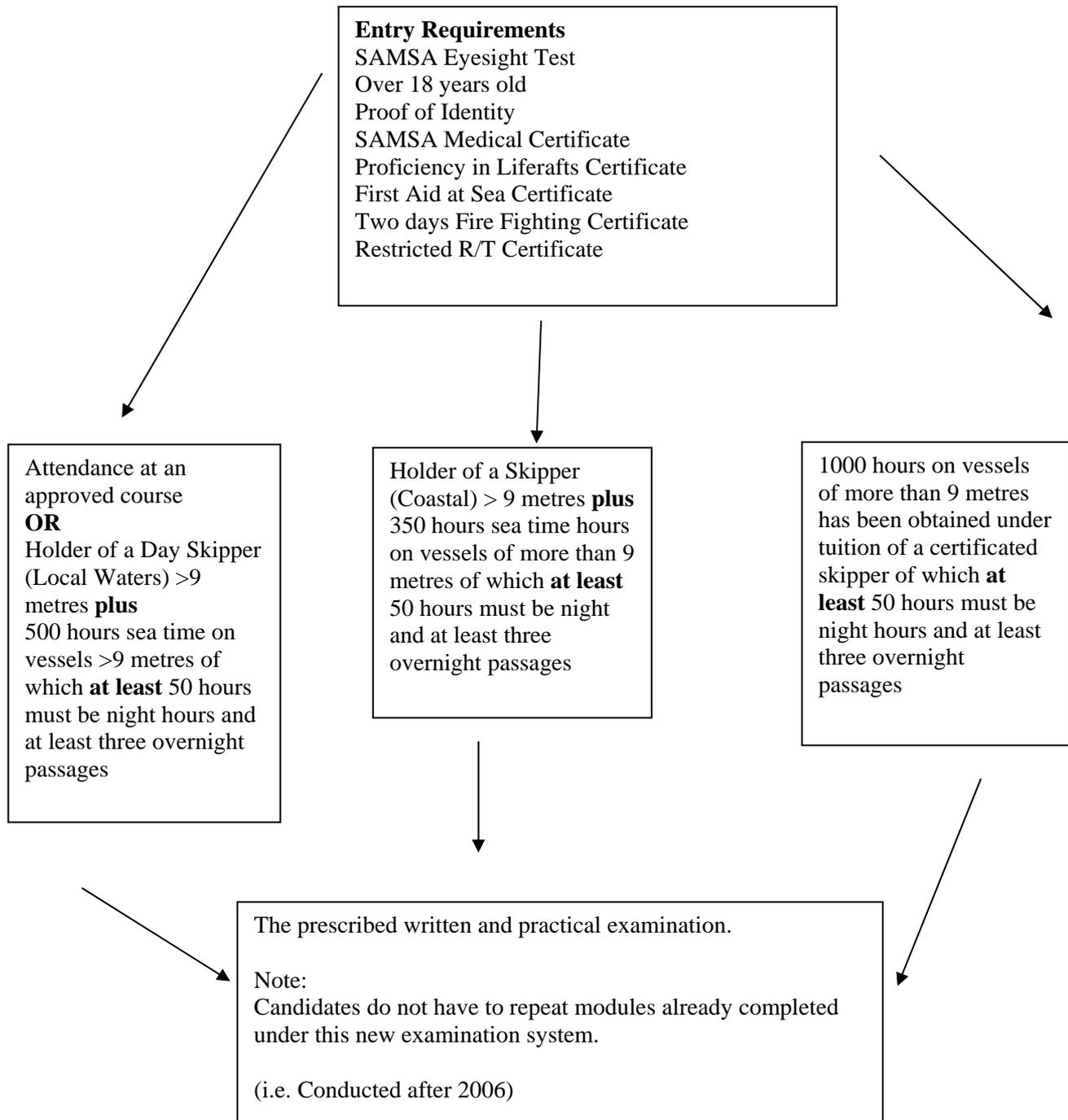
10.5.6 Skipper Offshore ≤ 9 metres



10.5.7 Skipper Coastal > 9 metres



10.5.8 Skipper Offshore > 9 metres



10.6 Entry requirements, experiential training and examination process for the various endorsements

10.6.1 Dive skipper endorsement

The Dive Skipper endorsement is an additional qualification which can be added any national certificate and is interpreted to be the only valid small vessel qualification suitable to skipper or operate a commercial diving or dive charter vessel (which includes white shark cage diving).

The requirements are as follows:

	Dive skipper endorsement
<p>TOTAL EXEMPTION FROM EXAMINATION</p> <p>Proof to be submitted through an examiner to Pretoria in order to add the qualification to a national certificate.</p>	<p>Candidates or skippers who hold a dive leadership qualification may have the endorsement added to their skipper certification by the Registrar of Seafarers without undergoing any examination.</p> <p><i>(i.e. 'Diver Master', 'Dive Instructor' either PADI or NAUI , or SAUU '2 star diver' or Instructor) or a commercial diver</i></p>
<p>Qualifying practical experience</p>	<p>A basic dive qualification (i.e. 'Open Water I or II' either PADI or NAUI or SAUU '1 star diver')</p> <p>OR</p> <p>10 hours logged on any small vessel engaged in dive operations (<i>Sea-time to be certified by a dive skipper</i>)</p>
<p>Written Examination</p>	<p>A written examination as detailed in the Small Vessel Code of Qualifications with pass mark of 65%.</p>
<p>Practical Examination</p>	<p>A dive skipper practical examination may or may not be required at the sole discretion of the examiner.</p>

10.6.2 Surf Launching Endorsement

A candidate wishing to have the surf launching endorsement (*which gives him/her the authority to launch through the surf at launch sites other than Ports, Fishing Harbours and 'protected' launch sites on the Eastern and South Eastern seaboard of South Africa*) is to produce an affidavit signed by a certificated surf launching skipper that he or she has successfully completed the practical training specified in the Code.

The affidavit is to state the full name and address of the certificated skipper, the details of his certificate of competence and must indicate his opinion as to the competence of the candidate.

The affidavit itself is no longer deemed to be sufficient to sign off the endorsement. A practical demonstration is called for as detailed in the code and carried out in the presence of a SAMSA appointed examiner.

Generally the national system does not distinguish between the many variations of motor driven craft in considering competency for the various categories of certification. However the same cannot be said for surf launch endorsements where for instance there is a huge difference between the competencies required to skipper a small single engine rubber duck, versus a 9 metre rigid hulled vessel, through the surf.

In cases where small inflatable vessels are used for the demonstration, examiners are required to restrict the candidate to that type of craft unless the examiner can attest to the candidate's competency for all types of craft.

10.6.3 Passenger Vessel Endorsement

The Passenger Vessel <25GT Endorsement is an endorsement to a national certificate at Day Skipper Category E (or R on inland waters) or higher i.e. it may not be an endorsement to a Skipper (Local Waters) Certificate. It certifies that SAMSA has assessed and considered the candidate competent to be put in charge of the safety of more than twelve passengers in either sheltered waters or at sea. (There is only one standard for the endorsement and the competencies are to be portable therefore no concession on competency must be allowed.)

Refer to the matrix in the Code for full details and examination requirements. The examination for the passenger endorsement is an oral examination carried out by a SAMSA officer.

Examiners are to note the following:

- Minimum age is 18 years
- **These endorsements are portable and NOT job specific, therefore no concessions must be made in respect of competency.**
- **If the candidate has a Skipper Coastal or Skipper Offshore >9m many of the entry requirements will already have been met.**

10.6.4 Sailing Endorsement

SAMSA itself is currently not examining for any sailing certification or endorsements as this is not generally a requirement for commercial or licensed vessels. Such a service in any event only becomes possible if and when SAMSA holds the specific competencies and finds it necessary to carry out any such examinations.

In the interim, SA Sailing is quite prepared to make their examiners available where required and their current examination requirements are considered sufficient.

What this generally means is that any holder of a SA Sailing or CASA certificate is entitled to an appropriate sailing endorsement on a national small vessel certificate. (*The national standard is for motor driven skippers!*) The endorsement must not allow him to exceed the limitations of the national certificate.

Otherwise, should the holder of a national certificate desire to obtain a sailing endorsement to an existing certificate for commercial purposes they must approach the local SAMSA Principal Officer or examiner who will consider the merits of the case. If necessary, SAMSA will approach SA Sailing officially with a request to carry out an appropriate examination on our behalf.

Note: SA Sailing recreational certificates issued to skippers of pleasure yachts may operate motor driven vessels of the appropriate category and size for pleasure. SA Sailing certificates endorsed for motor only require additional and relevant sailing sea-time as well as examinations on sailing theory and practice.

10.6.5 Night Operation Endorsement for commercial fishermen

This endorsement is available only to *bona fide* commercial fishers who hold as a minimum, a *Day Skipper (Local Waters) Certificate* and who have accumulated sufficient experience in the local area to be allowed to skipper at night.

This is a non-academic level of qualification (*night operations normally being allowed only once the academic level of Coastal Skipper has been attained!*) for a particular endorsement, the purpose of which is to allow commercial fishers (*especially traditional fishing communities*) operating in restricted local waters to pursue their occupation utilising local knowledge and experience in lieu of academic knowledge.

As this is somewhat contrary to SAMSA's efforts to upgrade safety standards and safety amongst the fishers, it may only be examined for by SAMSA examiners and even then only where the local Principal Officer considers it appropriate. (***The Principal Officer MUST sign every such application to the Registrar of Seafarers to register his consent.***)

Fishers wishing to have a commercial night endorsement to a Day Skipper (Local Waters) Certificate must be *bona fide* commercial fishers and must have actually logged at least 150 hours sea-time after having obtained the certificate, of which 48 hours must be certified (by another skipper) as night hours.

The candidate must present himself to a SAMSA examiner for an oral examination which must test the candidate's competency and comprehension regarding the navigational dangers, local buoys and lights, application of the collision regulations as they apply to night operations and the dangers of fishing at night as well as the precautions that can be taken to mitigate the danger.

The depths of knowledge required will be determined by the complexity of the very restricted "local area" as defined in the wording of the endorsement, which may not extend further than 6 hours normal steaming in the type of vessel employed.

10.7 Syllabi

The Code is the national standard and any person who desires to train or examine small vessel skippers shall adhere to the specifications and level of knowledge detailed therein.

The first page of the Code contains a matrix and is in essence a summary of what is required in order to obtain the various levels of competency for small vessels including the endorsements.

The system that has been adopted is in a modular form, i.e. the Code. This means that once a person obtains a specific competence, they can progress to the next level without having to repeat certain subjects or modules.

Furthermore, the certification of the individual is not based on the craft but on his or her academic level together with the prescribed sea service. Accordingly, a person who obtains all their sea service on Category C vessels for instance, can still be found academically competent to a higher level as detailed in the Code.

The new system also requires that candidates who wish to obtain the higher certificates such as Skipper Coastal > 9 metres or any of the offshore certificates, need to have at least held a lower certificate or conducted their training under a certificated skipper. This is detailed in the flow charts elsewhere in this chapter.

The system has been further consolidated so that there is some transportability across the various categories of vessels.

The following is applicable regarding the academic competence of a skipper with respect to category of certificate:

Day Skipper (Categories E and R) are the same level of academic competence.

The rationale is that only one basic entry level exists, where practical experience (i.e. sea time) dictates which of the two are issued. Hence, a category R skipper can upgrade his certificate to an E by obtaining sea time.

Day Skipper (Categories B and C) are the same level of academic competence. (The need for a skipper category D is considered superfluous.)

A skipper can upgrade from a category C certificate to a category B by obtaining more sea service on suitable vessels (As detailed in the flowcharts).

All other details of qualifications are either contained in the flowcharts and/or the matrix of the Code.

Where the academic levels of the certificates mentioned above are the same, a skipper may present the relevant national certificate to any appointed examiner together with proof of sufficient additional sea-time in order to upgrade an existing certificate to a higher level.

The appointed examiner may, if he is not satisfied with the documentation alone, carry out a practical (*and if necessary an oral*) examination and if they consider the candidate competent for the higher certificate they must forward the relevant forms to SAMSA for the re-issue of the certificate with the addition or amendment included.

Aside from the national certification, SA Sailing is authorised to issue recreational certification to certain categories of craft. The SA Sailing syllabus is contained in their current publication “*Sail Training Curriculum – Day Skipper to Yacht Master Ocean*” and is quite detailed as to the content and standard of examination, hence the fact that these certificates are acceptable as recreational certificates. However, the SA Sailing syllabus is missing some content when considering commercial use, hence the requirement for an additional oral examination when upgrading to the national standard.

10.8 The examination procedure

Except for restricted Day Skipper certification, the small vessel certificate of competence examination consists of three parts. These are as follows:-

- Written Examination
- Oral Examination
- Practical Examination

10.8.1 Written Examinations

All written examinations are to be divided into three sections, as follows:

Section 1:

40 % of the exam content must cover the subject of Chart work, and carries a pass mark of 60%;

Section 2:

40% of the exam content must cover the subjects of Emergency Procedures, Seamanship and Meteorology, and carries a pass mark of 60%;

Section3:

20% of the exam content must cover Power, Law and Naval Architecture, and carries a pass mark of 50%.

The Elementary First Aid as detailed in the Code is considered to be a separate subject and the pass mark is 60% unless the candidate produces a level II certificate from St Johns, the Red Cross, or holds a SAMSA approved Elementary First Aid Certificate.

The only written examination for an endorsement is the one for the dive endorsement and the pass mark for this is 70%.

Examiners and accredited institutions must set their own written examination papers. The Code is to be used when setting examination papers and examiners must not ask questions from outside the Code. The standard and depth of knowledge required is that required by the code and must not vary greatly from examiner to examiner.

NOTE:

In order to control the standard of written exams, all appointed examiners and accredited institutions must have their examination papers and marking memoranda moderated and approved by SAMSA's Senior Nautical Examiner.

Written exams can be conducted at any time at an accredited institution or under the control of a SAMSA appointed examiner, and a successful result will be valid for a period of five years from date of examination, by which time any outstanding requirements (such as seetime) will have to have been completed.

As several categories have the same academic standard under the revised syllabus, there might be cases where a written exam is not required; e.g. upgrading from a Category C to a Category B Daylight Skipper. In such cases the word "Exempt" can be filled in the examination results table.

(This applies to certificates issued after 2006 only – if in doubt as to whether the candidate was examined under the revised system the Registrar of Seafarers must be consulted as he has the records.)

10.8.2 Examination Procedures for written examinations

Papers once approved of by SAMSA's Senior Nautical Examiner must be kept together with the scripts of the candidates for a minimum of five years and may be subject to audit by SAMSA after reasonable notice (48hrs) of their intention to do so have been given. However, examiners and accredited institutions are to keep long-term records of the persons examined and examination results.

During the written examination a candidate may not have in his possession any books, notes, memoranda or papers not issued to him by the examiner.

During any part of a written examination, a candidate may not:

- refer to any unauthorized book or paper;
- copy any work from another person;
- afford any assistance or give any information to another person;
- accept assistance or information from another person;
- communicate in any way with another person other than the examiner or the invigilator
- copy any part of the questions or answers for the purpose of taking these out of the examination room.
- have access to or otherwise use a cell-phone or any other electronic storage device.

A candidate who contravenes any of the provisions of this paragraph, or who is guilty of insolence to the examiner, or of disorderly or improper conduct in or about the examination room, shall be

regarded as having failed the whole of the examination and shall not be accepted for re-examination for a period of 12 months. The examiner shall make a report of such behaviour to SAMSA.

NOTE: SAMSA's General Manager Operations, in consultation with the relevant examining authority, is the final moderator in any dispute or question arising from any exam paper.

10.8.3 Oral Examinations

Prior to this part of the exam being conducted, the candidate has to have completed all the sea-time requirements for the certificate desired as well as any other statutory requirement as detailed in the matrix on the front of the Code.

The practical exam must cover all the aspects of Maneuvering, Boat Handling, and Surf Launching where required, as detailed in the Code.

The oral examination will generally cover aspects of the Code that the examiner feels the candidate has shown insufficient knowledge in the written part of the examination and those sections within the Code where oral examinations are required to be undertaken as detailed in the column "Methods for Determining Competence". In addition, examiners may orally examine candidates on any part of the Code should they feel that it is necessary.

10.8.4 Application forms (SAMSA)

Applications made to SAMSA examiners at the port offices are to be in the form and manner prescribed by the Principal Officer of that office. When the application has been assessed by an examiner, and found to be suitable in terms of sea-service on the type of vessels referred to in the flowcharts and any other requirements, the exam process may continue. If not, the candidate is to be advised as to the reasons why the application is not acceptable and deficiencies therein must be rectified. It may be that a candidate has acceptable sea-service and other qualifications for a lower certificate than what is being applied for. In that case, the lower certificate application may be processed should the candidate desire this.

When all the required written, practical, oral, endorsement criteria if any, and all other requirements as detailed in this notice have been complied with, the examiner must issue an interim certificate to the candidate which is valid for a period of six months. The examiner then completes the prescribed form (annex 6) detailing the exact nature and type of certificate that is to be issued, and submits this form along with any other required documentation, including a copy of the interim certificate, directly to the Registrar of Seafarers in Pretoria.

10.9 SAMSA Policy on Conversion and Upgrades of Previously Issued Certification

With the introduction of new national standards and levels of competency there are going to be skippers wanting to (*or in some cases required to*) convert their 'old' certificates to the new national format.

Generally, SAMSA policy has always been that the agency responsible for issuing the certificate is also responsible for upgrading or converting them to the new format. However, with respect to SAMSA offices; one could argue that ALL legally issued certification was issued under the ultimate authority of SAMSA.

Therefore, where conversion is required for the purposes of skippering a licensed vessel, the SAMSA office approached must make every reasonable effort to assist the public in converting whatever certification is presented.

NOTE: Even if the SAMSA office concerned does not feel competent to assess the relevant certification they are to assist the client nevertheless by making whatever inquiries are required and consulting other offices before sending the documents to Pretoria (Registrar of Seafarers).

To aid Principal Officers and Authorised Agencies the following conversion table is for your guidance.

New National Certification	Equivalency
Coastal Skipper ≤9m	<p>A holder of any CASA or SAS ‘Skipper Coastal’ certification may be issued a small motor driven Coastal Skipper Certificate ≤9m (<i>without a surf launching endorsement</i>).</p> <p>All so called “National Skippers Certificates” previously issued by Pretoria for category A1(1)- 40 nautical miles, or A1(4)- 20 nautical miles vessels, as long as they are without “daylight operation only” limitations, may be converted to a small motor driven Coastal Skipper Certificate ≤9m, (<i>without a surf launching endorsement unless already so endorsed.</i>)</p> <p>The wording regarding the type of vessel is to be interpreted and converted to the new wording by the examiner or SAMSA office processing the conversion.</p>
Day Skipper ≤9m and >9m	<p>In the case of all certification (<i>except those mentioned in the space above</i>) issued by any SAMSA offices, SAMSA appointed examiners, authorised agents under the old system or current SA Sailing Day Skipper certification, the specific competency and type of vessel is to be interpreted (for conversion) by the deck examiner at the SAMSA office processing the conversion.</p> <p>Candidates are NOT to obtain higher certification by this conversion process unless an examiner has applied his/her mind to the case and it has been documented.</p>
Coastal Skipper >9m	<p>SAS or CASA ‘Coastal Skipper’, with the addition of the ancillary courses and the required additional oral examination by a SAMSA examiner.</p> <p>NO Previously issued SAMSA certification qualifies automatically for equivalency, except where decided otherwise by the Senior Nautical Examiner. Existing certificates must be evaluated carefully before conversion, but in no case must the new certification be issued without the addition of the required ancillary courses.</p>
Skipper Offshore >9m	<p>SAS or CASA ‘Skipper Offshore’, with the addition the ancillary courses and the required oral examination by a SAMSA examiner.</p> <p>NO Previously issued SAMSA certification qualifies automatically for equivalency, except where decided otherwise by the Senior Nautical Examiner. Existing certificates must be evaluated carefully before conversion, but in no case must the new certification be issued without the addition of the required ancillary courses.</p>

11 Certification administration of the national certification system

11.1 Issuing of small vessel certificates of competence

The Registrar of Seafarers in Pretoria must issue and maintain records of all (full term) national certificates of competence. Any other agency appointed as a certifying authority (SA Sailing is the only other authority issuing certification at present) must keep proper records.

Appointed examiners and accredited training providers participating in the national system may only issue the “interim certification” provided for in this document. Previous versions of interim certification issued by authorised agencies are no longer acceptable.

When examiners (and training institutions) are appointed (or accredited), they will be issued with the new documentation. No agency may use any other documentation after 31st December 2006.

11.2 Applications for the issue of a national certificate (Outside agencies and accredited institutions)

When any appointed examiner (or accredited training institution) has completed the examination as per the Code and issued an Interim Certificate, they must apply directly to the Registrar of Seafarers for the issuing of the full term national certificate in the form prescribed by SAMSA. (Annex 6)

No personalised applications will be accepted.

The selection of national certificates has been reduced and further defined. Examiners are required to be very clear regarding the certificate to be issued, and it must be in compliance with the policies explained throughout this document.

11.3 Standard wording on National Certification

Following are some examples of the wording format to be used, which are supplied in order to aid in standardisation: *(Except where provided, examiners must not expect SAMSA to deviate from using the standard wording as this has in the past slowed down the issuing of certification.)*

REMINDER: All ≤9m national certification is automatically intended for use on both pleasure and commercial vessels. Only a SAMSA office may examine candidates for >9m commercial certification (which may also be used on pleasure vessels).

In the case of other examinations conducted by other examiners or institutions for skippers of pleasure vessels >9m, the description of the “Category and description” must state that it is for pleasure.

11.3.1 Day Skipper - Local Waters (restricted) ≤9m or >9m

Type and category of vessel involved:

‘Category [*Category plus description of type of vessel*] [≤9m or >9m]’

Level of competency and limitations:

“Day Skipper limited to power driven vessels operating [*distance restriction written here*] mile(s) from shore; proceeding to sea from [*a particular commercial harbour, fishing harbour, or a protected launch site*], in the area [*geographical restriction placed here*]

Additional endorsements: Allowed as per standard wording below

11.3.2 Skipper Category R $\leq 9\text{m}$ or $>9\text{m}$

Type and category of vessel involved:

‘Category R vessel $\leq 9\text{m}$ ’

Or

‘Category R [*pleasure or commercial*] vessel $>9\text{m}$ ’

Level of competency and limitations:

‘Skipper of a power driven vessel limited to operating within a Port, fishing harbour, tidal river, lagoon, estuary and all inland waters in South Africa.’

Additional endorsements: Allowed as per standard wording below

11.3.3 Day Skipper Category E $\leq 9\text{m}$ or $>9\text{m}$

Type and category of vessel involved:

‘Category E vessel $\leq 9\text{m}$ ’

Or

‘Category E [*pleasure or commercial*] vessel $>9\text{m}$ ’

Level of competency and limitations:

‘Day Skipper of a power driven vessel limited to one nautical mile from shore; proceeding to sea from a commercial harbour, fishing harbour, or a protected launch site.’

Additional endorsements: Allowed as per standard wording below

11.3.4 Day Skipper Category C $\leq 9\text{m}$ or $>9\text{m}$

Type and category of vessel involved:

‘Category C vessel $\leq 9\text{m}$ ’

Or

‘Category C [*pleasure or commercial*] vessel $>9\text{m}$ ’

Level of competency and limitations:

‘Day Skipper of a power driven vessel limited to 15 nautical miles from shore; proceeding to sea from a commercial harbour, fishing harbour, or a protected launch site.’

Additional endorsements: Allowed as per standard wording below

11.3.5 Day Skipper Category B $\leq 9\text{m}$ or $>9\text{m}$

Type and category of vessel involved:

‘Category B vessel $\leq 9\text{m}$ ’

Or

‘Category B [*pleasure or commercial*] vessel $>9\text{m}$ ’

Level of competency and limitations:

‘Day Skipper of a power driven vessel limited to 40 nautical miles from shore; proceeding to sea from a commercial harbour, fishing harbour, or a protected launch site.’

Additional endorsements: Allowed as per standard wording below

11.3.6 Coastal Skipper ≤9m or >9m

Type and category of vessel involved:

‘Category B vessel ≤9m’

Or

‘Category B [*pleasure or commercial*] vessel >9m’

Level of competency and limitations:

‘Coastal Skipper limited to 40 nautical miles from shore; proceeding to sea from a commercial harbour, fishing harbour, or a protected launch site.’

Additional endorsements: Allowed as per standard wording below

11.3.7 Skipper Offshore ≤9m or >9m

Type and category of vessel involved:

‘Category A vessel ≤9m’

Or

‘Category A [*pleasure or commercial*] vessel >9m’

Level of competency and limitations:

‘Skipper Offshore proceeding to sea on any extended ocean passage, from a commercial harbour, fishing harbour, or a protected launch site.’

Additional endorsements: Allowed as per standard wording below

11.3.8 Dive Skipper Endorsement

‘Competent to act as a skipper of a vessel engaged in diving operations.’

11.3.9 Passenger Vessel (Restricted) Endorsement

‘Competent to act as a skipper of a small passenger vessel restricted to a port, lagoon, estuary, tidal river or inland waterway during daylight hours only (*The daylight restriction may be removed at the examiner’s discretion*)

11.3.10 Passenger Vessel Endorsement

‘Competent to act as a skipper of a small passenger vessel operating from a port or harbour during daylight hours only (*The daylight restriction may be removed at the examiner’s discretion*)

11.3.11 Surf Launching Endorsement

‘Competent to launch a [*specify type of craft*] through the surf from a designated launch site on the south and east coast of the RSA.’

11.3.12 Sailing Vessel Endorsement

‘Competent to act as a skipper of a sailing vessel.’

11.3.13 Commercial Night Endorsement (APPLICATIONS TO BE SIGNED BY THE PRINCIPAL OFFICER ONLY)

New Certification:

“Competent to carry out a commercial night fishing operation [*define type of fishing operation*]; restricted to [*a limited and defined geographical area*]

Converted Certification:

SAMSA examiners may have to interpret the wording on the old issues of existing commercial certification in a way which does not interfere with them earning a livelihood, so wording will differ from case to case in accordance with the limitations of the original endorsement. A brief explanation must accompany the application.

12 Policy regarding Eyesight and Medical Tests

All candidates for the Skipper Coastal and Skipper Offshore >9m are required to pass the prescribed SAMSA letter and lantern test which are carried out at certain SAMSA offices. (The reason being the portability of these certificates to >25GT vessels and subsequent career path.)

All other candidates attempting the examinations as specified in this document are required to produce an eyesight test certificate issued either by a SAMSA office, or an optometrist who is a member of the South African Medical Association.

The test certificate shall be valid for a period of one year. It must state:

- (a) the date of examination;
- (b) the name and address of the examining body or organisation;
- (c) the signature of the examiner;
- (d) whether or not the candidate has passed or failed the lantern (or Ishihara) test specified below; and
- (e) whether or not the candidate passed the letter test with or without aids to vision.

The sight test shall comprise a letter and lantern test. Where there is no lantern available the requirements of the “Ishihara” card test for colour-blindness will suffice. The tests are as follows:

12.1 The letter test

Shall be conducted on Snellen’s principle by means of sheets which will contain 6 lines, the 3rd, 4th, 5th, and 6th lines corresponding to standards 6/24, 6/18, 6/12 and 6/9 respectively, and the candidate will be required to read correctly down to and including line 6, with either or both eyes, with or without aids to vision.

12.2 The lantern test

Will be the same as that conducted by SAMSA for candidates seeking admission to an examination for a first certificate of competency as deck officer or fisherman. (*Only available at selected SAMSA offices*)

12.3 The “Ishihara” card test

Will be the test that is specified in the booklet entitled; “*The Series of Plates designed as Tests for Colour-Blindness by Doctor Shinobu Ishihara*”.

NOTE: An examination candidate who is colour blind (*i.e. a candidate who cannot pass the colour test specified above*), shall have his certificate of competence endorsed with a daylight operation only proviso in the “additional endorsements” section of the certificate of competence to prevent any future misunderstandings or misrepresentations.

No aids to vision to correct colour-blindness deficiencies in a candidate’s ability to pass the lantern or Ishihara card tests will be permitted.

12.4 Medical Certificates

Medical Certificates (These are required for Coastal Skipper >9m and all offshore certificates)

These certificates can only be obtained from SAMSA approved doctors, a list of which is published from time to time in a Marine Notice. The latest copy may be obtained from the nearest SAMSA port office.

Doctors Certificates (These are required for all Day Skippers and Coastal Skipper ≤9m)

These certificates can be obtained from any registered doctor. There is no particular format; however the doctor shall declare the candidate fit to go to sea on a small vessel.

13. Accreditation of training institutions and appointment of examiners.

13.1 Introduction.

Chapter 10 of this policy details the revised examination system.

There are two different methods by which a person can obtain a national small vessel certificate of competency, detailed as follows:-

1. By attendance at an accredited institution, passing a theoretical and practical exam in accordance with the Code and having met the sea time requirements as per SAMSA policy for the certificate desired.
- Or
2. By being examined by a SAMSA appointed examiner, passing a theoretical and practical exam in accordance with the Code and having met the sea time requirements as per SAMSA policy for the certificate desired.

Authorised agencies currently participating in the national examination system will therefore have to decide on which method they will follow. The choices are as follows:

1. To have their current examiners appointed by SAMSA where-after the examiners will deal directly with SAMSA i.r.o national examinations and the issuing of national certification; or
2. To accredit their training and examination system in terms of the Code. In this regard the accredited institution will deal with SAMSA directly i.r.o examination matters. This latter choice implies that there will have to be an efficient examination secretariat to handle the paperwork and standards.

SA Sailing is the only agency currently authorised to issue certification other than the national certification. They are authorised to issue skippers of pleasure vessels with sailing certification on >6m sailing vessels and motor driven pleasure vessels >9m and may continue to do so. Currently they participate in the national certification system for motor driven vessels ≤9m and will have to choose one of the above if they wish to continue participating in the ≤9m national certification system.

Any currently appointed SAMSA examiners (not being SAMSA officers) will have to re-apply, as their current appointment will expire (by default) at the end of 2006.

The introduction of accredited training providers is a new concept and institutions desiring to provide training under this new policy must apply as detailed below. Note that accreditation in general will be limited to skipper certification for vessels $\leq 9\text{m}$ and skipper certification for pleasure vessels $>9\text{m}$. (i.e. SAMSA will be the only examination body for skippers of commercial vessels $>9\text{m}$ in accordance with the policy in this document.)

13.2 ACCREDITATION AS A TRAINING INSTITUTION

13.2.1 General requirements of a training institution

To be accredited as a maritime training institution that is authorised to conduct approved training in terms of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended), a training provider shall—

- (a) have appointed instructors who—
 - (i) have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training to be conducted;
 - (ii) are qualified in the task for which the training is to be provided.

- (b) have SAMSA appointed examiners who are familiar in assessment methods and practice and who meet the requirements of 13.3 below and—
 - (i) have an appropriate level of knowledge and understanding of the competence to be assessed;
 - (ii) are qualified in the task for which the assessment is to be made;
 - (iii) have gained practical assessment experience.

- (c) maintain records of all ‘interim’ certificates, or any other certificate issued to students who complete their maritime training with the institution, incorporating details of the training received and the relevant dates, together with their full names, identity numbers, and dates and places of birth; and

- (d) continuously monitor its training and assessment activities through an appropriate quality-standards system to ensure achievement of its defined objectives including those concerning the qualifications and experience of its instructors and assessors; A report to this effect must be made annually to SAMSA’s Senior Nautical Examiner.

13.2.2 Training programmes

The content of a training programme or course shall—

- (a) be structured in accordance with written programmes that—
 - (i) are based on the relevant syllabuses in the Code;
 - (ii) include such methods and media of delivery, procedures, and course material as are necessary to achieve the standard of competence specified in the Code; and
- (b) be conducted, monitored, evaluated and supported by persons qualified in accordance with 13.2.1(a) and (b).

13.2.3 Applications for accreditation

An application for accreditation shall be made in writing and must include the information detailed below, and must be accompanied by any documents specified by the Authority. These would normally include—

- (a) Name and physical address of the training provider;
- (b) Details of the assessors (examiners) and lecturers and their qualifications;
- (c) The description of the course and of its content (which must be appropriate to the level of competency being assessed, and, be referenced to the Code) together with the study plans;
- (d) Details of a quality control system to ensure that standards are maintained and training objectives met;
- (e) The method of assessment as detailed in the Code (i.e. examination papers and aids used);
- (f) Training and assessment facilities; and
- (g) A specimen copy of any certification. (SAMSA will issue institutions with official “interim” certificates of competence.)

Note:

- (1) SAMSA will not consider applications from a single individual as not only is it SAMSA policy that the lecturer cannot be the examiner, but sustainability of the institution is very important in matters such as training and examination. Candidates must also not be inconvenienced due to illness or other reasons, so continuity and survivability of the institution is a requirement.
- (2) Accredited institutions will be subject to *ad hoc* audits and a full re-evaluation after three years, by the Authority so as to verify that the administrative and operational procedures at all levels are managed, organised, undertaken, supervised and monitored internally in order to ensure their fitness for the purpose and achievement of stated objectives.
- (3) The certificate referred to in (g) must contain at least the following information:-
 - (i) The name of the candidate
 - (ii) The identification number of the candidate
 - (iii) The name of institution
 - (iv) The course for which the candidate was found to be competent
 - (v) The name and signature of the appointed examiner

13.3 APPOINTMENT AS A SAMSA EXAMINER

To be considered for appointment as a SAMSA examiner the following details are to be provided:-

- (a) Name and physical address of the examiner;
- (b) Details of the examiner and their qualifications;
- (c) The description of the theoretical and practical level of competency for which appointment is requested; (which must be appropriate to the level of competency of the examiner and, be referenced to the Code)
- (d) The method of assessment as detailed in the Code (i.e. examination papers and aids used);
- (e) Details of a quality control system to ensure certificates are not fraudulently issued or obtained;

- (f) A specimen copy of any certification, as detailed in 13.2.3 above. (SAMSA will issue examiners with official “interim” certificates of competence.)
- (g) All applications are to be accompanied by letters of reference from either their authorised agency or in the case of unaffiliated examiners, from appropriate sources. (i.e. boating and educational sources)

NOTES:

(1) All examiners will be subject to *ad hoc* audits during their appointment by the Authority so as to verify that the administrative and operational procedures are managed, organised, undertaken, and monitored in accordance with SAMSA examination policy.

(2) Appointments are for three years and are made solely at the discretion of SAMSA and may be withdrawn at any time for reasons of non-compliance. The decision of the General Manager Operations in deciding these matters will be final. A full re-evaluation will be carried out before any re-appointment after any three year period.

13.4 APPLICATIONS AND WHERE TO APPLY

All applications for accreditation of training institutions as well as appointments of examiners are to be made through the Principal Officer at the port closest to the training institution or examiner.

The Principal Officer at that port will evaluate the application and forward the application together with the report on the evaluation process to the Chief Nautical Examiner. Evaluations may not be carried out for examiners or institutions not in the Principal Officer’s area of control.

Principal Officers are to apply themselves to the applications and ensure that the requirements of SAMSA’s small vessel policy have been satisfied. To this end, the format of the reports to be made in respect of institutions and examiners are attached as annexes 13 and 14.

Where the port has no deck surveyors the Principal Officer may request assistance from the Chief Nautical Examiner. No part of the report must be without an appropriate comment.

14. Application of the regulations to small sea going pleasure vessels which are not power driven

Inter alia: sea kayaks, fishing skis, sailing dinghies, Hoby Cats, canoes, rowing boats etc.

The Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) apply equally to any vessel over 3 metres in length and the new regulations are not so onerous that they cannot be reasonably applied.

SAMSA is especially concerned that the two most important cornerstones of survival at sea after accidents to small vessels are being largely ignored i.e. the wearing of a suitable buoyancy aid or life-jacket and the ability of vessels to remain afloat when swamped or damaged.

Like all other craft going to sea, these very small vessels are required to be marked with an “approved number”, carry a Certificate of Fitness and be equipped in accordance with the Annex, for the appropriate category.

Motor driven vessels over 3m as well as sailing vessels over 6m are required to be under the constant guidance of a person holding a valid certificate of competence. Generally the skippers/owners of these smaller craft do not require a formal certificate of competence.

Any commercially hired small vessels are to be numbered and licensed in the normal way by SAMSA.

The full import of the regulations is intended for vessels engaged in unsupervised activities and excursions, not for controlled club activities under the auspices of an authorised agency.

SAMSA GENERAL POLICY AND (WHERE NECESSARY) EXEMPTION:

Any small vessels operating under the supervision of an authorised agency and engaged in a controlled event, (i.e. regattas, racing or practising for same) are exempt from the requirements of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) and are the responsibility of the authorised agency or affiliated club.

Recreational activities taking place in areas set aside by local authorities for the purpose, (e.g. surfing and the like) are exempted from the requirements of the Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended) and are the responsibility of the Local Authority.

The regulations apply equally to all non power-driven craft going to sea as follows:

The requirements regarding Category E vessels [*as these vessels operate not more than 1 nautical mile (1853 m) from shore*] are not onerous and are as follows:

- A buoyancy aid (or personal flotation device-PFD) per person
- An unexpired approved projectile flare set (pencil flares)
- An unexpired approved hand held smoke marker
- Torch, spare batteries and bulb (only if operating at night)
- 2 oars or paddles (or sails)
- Capsize rope (dinghies)
- Anchor, chain and rope
- Watertight capsize bottle containing safety equipment
- Buoyancy provided for craft (the vessel must float when swamped or damaged which for GRP vessels means about 30% buoyancy provided)
- Approved numbering to be on the vessel
- An annual inspection of the vessel and have a Certificate of Fitness

SAMSA is prepared to accept that there are many occasions where not all of the equipment can be considered appropriate, and conversely, many situations where wise boaters would be carrying far more equipment; however there are certain actions which are irresponsible and constitute negligence.

SAMSA CONSIDERS IT NOT ONLY AN ACT OF NEGLIGENCE BUT ALSO AN OFFENCE FOR ANY SMALL (non-power driven) PLEASURE VESSEL TO BE AT SEA WITHOUT AT LEAST THE FOLLOWING:

- **A buoyancy aid (or personal flotation device-PFD) per person**
- **An unexpired approved projectile flare set (pencil flares)**
- **Buoyancy provided for craft (Vessel must float when swamped or damaged)**

15 Jet Skis (Personal water-craft)

They are a lot of fun. It is a popular sport and even a competitive sport. However this type of recreational small vessel has been problematic from the outset, in as much as they are noisy, intrusive, fast (*covering vast distances in a short period of time*), children enjoy the sport and are often not closely supervised. They are without a doubt a headache for most local authorities that have to keep all the various water users happy.

Most of these craft seem to fall under the three metre limitation where the *Merchant Shipping (Small Vessel Safety) Regulations, 2002 (as amended)* do not apply, but fall instead under a set of regulations called *The Regulations For The Use Of Vessels Of Less Than Three Metres In Length* which are made in terms of section 72A(2) of the Merchant Shipping Act, 1951.

The odd jet skis that are over three metres in length but are being used in accordance with the rules applying to jet skis in general can be generally overlooked.

However, where the jet skis exceed three metres length and are being used in a similar fashion to conventional motor driven craft, (*that is to say it is not being confined to the area set aside for such a purpose by the relevant authority*), the regulations apply as they do to all motor driven craft over three metres in length.

An example would be the use of appropriate jet-skis to fish from, which if compliant with the regulations may be categorised as an E or D vessel.



ANNEX 1

TV5/340 B

Port / Hawe No

REPUBLIC OF SOUTH AFRICA
DEPARTMENT OF TRANSPORT

REPUBLIEK VAN SUID AFRIKA
DEPARTEMENT VAN VERVOER

LOCAL GENERAL SAFETY CERTIFICATE

(Including, in the case of a licenced small vessel, the Licence)
MERCHANT SHIPPING ACT, 1951 (NO 57 OF 1951) SECTIONS 68(1), 72a(2), 194(1)

PLAASLIKE ALGEMENE VEILIGHEIDSERTIFIKAAT
(Insluitende in geval van 'n gelisensieerde klein vaartuig, die Lisensie.)
HANDELSKEEPVAARTWET, 1951 (NO 57 VAN 1951) ARTIKELS 68(1), 72a(2), 194(1)

NOTE: One copy of this Certificate shall be displayed in a conspicuous place on the vessel for the information of all on board.
LET WELL: Een afskrif van hierdie Sertifikaat moet vir die inligting van almal aan boord, op 'n opvallende plek op die vaartuig, vertoon word.

PARTICULARS OF VESSEL

Table with 3 columns: Name of vessel, Port of Registry or operation, Category, Name and address of owner, Official number or registration number, Number of crew, Length, Description of voyage or operations.

I, the undersigned, Certify that the above mentioned vessel has been duly inspected in accordance with
Ek, die ondertekende, Sertifiseer dat bogenoemde vaartuig behoorlik ondersoek is ooreenkomstig die
the provisions of the Merchant Shipping (Small Vessel Safety) Regulations, 2002, and the Collision and Distress Regulations, 1996, as far as these provisions apply thereto. The inspections showed that the vessel is constructed and equipped in accordance with the relative Regulations.
bepalings van die Handskeepvaart (Klein Vaartuig Veiligheid) Regulasies, 2002, en die Botsing en Noodseineregulasies 1996, vir sover heirdie bepaligs daarop van toepassing is. Die ondersoek het getoon dat die vaartuig gebou en toegerus is ooreenkomstig die betrokke Regulasies.
OR / OF
the provisions of the Regulations for the use of vessels of less than three metres in length.
die bepalings van die Regulasies vir die gebruik van vaartuie van minder as drie meter lank.

This certificate will remain in force until the
Hierdie sertifikaat bly van krag tot

Issued at this day of 20
Uitgereik op hierdie dag van
Signature and designation
Handtekening en ampstittel



ANNEX 2

Certificate No:

CERTIFICATE OF FITNESS

Issued by the South African Maritime Safety Authority in terms of Regulation 21 of the Merchant Shipping (Small Vessel Safety) Regulations, 2002, in respect of unregistered pleasure vessels (non-commercial) under 100GT.

Vessel's name: Vessel's approved marking:.....

Owner's Name: Identity Number:

Address:
.....
.....
.....

Type and category of vessel:

Description of vessel:

Overall length: Tonnage (where available):

Operational limits:
.....
.....

Vessel's Home Port:

Maximum Number of persons permitted to be carried aboard:

This is to certify that the above mentioned vessel has been inspected by the South African Maritime Safety Authority and that when inspected it complied with the construction and equipment requirements of the *Merchant Shipping (Small Vessel Safety) Regulations, 2002*, insofar as they apply to unregistered pleasure vessels.

Signed at (place) Date

.....
Surveyor Official Stamp:

Please note that this Certificate of Fitness becomes invalid and may be cancelled if the vessel is not maintained in the condition as presented for survey.

**Grounds for cancellation would be:
Alterations or renewals to the structure, equipment, arrangements or material of construction, damage sustained by the vessel, un-seaworthiness or non-compliance with the requirements of the Regulations.**

ANNEX 3

SOUTH AFRICAN MARITIME SAFETY AUTHORITY



Address of SAMSA port office

NOTIFICATION OF COMPLETION OF SURVEY

(Incorporating the Report of Survey in terms of section 194 of the Merchant Shipping Act, 1951, the *Application for a Licence* in terms of the Merchant Shipping (Licencing of Vessels) Regulations, 2002 and the *Application for an Approved Marking* in terms of the Merchant Shipping (Small Vessel Safety) Regulations 2002.

Name of vessel:	Port of Registry or operation (home port)	Category:	
Name and address of owner: (ID Number of Owner:.....) (Telephone No of Owner	Approved Marking or Official Number (and Registration Number if Registered)	Number of crew (Incl master)	Length of vessel
Description of voyage or operations:			
Colour of HULL:	Colour of DECK:	Date of expiry of:	LGSC
Make/model of vessel:			COF
Make and power of engines:			

DEFICIENCY LIST *(any deficiencies are to be rectified on or before: (Date.....))*

.....

..... Place: Surveyor: Date:

<p>I hereby declare that all deficiencies (if any) have been rectified, and hereby apply for a Licence or a COF (as appropriate) and an Approved Marking or Official Number (as appropriate). I hereby declare that the particulars which are furnished in this form are to the best of my knowledge and belief true and correct, and understand that a false declaration constitutes an offence under the Act</p>	<p>Signature of master/owner</p>
--	----------------------------------

Report of Survey

<p>I hereby declare that on the (date.....), I completed the inspection of the above mentioned vessel and that the provisions of the Merchant Shipping (Small Vessel Safety) Regulations, 2002, and the Collision and Distress Regulations 1996, have been complied with, insofar as they apply.</p>	<p>Signature of Surveyor:</p>
--	-------------------------------

REPUBLIC OF SOUTH AFRICA

SOUTH AFRICAN MARITIME
SAFETY AUTHORITY

[Ship Registration Act, 1998 (Act 58 of 1998)]



REPUBLIEK VAN SUID-AFRIKA

SUID-AFRIKAANSE MARITIEME
VEILIGHEIDSOWERHEID

Wet of Skeepregistrasie, 1998 (Wet 58 van 1998)]

ANNEX 4
REGISTRATION CERTIFICATE
For A
VESSEL OTHER THAN A FISHING VESSEL

ORIGINAL					
Official No.	IMO No.	Call Sign	Name of Ship	Date of registration and home port	Date of registration and previous home port (if any), and date of cancellation thereof
Type of ship and method of propulsion		Place of construction	Name and address of builder		When completed
Length Length Overall Max. breadth Moulded depth amidships Material of hull Build No. of masts Rigging			Gross tonnage Net tonnage No. of decks No. of bulkheads Stem Stern Type of Vessel		
No. of engines	Make and model		Shaft, brake, indicated power	Estimated speed	
*Name of Owner(s)/charterer(s)		Address			**No. of shares

* The name(s) of the charterer(s) is also to be inserted in the case of a ship the registration of which under the Act depends upon its being a ship on bareboat charter to a South African national.

** Omit in the case of a ship referred to in *.

The Period of validity of this registration certificate expires on
--

I the undersigned, hereby certify that the above particulars are in accordance with those entered in the Register.

.....
Place

.....
Registrar/Proper Officer

.....
Date

.....
Designation of proper officer

Notes:

1. Certificate to be endorsed "BAREBOAT CHARTER" in case of a ship the registration of which under the Act depends upon its being a ship on bareboat charter to a South African national.
2. Certificate to be endorsed "PROVISIONAL" where issued in respect of a provisionally registered ship.

ANNEX 5

SAMSA SMALL VESSEL BUOYANCY CERTIFICATE (Version II)

Vessel Name: FISHY STORY	Vessel No.: DTC 12345
Description: 5.5m Mono-hull GRP small fishing vessel.	
Build Details Builder: Strongboats Marine Date of Build: 1998 Model: SBM 55 (standard)	Principal Dimensions Length Overall: 5.500 m Breadth Overall: 3.650 m Depth (Gunwale to keel): 1.400m
Construction The vessel is of GRP construction and wood framed. Detail of the hull lay-up is not known.	
Propulsion 1. The recommended propulsion for the vessel is 2 x 30 hp outboard engines 2. The minimum recommended propulsion for the vessel is 2 x 20 hp or 1 x 40 hp outboard engine(s) 3. The maximum recommended propulsion for the vessel is 2 x 40 hp or 1 x 80 hp engine(s) 4. The maximum allowable weight of the outboard motors fitted may not exceed 100kg.	
Built-in Buoyancy 1. The under-deck of the vessel is filled with foam as is indicated on the sketch below. Volume $\approx 0.8 \text{ m}^3$ 2. A section of the vessel bulwarks on the Port and Starboard sides from the transom to 1000mm forward of the transom is foam filled. Volume $\approx 0.25 \text{ m}^3$ Foam Type: ISOFOAM RM 120W polyurethane foam. Total Volume of Foam $\approx 1.05 \text{ m}^3$	
Design Weight	
Light weight:	800 kg
	Deadweight
	2 x Outboard Engines (2 x 50 kg) 100 kg
	5 x Crew (5 x 75 kg) 375 kg
	Fish in Fish Hold 250 kg
	Fuel (2 x 25 kg fuel tanks) 50 kg
	Crew Effects 100 kg
Deadweight	<u>875 kg</u>
Maximum Weight	<u>1675 kg</u>
→ Foam Volume x 1.025 = 1.05 x 1.025 = 1.076 tonnes → Maximum vessel weight = 1.675 tonnes	

→ Percentage buoyancy is 64.23%

Vessel ability to Survive Swamping in an undamaged condition (Regulation 6)

(Refer to section 9 of the Marine Circular)

A swamp test was conducted by sealing all scuppers and filling the vessel with water to the top of the gunwale with the vessel in a fully loaded condition. With the vessel so flooded, the vessel remained afloat with positive transverse stability i.e. It did not capsize.

Conclusion and Comments

1. The ratio of vessel Buoyancy to Maximum Weight is in excess of 60% (actual 64.2%).
2. The additional buoyancy aft provides additional buoyancy to counter the engine weights.
3. The vessel is longitudinally divided along its length by “laaitjies” These divisions must not be removed when the vessel is at sea.



Approval and Operation

This vessel is approved for operations at sea from a designated safe launching site and limited to a maximum of 15 miles offshore (category C) provided that 2 outboard engines are fitted. The vessel is not approved for surf launching due to the lack of deck drainage.

Surveyor signature

Date

NB 1. This floatation certificate will remain valid for the duration of the vessels life provided that no modifications are carried out on the vessel and that the vessel's light weight does not increase by more than 5%.

2. This floatation certificate must be kept on board the vessel when it proceeds to sea and must be presented to the surveyor at the time of survey or whenever called for by an authorised person.

ANNEX 5

SAMSA SMALL VESSEL BUOYANCY CERTIFICATE (Version II)

<u>Vessel Name:</u> FISHY STORY	<u>Vessel No.:</u> DTC 12345
<u>Description:</u> 5.5m Mono-hull GRP small fishing vessel.	
<u>Build Details</u> Builder: Strongboats Marine Date of Build: 1998 Model: SBM 55 (standard)	<u>Principal Dimensions</u> Length Overall: 5.500 m Breadth Overall: 3.650 m Depth (Gunwale to keel): 1.400m
<u>Construction</u> The vessel is of GRP construction and wood framed. Detail of the hull lay-up is not known.	
<u>Propulsion</u> 1. The recommended propulsion for the vessel is 2 x 30 hp outboard engines 2. The minimum recommended propulsion for the vessel is 2 x 20 hp or 1 x 40 hp outboard engine(s) 3. The maximum recommended propulsion for the vessel is 2 x 40 hp or 1 x 80 hp engine(s) 4. The maximum allowable weight of the outboard motors fitted may not exceed 100kg.	
<u>Built-in Buoyancy</u> 1. The under-deck of the vessel is filled with foam as is indicated on the sketch below. Volume $\approx 0.8 \text{ m}^3$ 2. A section of the vessel bulwarks on the Port and Starboard sides from the transom to 1000mm forward of the transom is foam filled. Volume $\approx 0.25 \text{ m}^3$ <u>Foam Type:</u> ISOFOAM RM 120W polyurethane foam. Total Volume of Foam $\approx 1.05 \text{ m}^3$	
<u>Design Weight</u>	
Light weight:	800 kg
Deadweight	875 kg
Maximum Weight	1675 kg
	<u>Deadweight</u> 2 x Outboard Engines (2 x 50 kg) 100 kg 5 x Crew (5 x 75 kg) 375 kg Fish in Fish Hold 250 kg Fuel (2 x 25 kg fuel tanks) 50 kg Crew Effects 100 kg 875 kg
→ Foam Volume x 1.025 = 1.05 x 1.025 = 1.076 tonnes → Maximum vessel weight = 1.675 tonnes → Percentage buoyancy is 64.23%	

Conclusion and Comments

1. The ratio of vessel Buoyancy to Maximum Weight is in excess of 60% (actual 64.2%).
2. The additional buoyancy aft provides additional buoyancy to counter the engine weights.
3. The vessel is longitudinally divided along its length by “laaitjies” These divisions must not be removed when the vessel is at sea.



Approval and Operation

This vessel is approved for operations at sea from a designated protected launching site and limited to a maximum of 15 miles offshore (category C) provided that 2 outboard engines are fitted. The vessel is not approved for surf launching due to the lack of deck drainage.

Surveyor signature

Date

NB 1. This buoyancy certificate will remain valid for the duration of the vessels life provided that no modifications are carried out on the vessel and that the vessel's light weight does not increase by more than 5%.

2. This buoyancy certificate (or a copy of it) must be kept on board the vessel when it proceeds to sea and must be presented to the surveyor at the time of survey or whenever called for by an authorised person.

ANNEX 6

APPLICATION TO THE REGISTRAR FOR THE ISSUE OF A NATIONAL SMALL VESSEL CERTIFICATE OF COMPETENCY

A. PERSONAL PARTICULARS OF APPLICANT

Surname:.....

First Names:.....

Height:..... Eye Colour:..... Hair Colour:.....

Permanent Address: Postal Address:.....

Telephone No (H).....(W).....(Cell).....

Current certificate held No.

APPLICATIONS MUST BE ACCOMPANIED BY THE FOLLOWING SUPPORTING DOCUMENTATION

	Day Skipper Category E & R	Day Skipper Category C	Day Skipper Category B	Skipper Coastal Category B ≤ 9 metres, (day and night)	Skipper Coastal >9 metres	Skipper Offshore ≤9 metres	Skipper Offshore >9 metres
Copy of ID Document	X	X	X	X	X	X	X
2x Photos	X	X	X	X	X	X	X
Medical*	X	X	X	X	X	X	X
Eye test *	X	X	X	X	X	X	X
Proof of sea service	X	X	X	X	X	X	X
Liferaft					X	X	X
First Aid at sea					X	X	X
Fire Fighting. Small V/l's					X	X	X
1 Day course at fire station					X	X	X
R/T Certificate					X	X	X
First Aid level II (Passenger V/L endorsement only)							
Surf qualification							

	Day Skipper Category E & R	Day Skipper Category C	Day Skipper Category B	Skipper Coastal Category B ≤ 9 metres, (day and night)	Skipper Coastal >9 metres	Skipper Offshore ≤9 metres	Skipper Offshore >9 metres
Dive qualification							
Sailing qualification							
Other supporting documentation							

* Note: 1) SAMSA medicals and eyesight tests are required for the Skipper Coastal and Offshore Certificate over 9 metres and passenger vessel endorsements (See policy for other acceptable documents)

EXAMINERS REPORT

B. NATIONAL CERTIFICATE TO BE ISSUED (Indicate which certificate and/or endorsement the candidate is to be issued)

- Day Skipper (Restricted) Local Waters (*Details below*)
- Day Skipper Category R ≤ 9m or > 9m (*Std wording*)
- Day Skipper Category E ≤ 9m or > 9m (*Std wording*)
- Day Skipper Category C ≤ 9m or > 9m (*Std wording*)
- Day Skipper Category B ≤ 9m or > 9m (*Std wording*)
- Coastal Skipper ≤ 9m or > 9m (*Std wording*)
- Skipper Offshore ≤ 9m or > 9m (*Std wording*)
- Dive Skipper Endorsement (*Std wording*)
- Passenger Vessel (Restricted) Endorsement
- Passenger Vessel Endorsement
- (*Passenger endorsements may include a night endorsement; details below*)
- Surf Launching Endorsement (*Details below*)
- Sailing Vessel Endorsement (*Std wording*)
- Commercial Night Endorsement (*Details below*) **(TO BE SIGNED BY THE P.O. ONLY)**

Details of any restrictions on the non-standard national certificates indicated above:

.....

.....

.....

.....

C. The following copies of documentation are submitted in support of the application

- 1) Valid Identity Document and two photographs.
- 2) Valid SAMSA or eyesight test.
- 3) Valid Medical or Doctor's Certificate
- 4) Valid fire-fighting certificate (*If required*)
- 5) Valid liferaft certificate (*If required*)
- 6) Valid First Aid Certificate issued (*If required*)
- 7) Restricted Radiotelephone Operators Certificate issued by ICASA (*If required*)
- 8) Surf launching certificate (*If required*)
- 9) Dive qualification (*If required*)
- 10) Sailing qualification (*If required*)

- 11) The prescribed fee. □
- 12) Proof of sea service □
- 13) Copy of Interim Certificate issued □
- 14) Any other (e.g. SAS certificate, proof of pass issued by another examiner, Certificate issued by an accredited institution etc)

.....

I hereby certify that I have checked the sea-time and audited the documents provided by the candidate and am satisfied that the requirements of the national certification policies have been met, and that the particulars contained therein are correct.

D. Exam Results

I further certify that the candidate has been found competent in the following exams

	SECTION 1	SECTION 2	SECTION 3
TOTAL MARKS ALLOTTED			
PASS MARK	60%	60%	50%
MARKS OBTAINED			
Written Exam	Pass/Fail/Exempt	Pass/Fail/Exempt	Pass/Fail/Exempt
ORAL EXAM	Pass/Fail		
PRACTICAL EXAM	Pass/Fail/Exempt		

Signature Printed name Date

Examiner number

Issued at: this day of

E. FOR SAMSA OFFICE USE ONLY

Fee received: Receipt No.: Date:

ANNEX 7

Date issued:
Datum uitgereik:

TV5/53(2)

Certificate No.
Sertifikaat Nr.

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Photo

CERTIFICATE OF COMPETENCE
BEKWAAMHEIDSERTIFIKAAT

Issued by the South African Maritime Safety Authority on behalf of the Government of the Republic of South Africa in terms of the Merchant Shipping Act 1951 (Act 57 of 1951) to a skipper of a small vessel. / Uitgereik deur die Suid-Afrikaanse Maritieme Veiligheidsowerheid namens die Regering van die Republiek van Suid-Afrika kragtens die Handelskeepvaartwet, 1951 (Wet 57 van 1951) aan 'n skipper van 'n klein vaartuig.

1. *Issued to: / Uitgereik aan:* **NON SUCH PERSON**
(Full names and surname) / Volle voorname en van)
2. *Identity No: / Identiteitsnommer:* **5559 5559 555**
3. *Type and category of vessel (or vessels) involved: / Tipe en kategorie van betrokke vaartuig of vaartuie:*
CATEGORY B VESSELS ≤9M
4. *Level of Competency and limitations (if any) / Vlak van Bekwaamheid en beperkings (indien enige)*
'COASTAL SKIPPER LIMITED TO 40 NAUTICAL MILES FROM SHORE; PROCEEDING TO SEA FROM A COMMERCIAL HARBOUR, FISHING HARBOUR, OR A PROTECTED LAUNCH SITE.'
5. *Additional Endorsements (if any) / Byvoegende Endossemente (indien enige)*
 - 5.1 **'COMPETENT TO ACT AS A SKIPPER OF A VESSEL ENGAGED IN DIVING OPERATIONS.'**
 - 5.2 **'COMPETENT TO LAUNCH A [SPECIFY TYPE OF CRAFT] THROUGH THE SURF FROM A DESIGNATED LAUNCH SITE ON THE SOUTH AND EAST COAST OF THE RSA.'**
6. *Examination Authority / Eksamenowerheid*
SOUTH AFRICAN UNDERWATER UNION
7. *It is hereby certified that the above named person has been tested and found to have the required sense of responsibility and standard of knowledge and experience to act as skipper of the vessel(s) described in this certificate. / Dit word hierby gesertifiseer dat die bogenoemde persoon getoets is en bevind is om te beskik oor die nodige verantwoordelikeheidsin en standaard van kennis en ondervinding om op te tree as skipper van die vaartuig of vaartuie soos beskryf in hierdie sertifikaat.*
8. *Any inquiries regarding this certificate can be directed to THE REGISTRAR OF SEAFARERS, SAMSA, P.O.Box 13186, HATFIELD 0028. Tel; +27 12 366 2600, Fax; +27 12 366 2601*

OFFICIAL STAMP
AMPTELIKE STEMPEL

.....
For Chief Executive Officer: SAMSA
Namens Hoof Uitvoerendebeampste: SAMVO

ANNEX 8

NATIONAL SMALL VESSEL CERTIFICATE OF COMPETENCE

Conversions or upgrades of existing Small Vessel Certification

Section 1. (To be completed by applicant)

Surname: _____ ID No. _____

First names: _____

Postal Address

Code: _____

Home Address: (If different to postal address)

Telephone number (Home) Code: _____ Number: _____

Telephone number (Work) Code: _____ Number: _____

Applicants require the following documentation which will be forwarded to the examiner for a decision:

1. The original copy of the certificate of competence to be upgraded or converted.
2. A written motivation or explanation of the conversion or upgrade required which includes a brief review of how and where you obtained the existing certificate, your experience and sea time since attaining the certificate in hand and relevant to the conversion or upgrade required.
3. Proof of passing an eyesight test.

Note: No payment is required until the examiner has determined what further action – if any is appropriate.

Date: _____ Signature of applicant _____

Signature of Clerk _____

Section 2. To be completed by examiner:

I have assessed the application and determine the following:

Describe further action required by clerk and/or candidate]

Date: _____ Signature: _____

Final Surveyor's Report:

Conversion only:

Oral Examination:

The applicant is to be issued the following National Small Vessel Certificate of Competence in accordance with SAMSA policy.

I hereby certify that I have applied myself to the following criteria in accordance with the agreed standards and rules and attach copies of all relevant documentation.

It is hereby certified that the above named person has been tested/evaluated and found to have the required sense of responsibility and standard of knowledge and experience to act as skipper of the vessel(s) described in this certificate.

Signature: _____

Print name: _____

Date: _____

ANNEX 9

LIST OF SAMSA ‘APPROVED NUMBERS’

The list of ‘Approved Numbers’ listed hereafter are the ONLY numbers which are considered legal for recreational vessels in terms of Regulation 18 of the *Merchant Shipping (Small Vessel Safety) Regulations, 2002*, and in the case of ‘licensed’ vessels is the official numbering system in terms of the *Merchant Shipping (Licensing of Vessels) Regulations, 2002*.

The list will be updated from time to time and if there are any inquiries in the interim they can be directed to the nearest SAMSA Principal Officer.

1 South African Deep Sea Angling Association (SADSAA)
 (NB Light tackle numbers missing!!)

P.O.Box 73486
Lynwood Ridge
 0040
 Tel: 012 809 0663
 Fax: 012 809 0978
 Email: ndsaa@stormnet.co.za

Province	Club Name	Identifying letters in front of number
Northern Transvaal Province	All the clubs	NTVL
North West Province	All the clubs	NW
Southern Gauteng	East Rand Boat Club	ERBFC
	Guinjata	GUINJATA
	Nomads	NOMADS
	TSC	TSC
	Makaira	MAKAIRA
Kwazulu-Natal	Amanzimtoti	AM
	Amatikulu	NZ
	Balito	DC
	Cape Vidal	Z
	Durban	S
	Glenmore	NGS
	Greytown	NUM
	Hibberdene	HBE
	Hibiscus	H
	Injambili	INJ
	Lobotes	LB
	Mapelane	M
	Marlin	MM

Province	Club Name	Identifying letters in front of number
	Meerensee	MES
	Midlands	MSC
	Mtwalume	MTW
	Nambiti	NAM
	Natal Rod & Reel	NRR
	Northern Natal	NNTL
	Park Rynie	PKR
	Pennington	P
	Protea Billfish	PRO
	Richards Bay	RBS
	Scottburgh	NX
	Sezela	NSZ
	Shelly Beach	SBC/SPC
	St Lucia	SL
	Tongaat	NT
	Umdloti	UBS
	Umhlali	USC
	Umhlanga	URS
	Umkomaas	W
	Umlalazi	UML
	Umzimkulu	KULU
	Warnadoone	WSC
	Zinkwazi	ZK
	Zululand Police	ZPC
Far North Province	All the clubs	LIM
Border (Eastern Province)	Buffalo	BSC
	Bira	BIRA
	East London	ELS
	Gonubie	GMC
	Kwelera	K
	Glengarrif	G
	Cintsa	C
	Kei Mouth	KMS
	Wild Coast	T
	Christmasvale	CV

Province	Club Name	Identifying letters in front of number
Free State	All the clubs	VS
Western Province	All the clubs	WP
Eastern Province	Paradise Beach	EP
	Sardinia bay	"
	Port Alfred	"
	Diaz	"
	Jeffreys Bay	"
	Vikings	PEV
	Pedsac	PEY
	Port St Francis	PSF
Griquas	All the clubs	GW
Mpumalanga	All the clubs	OET
Southern Cape	Plettenberg Bay	PB
	Knysna	KDSC
	Buffalo Bay	KSC
	George	GSC
	Mossel Bay	MBYBC
	Stillbaai	SBC/SPC
Gauteng	Albatross	TA
	Watuni	TAW
	Wahoo	TW
	Dorado	TD
	North West	TNW
All provinces	Non Members	SR

2 South African Sailing (SAS)

P.O.Box 519

Paarden Eiland

7420

Tel: 021 511 0929

Fax: 021 511 0965

Email: denise@sailing.org.za

Province	Club Name	Identifying letters in front of number
All provinces	Sailing Vessels	SA
All provinces	Other Vessels	ZA

3 South African Underwater Union (SAUU)

P.O.Box 557
Parow
7499

Tel: 021 930 6549
Fax: 021 930 6541
Email: sauu@global.co.za

Province	Club Name	Identifying letters in front of number
All the provinces	All the clubs	U

4 South African Inflatable Boat Association

P.O.Box 86
Onrus River
7201

Fax: 028 316 1192

Province	Club Name	Identifying letters in front of number
Western Cape	All the clubs	IB1
Eastern Cape	All the clubs	IB2
Border	All the clubs	IB3
Free State	All the clubs	IB4
Natal	All the clubs	IB5
Transvaal	All the clubs	IB6

5 South African Maritime Safety Authority (SAMSA)

Durban	Tel: 031 307 1501	Fax: 031 306 4983
Richards Bay	Tel: 035 788 0082	Fax: 035 788 0067
East London	Tel: 043 722 4120	Fax: 043 722 2264
Port Elizabeth	Tel: 041 585 0051	Fax: 041 582 1213
Mossel Bay	Tel: 044 690 4201	Fax: 044 691 1206
Cape Town	Tel: 021 421 6170	Fax: 021 419 0730
Saldanha Bay	Tel: 022 714 1612	Fax: 022 714 3635

Kwazulu-Natal	Durban Office	DTD
	Richards Bay Office	DTR
Eastern Province	East London Office	DTE
	Port Elizabeth Office	DTP
Southern Cape	Mossel Bay Office	DTM
Western Cape	Cape Town Office	DTC
North West	Saldanha Bay Office	DTS

6 **South African Sea Cadets**

Office of the Captain
P.O.Box 7681
Newton Park
Port Elizabeth
6055

Tel: 041 365 3151
Fax: 041 365 5241
E-mail: sascc@mutineer.co.za

Sea Cadet Training Bases	All training “ships”	SC
Base Identification (after number)		
TS Woltemade	Cape Town	WOL
TS Outeniqua	Mossel Bay	OUT
TS Knysna	Knysna	KNY
TS Kromme	St Francis Bay	KRM
TS Lanherne	Port Elizabeth	LAN
TS Prince Alfred	Port Alfred	PAD
TS iNyathi	East London	IYT
TS Tiburon	Durban	TIB
TS Springs	Immortelle	IML
TS Bounty	Vereeniging	BTY

7 **Canoe South Africa (CSA)**

Province	Club Name	Identifying letters in front of number
All provinces	All the clubs	CSA

8 **Power Boat South Africa (PSA)**

Anthony Fraquet
P.O.Box 28060
Bothasig
7441

Chris Horn
P.O.Box 675
Milnerton
7435

Tel: 021 558 3659
Fax: 021 559 7215

Tel: 021 551 1147

Province	Club Name	Identifying letters in front of number
All provinces	All the clubs	PSA

9 **South African Police Services (SAPS)**

Province	Club Name	Identifying letters in front of number
All provinces	All units	SAP

10 **South African Institute for Skippers (SAIS)**

At du Plooy
P.O.Box 1761
Durbanville
7551

Tel: (021) 975 3281

Fax: (021) 975 8552

E-mail adp@saskipper.com

Province	Club Name	Identifying letters in front of number
All provinces	All clubs	A

ANNEX 10

YET TO BE PRINTED!!!

TV5/53(int)

Certificate No.
Sertifikaat Nr.

**INTERIM CERTIFICATE OF COMPETENCE
BEKWAAMHEIDSERTIFIKAAT**

Issued by the South African Maritime Safety Authority on behalf of the Government of the Republic of South Africa in terms of the Merchant Shipping Act 1951 (Act 57 of 1951) to a skipper of a small vessel. / Uitgereik deur die Suid-Afrikaanse Maritieme Veiligheidsowerheid namens die Regering van die Republiek van Suid-Afrika kragtens die Handelskeepvaartwet, 1951 (Wet 57 van 1951) aan 'n skipper van 'n klein vaartuig.

1. *Issued to: / Uitgereik aan:*
(Full names and surname) / Volle voorname en van
2. *Identity No: / Identiteitsnommer:*
3. *Type and category of vessel (or vessels) involved: / Tipe en kategorie van betrokke vaartuig of vaartuie:*
4. *Level of Competency and limitations (if any) / Vlak van Bekwaamheid en beperkings (indien enige)*
5. *Additional Endorsements (if any) / Byvoegende Endossemente (indien enige)*
6. *Examiners details / Eksamenator se besonderheide*

Name/Naam

Contact number / Kontak nommer

Examiner No:/Eksaminator nommer

7. *It is hereby certified that the above named person has been tested and found to have the required sense of responsibility and standard of knowledge and experience to act as skipper of the vessel(s) described in this certificate. / Dit word hierby gesertifiseer dat die bogenoemde persoon getoets is en bevind is om te beskik oor die nodige verantwoordelikhedsin en standaard van kennis en ondervinding om op te tree as skipper van die vaartuig of vaartuie soos beskryf in hierdie sertifikaat.*
9. ***This certificate is valid for 6 months only. / Hierdie sertifikaat is net vir 6 maande geldig.***
10. *Any inquiries regarding this certificate can be directed to THE REGISTRAR OF SEAFARERS, SAMSA, P.O.Box 13186, HATFIELD 0028. Tel; +27 12 366 2600, Fax; +27 12 366 2601*

Date issued:

Datum uitgereik:

OFFICIAL STAMP
AMPTELIKE STEMPEL

.....
Examiner's signature

ANNEX 11

List of SAMSA appointed and recognized small vessel examiners and surveyors

1 SAMSA staff appointed as examiners for small vessels more than 9 m in length		
Name	Place	Telephone number
Capt. P van Gysen	Cape Town	(021) 4216 170
Capt. G Louw	Cape Town	(021) 4216 170
Capt. P Kroon	East London	(043) 7224 120
Capt. J Abercrombie	Durban	(031) 307 1501
Capt. S Ali	Durban	(031) 307 1501
Capt. D Clarke	Durban	(031) 307 1501
Capt. R Zanders	Durban	(031) 307 1501
Capt. N Campbell	Port Elizabeth	(041) 585 0053
Capt. W Hoogendijk	Saldanha	(022) 714 1612

2 Non-SAMSA staff appointed as examiners for small vessels of 9 m or less in length		
Name	Place	Telephone number
Mr P.J. Deyzel	Port Elizabeth	(041) 368 4322
Mr S.C. Chamberlain	Port Elizabeth	082 3240460
Mr D.I. Sievwright	Durban	(031) 3329772
Mr A.D. Wood	Port Alfred	(046) 624 2565
Mr G.P. Emberson*	Port Elizabeth	082 7073680
*In addition may examine for a sailing endorsement for vessels over 9m in length.		

3 SAMSA recognized SAS appointed and surveyors for the registration of pleasure yachts		
Name	Name	Telephone number
Mr C. Reynolds	Cape Town	082 961 6577
Mr R. Heimann	Cape Town	083 250 8849
Mr H. Jaaback	Cape Town	082 9011286
Mr J. Ross	False Bay	082 7486286
Mr M. Meyer	Saldanha	083 461 4506
Mr R. Clancy	Knysna	083 690 0214
Mr G. Webber	Port Elizabeth	082 500 7077
Mr E. Rutherford	Durban	082 809 0285
Mr H. Poulter	Durban	031 7013911
Mr D. Cox	Durban	082 7862579

3 SAMSА recognized SAS appointed and surveyors for the registration of pleasure yachts

Name	Name	Telephone number
Mr B. Ward	Durban	082 7807936

4 Recognition of a SADSAA safety officer as a SAMSА surveyor for club vessels used for fishing, trailer borne vessels of 9 m or less in length.

Mr S J Wassenaar	Richards Bay	083 272 0663
Mr J D D Evans	Port Edward	082 990 4006
Mr R H Kirchmann	East London	083 565 2816
Mr G B Hawkins	Cape Town	(021) 780 1201
Mr SW Walter	Durban	082 8004300
Mr WA Maree	Cape Town	(021) 783 1975
Mr N H de Stadler	Cape Town	(021) 712 4712
Mr JN de Kock	Gansbaai	(028) 388 0353
Mr JA du Toit	Cape Town	082 863 1310
Mr V Cooke	Cape Town	(021) 785 5153
Mr JG Saville	Pietermaritzburg	(033) 394 9882
Mr WK Rinqest	Cape Town	082 833 7707

South African Maritime Safety Authority

SMALL VESSEL CODE

The national system now introduces a Small Vessel Code. This code lays out the differing levels of competence that a candidate must achieve in order to obtain a certificate for the level desired.

The Code is the national standard and any person who desires to train or examine small vessel skippers shall adhere to the specifications and level of knowledge detailed therein.

The first page of the Code contains a matrix and is in essence a summary of what is required in order to obtain the various levels of competency for small vessels including the endorsements.

The various types of certificates obtainable under the national small vessel examination system are detailed in chapter 10 of SAMSA's policy document.

The system that has been adopted is in a modular form. This means that once a person obtains a specific competence, they can progress to the next level without having to repeat certain subjects or modules.

STUDY MATRIX REQUIRED FOR THE SMALL VESSEL CERTIFICATE OF COMPETENCY

In the table the units for a particular subject are shown under the certificate of competency

As at 01/06	Day Skipper Category E and R ≤9m and >9m	Day Skipper Category C ≤9m and >9m	Day Skipper Category B ≤9m and >9m	Skipper Coastal Category B ≤ 9 metres, (day and night)	Skipper Coastal >9 metres	Skipper Offshore ≤9 metres	Skipper Offshore >9 metres	Passenger vessel endorsement unrestricted	Passenger vessel endorsement restricted
Chart - work	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2 Module 3	Module 1 Module 2 Module 3	Module 1 Module 2 Module 3 Module 4	Module 1 Module 2 Module 3 Module 4	Addition oral exam whilst holding as a minimum a Category C certificate - with 100 hours on passenger vessels. Oral examination in accordance with SAMSA practice.	Addition oral exam whilst holding as a minimum a Category E certificate - with 100 hours on passenger vessels. Oral examination in accordance with SAMSA practice.
Navarc					Module 1	Module 1	Module 1		
Power	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2 Module 3	Module 1 Module 2	Module 1 Module 2 Module 3		
Law	Module 1	Module 1	Module 1	Module 1	Module 1 Module 2	Module 1	Module 1 Module 2		
Meteor	Module 1	Module 1	Module 1	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2		
Seamanship	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2 Module 3	Module 1 Module 2 Module 3	Module 1 Module 2 Module 3	Module 1 Module 2 Module 3		
Emergency	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2		
Elementary First Aid	Module 1	Module 1	Module 1	Module 1					
Manoeuvring and boat handling	Module 1	Module 1	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2	Module 1 Module 2		
ID Doc	X	X	X	X	X	X	X	X	X
2x Photos	X	X	X	X	X	X	X	X	X
Liferaft					X	X	X	X	
First Aid at sea					X	X	X	X	
First Aid level II									X
Fire Fighting. Small V/Is					X		X	X	
1 Day course at fire station									X
R/T					X	X	X	X	X
Medical*	X	X	X	X	X	X	X	X	X
Eye test *	X	X	X	X	X	X	X	X	X
Oral*	X	X	X	X	X	X	X	X	X

- * Note: 1) SAMSA medicals and eyesight tests are required for the Skipper Coastal and Offshore Certificate over 9 metres and passenger vessel endorsements
 2) SAMSA oral examinations are required for commercial skipper certificates for any vessels over nine metres.
 3) SAMSA oral examinations are required for commercial passenger skipper certificates for any length vessel.

ADDITIONAL REQUIREMENTS FOR ENDORSEMENTS DETAILED BELOW

In the table the units for a particular subject are shown under the certificate of competency

As at 1/06	Day Skipper Category E and R ≤9m and >9m	Day Skipper Category C ≤9m and >9m	Day Skipper Category B ≤9m and >9m	Skipper Coastal Category B ≤ 9 metres, (day and night)	Skipper Coastal >9 metres	Skipper Offshore ≤9 metres	Skipper Offshore >9 metres
Dive Skipper	Module 1	Module 1	Module 1	Module 1	Module 1	Module 1	Module 1
Surf launching	Module 1	Module 1	Module 1	Module 1	Module 1	Module 1	Module 1
Night Operations ***							
Sailing **** Endorsements							

*** This endorsement solely for the use of night operations for who are bona fide commercial operators in local waters and is issued at the discretion of the deck examiner concerned.

**** Sailing endorsements are only to be given to those persons who have a S.A. Sailing qualification until such time as appropriate examiners have been appointed.

The Practical Examination for Day Skipper (local waters) restricted to certain geographical areas.

The practical examination should include any or all of the following where appropriate:

- Pre-launch procedures - weather check, trip and ETA logged, crew briefing, radio check, craft check.
- Launch craft - study launch site, con craft safely out to sea.
- Anchor usage - let down, set and weigh anchor.
- Ropes and knots - make basic knots and explain uses.
- Routine checks - do routine checks such as weather condition, geographical position, fuel usage, keeping a proper lookout.
- Radio use - channel selection and voice procedures.
- Outboard motors – a working knowledge on use, emergency repairs, maintenance.
- Loading and trim - show knowledge of trim and proper stowage.
- Man overboard drill - demonstrate correct and safe method for retrieving crew member.
- Navigation - demonstrate compass steering, chart interpretation, position plotting on chart in use.
- Landing craft - land craft safety.
- After-use procedures - log return, after-use maintenance, inspect craft, note fuel used.

SURF LAUNCHING

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
1. Maneuver the boat in the surf	1. Knowledge of: <ul style="list-style-type: none"> .1 The effects of beach gradient on size and nature of breakers .2 The importance of pre-launch checks, safety and preparation of the vessel and instructions to crew. .3 Methods of launching in differing types of breakers and weather conditions. .4 Preparation of vessel prior to landing .5 Methods of beaching in differing types of breakers and weather conditions. 	Oral examination <u>and</u> practical assessment. Practical assessment: Once having completed a minimum of 12 (twelve) surf launches conducted on at least 4 (four) different days under differing weather and swell conditions. All launches are to be through the surf and returning through the surf., witnessed and certified by a competent skipper in the form of an affidavit; The examiner shall witness a demonstration of the candidate's competence in real surf conditions.	Safe operating limits of boat propulsion, steering and power systems are not exceeded in maneuvers while in the surf under varying swell and weather conditions.

BOAT MANOEUVRING AND HANDLING

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
2. Maneuver the boat	2. Knowledge of: <ul style="list-style-type: none"> .1 the effects of a single and twin propeller(s) on the turning circle of a boat; .2 the effects of deadweight, draught, trim, speed and under-keel clearance on turning circles and stopping distances; .3 the effects of wind and current on boat handling; .4 basic maneuvers and duties during berthing and un-berthing and the use of the various mooring ropes when alongside. .5 handling ship in rivers, estuaries and restricted waters, having regard to the effect of current, wind and restricted water on helm response; .6 Turning a boat "short round" 	Oral examination whilst carrying out the practical assessment.	Safe operating limits of boat propulsion, steering and power systems are not exceeded in normal maneuvers. Adjustments made to the ship's course and speed to maintain safety of navigation. Demonstrates confidence and control in handling the vessel.

COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 2			
1. Manoeuvre and handle a boat in all conditions	1. Manoeuvring and handling a boat in all conditions, including: .1 choice of anchorage; anchoring with one or two anchors in limited anchorages and factors involved in determining the length of anchor cable to be used; .2 dragging anchor; clearing fouled anchors; streaming a drogue .3 management and handling of boats in heavy weather, including assisting another vessel in distress; towing operations; means of keeping an unmanageable boat out of a trough of the sea, lessening drift and the use of oil; .4 methods of taking on board survivors from the water, other boats and survival craft; .5 ability to determine the manoeuvring and propulsion characteristics of common types of vessels with special reference to stopping distances and turning circles at various draughts and speeds; .6 importance of navigating at reduced speed to avoid damage caused by own ship's bow wave and stern wave; .7 use of, and manoeuvring in and near, traffic separation schemes and in vessel traffic service (VTS) areas.	Oral examination and practical assessment.	All decisions concerning berthing and anchoring are based on a proper assessment of the boat's manoeuvring and engine characteristics and the forces to be expected while berthed alongside or lying at anchor. While under way, a full assessment is made of possible effects of shallow and restricted waters, banks, tidal conditions, passing ships and own boat's bow and stern wave so that the boat can be safely manoeuvred under various conditions of loading and weather.

CHARTWORK

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
1. Plan and conduct a safe passage 2. Buoyage	1. Able to plan and conduct a safe launch and passage using available publications for the area in which the intended voyage takes place. 2. Has a knowledge of the various types of IALA buoys that can be found on the South African Coast.	By written examination	The information obtained from navigational charts or map of area of operation is interpreted correctly and properly applied. All potential navigational hazards are accurately identified and is familiar with appropriate chart symbols. Buoys are identified and explanations given as to the purpose thereof

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 2			
1. Plan and conduct a safe passage 2. Magnetic Compass 3. GPS	1. Ability to determine the position of the vessel on a chart by the use of: .1 latitude and longitude .2 approximate positional information from aids to navigation including lighthouses, beacons and buoys. 2. Knowledge of the basic magnetic compass .1 Understands the terms "Variation" and "Deviation" .2 Able to determine a safe passage (courses) and distances between two points on a chart .3 Converting true courses into magnetic courses and vice versa .4 Use of parallel rulers, dividers, course protractors and compass roses to determine a safe passage 3. .1 Important features and practical use of a GPS .2 GPS routes and waypoints	By written examination	As for Module 1 and in addition, accurately plot and monitor the vessel's position using a compass and simple navigational equipment. Compass card is understood and the reasons why it is gimballed and filled with liquid. Be able to take a bearing and apply corrections to the bearing. The practical use and limitations of a GPS satellite navigation unit is understood

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 3			
4. Plan and conduct a safe passage 5. Magnetic Compass	4. Ability to determine courses and distances by the following: .1 Read off a sounding and identify the nature of the bottom .2 Identify depth contours, rocks awash, dangers to navigation, breakers, shoals, anchorages, wrecks, foul ground, lighthouses and their characteristics and range. .4 Ability to interpret the information shown on charts with respect to title, number, date of publication, scale .5 Knowledge that distance on a chart is measured using the latitude scale only and that one nautical mile is 1852 metres .6 Knowledge of estimated position, dead reckoning position and an appreciation of wind and current on these positions .7 ETA's .8 Plot a position using simultaneous cross bearings, transit bearings and	By written examination	As for Module 2 and in addition, accurately plot and monitor the vessel's position using a navigational chart, making use of the information provided on a navigational charts, use of the magnetic compass and standard navigational equipment. Compass card is understood and the reasons why it is gimballed and filled with liquid. Competent to navigate a vessel a vessel on a coastal voyage along the South African coast, but within 40 miles

	bearing and range .9 The use of leading beacons/lights for entering ports and harbours .10 Able to monitor a passage along a planned route 5. Ability to use a magnetic compass .1 Deviation of compass can be checked by using transit bearings .2 Knowledge that errors in navigation may result from an uncorrected compass .3 Different types of magnetic compass available .4 Knowledge that external factors may influence the accuracy of the compass such as electronic equipment, magnetised and other metals		from shore.
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COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE

MODULE 4

6. Plan and conduct a safe passage 7. Magnetic Compass 8. GPS	6. Ability to plan a long sea passage .1 Determine a course and distance between two points using the following methods. .1 Traverse Tables .2 Mercator Sailing .2 Passage planning .1 Crew arrangements and watchkeeping at sea or at anchor .2 Ensure that sufficient stores, food, spares and other items are on board for the contemplated voyage .3 Knowledge that correct charts and nautical publications are on board for the contemplated voyage are on board .4 Ability to determine high and low water at intended ports of call using local and Admiralty tide tables. .5 To determine the best passage between ports using weather charts and other weather information. .6 Knowledge of documentation when entering or departing from a foreign port 7. Ability to determine the deviation of the magnetic compass using amplitudes or azimuths of the sun	By written examination	Using nautical tables or by calculation determine the course and distance between two points. Compass errors are determined by azimuths or amplitudes by use of nautical tables or calculation. A full understanding of the principles, operation, errors and use of the GPS is shown.
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|--|--|--|--|
| | <p>8. An understanding of GPS systems and errors including the following</p> <ul style="list-style-type: none">.1 The principles of the GPS system.2 How the positions are determined by the GPS systems.3 Errors of the GPS system.4 Use of correct datums.5 How to switch on a GPS and the knowledge of the initial information that must be programmed into the receiver.6 Use of all the functions of the GPS including way points, distances and courses between two points, compass, route determination, MOB and leeway and drift. (sidetrack error) | | |
|--|--|--|--|

DIVING

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
<ol style="list-style-type: none"> 1. Pre- launch checks appropriate to the certificate of competency required. 2. Dive control 3. Picking up divers 4. Emergency procedures 	<ol style="list-style-type: none"> 1. Has a thorough knowledge of checks to be made prior to proceeding on voyage <ol style="list-style-type: none"> .1 All diving equipment is checked and found to be in good condition .2 Boat to be loaded in order to protect equipment and be trimmed correctly. 2. Thorough knowledge of intended dive operations <ol style="list-style-type: none"> .1 Understanding of decompression tables .2 Obtains confirmation of experience and qualifications of divers that are diving. .3 Keeps accurate records of the dive times and surface intervals between dives .4 Ascertains depth of water before commencement of dive operations and deploys a marked shotline especially for depths greater than 30 metres. .5 Review of dive plan with all concerned and expected time of surfacing are understood and known by all. .6 Knowledge of dive operations when at anchor and when in a strong tidal current. .7 Knowledge of instructions on how to enter water and determination if water conditions are suitable and safe to enter water. .8 Knowledge that a proper and careful lookout is to be kept at all times for other craft and divers in the water. .9 Knowledge of daylight and night signals indicating divers in the water, emergency and diver recall signals. .10 Deployment of surface marker buoys and communication with divers using rope signals. .11 Ensure that divers are not under the influence of alcohol, drugs or under prescribed medication and are fit for dive operations. 3. Correct methods are used for the picking up of divers under varying conditions of wind and current. 4. Thorough knowledge of the following emergency procedures <ol style="list-style-type: none"> .1 Lost diver situation in varying conditions and areas of diving such as open water, wrecks, kelp zones, poor underwater visibility and any other unusual conditions. .2 Thorough knowledge of treatment and transportation of an injured diver .3 Thorough knowledge of symptoms and treatment of decompression sickness (Bends) and pulmonary barotrauma as recommended by the SAUU Medical Committee. .4 Thorough knowledge of symptoms and treatment of other dive related injuries such as shark attack, drowning and hypothermia as recommended by the SAUU Medical Committee. 	<p>By written examination</p> <p>Pass mark 65%</p> <p>Minimum 100 marks.</p>	<p>Is able to give clear and concise explanations of the reasons for a pre-launch check, weather forecasts care and use of equipment on board and use and reasons for such equipment.</p> <p>Is able to give a clear and concise explanation of checks and procedures made prior to any dive operation irrespective of depth.</p> <p>Is able to handle a vessel under varying weather conditions and understands the methods and precautions to be taken when picking up divers from the water.</p> <p>Is able to show clear and concise understanding of differing types of emergencies and the methods of dealing with each type.</p>

ELEMENTARY FIRST AID

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
<p>1. Take immediate action upon encountering an accident or other medical emergency</p>	<p>1) The assessment of needs of casualties and threats to own safety</p> <p>2) Understanding of immediate measures to be taken in cases of emergency, including the ability to:</p> <ul style="list-style-type: none"> .1) conduct an initial assessment of an injured or unconscious person .2) shallow water drowning and applying resuscitation and CPR techniques .3) control bleeding .4) apply appropriate measures of basic shock management .5) apply appropriate measures in the event of burns and scalds, including accidents caused by sunburn and heat exhaustion .6) apply appropriate measures of hypothermia management .7) apply appropriate measures in the event of spinal fractures .8) recovery position .9) common injuries associated with boating. e.g. hook removal, stings and bites etc. 	<p>Written and practical exam</p> <p>OR</p> <p>Level II certificate obtained from the Red Cross or St Johns or holds a valid SAMSA approved Elementary First Aid certificate</p>	<p>The identification of the probable cause, nature and extent of injuries is prompt and complete and the priority and sequence of actions is proportional to any potential threat to life.</p> <p>Risk of harm to self and casualty is minimized at all times.</p>

EMERGENCY PROCEDURES

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
1. Respond to emergencies and distress signals at sea.	<p>1. Able to take measures in emergencies for the protection and safety of ship, passengers and crew in that the candidate must be able to:-</p> <p>.1 execute a man overboard drill; .2 react properly to a distress signal; and .3 take charge of life-saving appliances.</p> <p>2. Able to take initial action following a collision or grounding; initial damage assessment and control in that the candidate must be able to identify the actions:-</p> <p>.1 to be taken following a collision; .2 to be taken following a grounding; .3 the precautions for the protection of and safety of passengers in emergency situations; .4 to be taken following a fire .5 the procedure for abandoning the boat .6 to be taken when there is a serious leak. .7 beaching a boat in an emergency</p> <p>3. Able to use the auxiliary steering and know the rigging and use of jury steering arrangements.</p>	Written examination and practical examination.	<p>The type and scale of the emergency is promptly identified.</p> <p>Initial actions and, if appropriate, maneuvering of the boat are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency.</p>
MODULE 2			
2. Respond to emergencies and distress signals at sea.	4. Able to take measures tow a disabled boat and have knowledge of the precautions when towing.	Written examination and completion of training and assessment	<p>The type and scale of the emergency is promptly identified.</p> <p>Initial actions and, if appropriate, maneuvering of the boat are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency.</p>

LAW (SMALL VESSELS)

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
Module 1			
1. Knowledge of the Merchant Shipping (Small Vessel Safety) Regulations. 2. Knowledge of the obligation to help other vessels in distress 3. Knowledge of obligation to report hazards to navigation	1. Has a working knowledge of: Parts 1, 2 3, 4 and Annex 2 of the Merchant Shipping (Small Vessel Safety) Regulations as applicable to the certificate required for the category of vessel.	By written examination	Is able to give a clear and concise explanation of the basic requirements of regulations for the applicable category of vessel.
Module 2			
4. Merchant Shipping Act as it applies to small vessels 5. Maritime Occupational Regulations insofar as it applies to small vessels (Chapter 1) 6. MARPOL (Marine pollution) insofar as they apply to small vessels.	4. Has a working knowledge of: .1 the concept of licensed and registered vessels .2 the difference between "commercial" and "sport and recreation" vessels and the legal implications .3 the concept of an un-seaworthy vessel .4 the obligation and procedures to report a casualty 5. Has a working knowledge of: .1 the basic requirements of the Maritime Occupational Regulations – Chapter 1 .2 shipboard hygiene and associated crew health issues 6. Has a working knowledge of: .1 the prevention of oil pollution .2 the prevention of garbage pollution especially plastics .3 action to be taken when a pollution incident occurs	By oral examination and completion of training and assessment. This is part of the oral examination carried out by the SAMSA examiners	Is able to give a clear and concise explanation of the basic requirements of the Act and regulations

METEOROLOGY

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCY	CRITERIA FOR EVALUATING COMPETENCE
Module 1			
1. Shipboard meteorological instruments 2. Weather forecasting 3. Tides	1 Read the atmospheric pressure from an aneroid barometer and understands the terms: .1 pressure gradient and it's effect on the wind speed .2 the weather that may be encountered when pressure drops rapidly 2 .1 Defines wind. .2 Describes the: .1 Beaufort scale of wind force. .2 method of estimating the strength of the wind from the appearance of the sea surface. .3 Defines fog, mist and haze and states that visibility is reduced by the presence of particles in the atmosphere, near the earth's surface. .4 Describes methods of estimating the visibility at sea by day and by night, and the difficulties involved. .5 .1 the sources of weather information available to local shipping. .2 the appropriate local weather bulletins and their contents. .3 services provided for local storm warnings. .6 Defines the formation swells .7 Defines local winds such as Berg winds, busters, Cape South Easter and land and sea breezes 3 Defines neap and spring tides and when they occur	By written examination	Barometer is correctly used and read. Current weather conditions are properly understood. The current and latest weather forecasts are obtained by the appropriate mean Causes and times of tides are understood
Module 2			
4. Weather systems	4. Basic knowledge of the following weather systems .1 Cold and warm fronts .2 Occlusions .3 Tropical depressions (for skipper offshore only) .4 Typical weather systems found off the South African Coast in summer and winter 5. Basic knowledge of currents around the South African Coast.	By written examination	Current weather conditions are properly understood.

NAVAL ARCHITECTURE

Column 1	Column 2	Column 3	Column 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
Module 1			
<p>1. Small vessel construction and stability</p>	<p>1 .1 Able to:"</p> <p>.1 name the principal parts and fittings of a small vessel including: bow, stern, stern, bulworks, hull, hatch, access, rudder, propeller, superstructure, hull valves, grid cooler, mast etc.</p> <p>.2 describe by means of a diagram:</p> <p>.1 a bilge pumping system</p> <p>.2 a steering system</p> <p>.2 Understands the:</p> <p>.1 reasons for making the deck and superstructure watertight.</p> <p>.2 purpose of watertight bulkheads and the collision bulkhead.</p> <p>.3 reason for a hull survey, the items surveyed at the hull survey and the period between surveys for the issue of a local general safety certificate.</p> <p>.4 relationship between centre of gravity, centre of buoyancy and metacentric height.</p> <p>.5 the conditions of a :</p> <p>.1 stiff ship</p> <p>.2 tender ship</p> <p>and the dangers associated with them</p> <p>.6 the reasons for having efficient means of drawing water rapidly from the deck and the danger of water trapped on deck</p> <p>.7 reasons for stowing heavy items below and lighter items on top.</p> <p>.8 purpose of, free board and reserve buoyancy.</p> <p>.9 meaning of the terms displacement, deadweight and gross tonnage.</p>	<p>By written examination</p>	<p>The safe operating limits of the ship are not exceeded in normal operations.</p> <p>The ship is always properly stowed ensuring that she is always safe.</p> <p>Able to deliver clear and understandable reports using ship construction terminology.</p> <p>The vessel is always securely battened down before proceeding to sea and prepared for severe weather conditions.</p> <p>Bilge pumping systems are properly operated.</p>

POWER PLANTS

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
1 Understand the working and operation of on board machinery and boat propulsion systems	1 Understands the basic and operation of the following : <ul style="list-style-type: none"> .1 Outboard 2-stroke engines .2 Outboard 4-stroke engines .3 Describe fuel systems .4 Describe the function of the impeller and engine cooling-water systems .5 Describe the propeller and care thereof .6 Describe the visual appearance of the gear oil .7 Describe the use of trim and tilt .8 Describe routine maintenance, tool kits and spares to be carried .9 Describe basic fault finding such as motor refuses to start, fuel starvation and lack of spark 10. Knowledge of ventilation battery compartments and approved fuel containers 	a) Written examination	Show sufficient knowledge on matters relating to the running and maintenance of power plants complying with safe operating limits at all times.
MODULE 2			
1 Understand the working and operation of on board machinery and boat propulsion systems (as in Module 1)	1 Understands the causes, faults and diagnosis of the following : <ul style="list-style-type: none"> .1 Motor running rough at low speed .2 Motor running rough at high speed .3 Motor running at full speed and stops .4 Motor will not start .5 Motor vibrating .6 Motor jumping out of gear .7 Motor overheating .8 Water on plugs 	a) Written examination	Show sufficient knowledge on matters relating to mechanical problems

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE

MODULE 3			
<p>1 Understand the working and operation of on board equipment and machinery and boat propulsion systems</p>	<p>1 Understands the causes, faults, diagnosis and dangers associated with the following for inboard diesel engines and common ancillary installations</p> <ul style="list-style-type: none"> .1 Motor running at low speeds .2 Motor running rough at high speed .3 Motor running at full speed and stops .4 Motor will not start .5 Motor vibrating .6 Motor jumping out of gear .7 Motor overheating .8 Fuel starvation .9 Running and pre-start checks ..10 Turbo-chargers and the associated dangers <p>1. Basic Electrical knowledge of:</p> <ul style="list-style-type: none"> .1 Starting systems .2 Charging systems .3 Batteries .4 Common circuits used on small vessels, fault finding and common damages which occur <p>2. Basic knowledge of additional equipment such as:</p> <ul style="list-style-type: none"> .1 Different common pumps and associated problems .2 Seawater and freshwater systems (Toilet) .3 Steering systems .4 Different propulsion systems .5 Fixed fire installations 	<p>Written examination.</p>	<p>Show sufficient knowledge on matters relating to the running and maintenance of diesel installations as well as ancillary machinery and systems, complying with safe operating limits at all times.</p>

SEAMANSHIP

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 1			
<ol style="list-style-type: none"> 1. Pre- launch checks appropriate to the various categories of vessels 2. Stowage and care of safety equipment on the 3. Weather forecasts 4. Types and uses of various knots 5. Collision regulations as applicable to small boats 	<ol style="list-style-type: none"> 1. Has a thorough knowledge of checks to be made prior to proceeding on voyage 2. Working knowledge of care and use of safety equipment and drogue 3. Understands the importance of obtaining weather forecasts prior to proceeding on intended voyage 4. Knows the use of reef knot, sheet bend, clove hitch and bowline. 5. Has a working knowledge of Rules 2,5,6,7,8,9,12,13,14,15,16,17,18,19, 23, 34 and Annex IV (Distress Signals) 	By written examination and oral examination	<p>Is able to give clear and concise explanations of the reasons for a pre-launch check, weather forecasts care and use of equipment on board and use and reasons for knot types to be used.</p> <p>Is able to show a knowledge of the Collision Regulations in cases of collision avoidance, lookout and duties of power driven vessels while underway and making way.</p>

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 2			
<ol style="list-style-type: none"> 6. Name the principal parts of a boat 7. Different types of ropes and care and use thereof and when to condemn a rope 	<ol style="list-style-type: none"> 6. Has a knowledge of the principals parts of a boat and common nautical terms 7. Working knowledge of care and use of different types of ropes including deterioration due to ultra-violet light and chemicals and when to condemn a rope. 	By written examination	<p>Is able to identify the various principle parts of a boat and has a knowledge of common nautical terms</p> <p>Is able to give clear and concise explanations of types of rope, care thereof and when to condemn.</p>

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 3			
8. Collision regulations as applicable to small boats and ships (Especially at night or in restricted visibility)	1. Has a sound knowledge of Parts A, B, C and E of the Collision Regulations	By written and oral examination	Is able to show a thorough knowledge of the Collision Regulations in cases of collision avoidance, lookout and duties of power driven vessels while underway and making way during the hours of darkness

ANNEX 13

**FORMAT OF ACCREDITATION REPORT FOR A SAMSA ACCREDITED INSTITUTION
(SMALL VESSEL SKIPPERS)**

In terms of Regulation 14 B (Read with Regulation 2) of the “South African Merchant Shipping (Small Vessel Safety) Regulations, 2002.

This application for accreditation is for the course(s) leading to the issuing of the following small vessel certificates of competence and/or endorsements:

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Compliance with the Small Vessel Code and SAMSA’s published small vessel policy is as follows:

1. Name and physical address of institution:

2. Brief description of the premises, facilities inspected

3. Lecturer’s study plan covering course content :

4. Names of course lectures with brief description of his or her qualifications and experience:

5. Name of the course examiner with brief description of his or her qualifications and experience:

6. Explanation of the examination and / or the assessment procedure:

7. Quality assurance programme the institution has in place:

8. Specimen copy of any certificates issued:

9. Results of the interview of the institutions lecturer and examiner.

It is recommended that the application for accreditation be approved and the accreditation be advertised in a Marine Notice.

_____ PRINCIPAL OFFICER

Date:

Chief Nautical Examiner's comments

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OR

I AGREE WITH THE ABOVE RECOMMENDATION AND RECOMMEND ACCREDITATION

Chief Nautical Examiner

Date:

ANNEX 14

FORMAT OF THE REPORT ON AN APPOINTMENT OF A SMALL VESSEL EXAMINER

In terms of section 77(4) of the Merchant Shipping Act 57 of 1951, qualified persons may be recognised or appointed to act as SAMSA examiners for the purposes of the Act. In this regard, applications for appointment are considered in terms of the Merchant Shipping (Small Vessel Safety) Regulations 2002, regulation 14B, where examiners need to be recognised in order to achieve a national examination standard for small vessel skippers.

This application is for recognition as an examiner for the following small vessel certificates of competence and endorsements:

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1. Name and physical address of the examiner:

2. Brief description of the premises, facilities inspected

3. Brief description of his or her qualifications and experience:

4. Explanation of the examination and / or the assessment procedure:

5. Quality assurance programme the examiner has in place:

6. Specimen copy of any certification:

7. Results of the interview with the examiner and comments on references received.

It is recommended that the application for recognition or appointment be approved and the accreditation be advertised in a Marine Notice.

_____ PRINCIPAL OFFICER

Date:

Executive Manager: Ops comments

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OR

I AGREE WITH THE ABOVE RECOMMENDATION AND RECOMMEND APPOINTMENT

Executive Manager: Ops:

Date :

ANNEX 15

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (19th Floor, No 2 Long Street, Cape Town, 8001)

Ref :SM 2/3/3/1 CSA

Date : 21st September 2004

Canoeing South Africa
P.O.Box1597
Kloof
3640

Attention Dave Macleod & Kim Rew

APPLICATION FOR TO BE APPOINTED AS AN AUTHORISED AGENCY

Our various discussions and your application dated 8th September 2004 refer.

SAMSA recognises CSA as the governing body for sport (recreational) canoeing and kayaking in South Africa and we are therefore pleased to receive your application.

The current canoeing and kayaking activities which take place in the sea are probably only a small part of the total activity but nevertheless these canoeists/kayakers exist and they face a problem in that they cannot easily comply with the small vessel safety regime which is in place around the coast, nor have they had a body through whom they can register their vessels.

The undersigned has had several discussions with Kim Rew on these matters and SAMSA will agree to the following reduced regime for any CSA registered vessels operated at sea:

1. **Vessel marking:** All canoes and kayaks (whose owners) are registered with CSA must be marked with identification numbers issued to them by CSA and be identifiable as such. *(i.e. CSA 12345 – SAMSA accepts that not all current numbers have the CSA letters but will allow one year to effect this modification)*
2. **The register:** CSA must keep a database containing all the current numbers issued and the owners' details.
3. **Certificates of Fitness:** In the case of CSA canoes and kayaks SAMSA agrees that the principal of a Certificate of Fitness can be achieved by affixing a CSA decal declaring the vessel to be fit for a particular year. *(These may be issued through clubs or participating canoe shops and SAMSA will allow a year to effect these arrangements)*
4. **Buoyancy:** All vessels used at sea should have built in buoyancy and in the case of canoes and kayaks may be of any type (within reason) and should be able to keep the vessel afloat and provide support to any canoeist/kayaker in

the water. *(Compliance should be effected within a year.)*

5. **Equipment:** SAMSA accepts that there are limitations to what can be carried on these craft and that circumstances vary according to the use of the vessel. *(e.g. racing versus touring)*

The minimum equipment to be carried by canoes and kayaks engaged in touring can *(with the exception of the prescribed anchor and chain)* be considered to be the relevant section in the regulations.

In the case of racing canoes, kayaks and surf skis SAMSA accepts that the nature of the sport precludes the carriage of most of the safety equipment and concedes that, where organised events, time trials and regular practice sessions are being conducted, that the event organiser or members themselves decide on the appropriate minimum arrangements for their safety.

(The principle here is that generally there is safety in numbers. This concession will not apply if less than five vessels are participating, in which case at least a buoyancy aid and a set of flares should be carried.)

In all other situations your members should be advised that the wearing/carriage of a buoyancy aid and a set of flares is the bare minimum which will be sanctioned by SAMSA.

SAMSA will appoint Canoeing South Africa as an Authorised Agency (for canoes, surf skis and kayaks) for an interim implementation period of one year initially, where after if both parties agree it may be renewed for periods of five years at a time.

Please note that as an Authorised Agency you (or your) designated persons may be subject to an audit from time to time to ensure that the principles are being adhered to.

Please do not hesitate to contact the undersigned if you have questions or problems with implementation or interpretation.

Yours faithfully

D.J.Colly
For Executive Manager: Operations