South African Maritime Safety Authority

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Marine Notice No. 13 of 2011

SAMSA interpretation of the regulations pertaining to, and internal policy on, small vessel surveys, certification and numbering, and skipper qualification and certification, in terms of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended).

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

This marine notice replaces Marine Notice No. 13 of 2007

Summary

This marine notice communicates the updated version of SAMSA policy on the implementation of the *Merchant Shipping (National Small Vessel Safety) Regulations, 2007*, (as amended).

The policy is kept under review and will be amended from time to time as the need arises.

This Marine Notice sets out SAMSA's policy in terms of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended). Principal Officers and surveyors must not deviate from this policy without the express permission of the Executive Head: Centre for Boating.

28 June 2011

SM6/5/2/1
SM20/P

Issued by and obtainable from:
The South African Maritime Safety Authority
161 Lynnwood Road
Brooklyn, Pretoria

PO Box 13186
Hatfield 0028

Tel: +27 12 366 2600
Fax:+27 12 366 2601
E-mail: smallvessels@samsa.org.za
Web Site : www.samsa.org.za

SAMSA Small Vessel Policy: Implementation of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended).

Version 4

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1 Introduction

The promulgation of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007, brought into effect a new regime for small vessels on inland waters and form part of the greater regulatory regime which covers maritime matters, specifically in this case, the Merchant Shipping Act, 1951.

[Small vessels being commercial vessels under 25 gross tons and pleasure vessels under 100 gross tons. Note that a pleasure vessel means a vessel that is used solely for sport and recreation. A Commercial vessel means a vessel that is not a pleasure vessel.]

The current set of small vessel regulations covers both pleasure and commercial vessels in a single instrument, although some distinctions are made between the two throughout the text so care should 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 (National Small Vessel Safety) Regulations, 2007.*

The purpose of this notice is to document SAMSA's current 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 in their official capacity.

This document also serves as both guidance and where appropriate, instruction, to Regulating Authorities, Enforcement Officers, Authorised Agencies (and their affiliates) and their appointed safety officers who need to take cognisance of the content in order that they do not stray from the principles contained in the regulations as interpreted by SAMSA in this policy document, thereby compromising the authority designated to them in terms of the National Small Vessel Safety Regulations.

1.1 SAMSA's "Centre for Boating"

The "Centre for Boating" is the entity within SAMSA responsible for carrying out the mandate delegated to SAMSA by the Merchant Shipping Act, 1951, in as far as it applies to 'small' vessels and inland waters and more specifically the implementation of the Merchant Shipping (National Small Vessel Safety) Regulations 2007.
The Centre's responsibilities include:

- ✓ Implementing the Regulations in a clear and transparent manner in accordance with their mandate;
- ✓ Promoting safe and responsible boating;
- ✓ Providing leadership in matters of interpretation of the Regulations;
- ✓ Sharing knowledge with interested and affected parties;
- ✓ Resolving problems which prevent implementation of a national safe boating regime ;
- ✓ Participating in, as well as providing leadership to, the Department of Transport's Liaison Committee;
- ✓ Championing the cause of the many facets of the marine industry as well as the many varied voices of boating which may not be heard otherwise.

At this moment in time, the Centre for Boating is a "virtual" unit comprising of all officers who are engaging with the vessels covered by the Small Vessel Safety Regulations. Some officers have several other responsibilities as well, however; SAMSA will grow a cadre of people who are interested in, and will specialize in, small vessels and who will provide advice, leadership and policy on a full time basis.

All port offices are involved to a greater or lesser degree depending on the type and number of affected vessels operating in their particular areas of responsibility.
There is Centre for Boating representation in Pretoria, Port Nolloth, Saldanha Bay, Cape Town, Mossel Bay, Port Elizabeth, East London, Durban and Richards Bay who are collectively responsible for implementing the Merchant Shipping (National Small Vessel Safety) Regulations 2007.

The Centre for Boating's immediate priorities are:

- Survey and licensing of commercial vessels and commercial operations;
- Improving the examination system;
- Auditing Authorised Agencies to ensure continued improvement;
- Participate and provide leadership to the Department of Transport Liaison committee;
- Resolving disputes and problems arising from the implementation of the Regulations;
- Advising and assisting clubs and local authorities;
- Participating in any safety awareness and promotion campaigns;
- Developing small vessel competency within SAMSA.

The areas of responsibility delegated to each SAMSA Region are:

Pretoria Office:	Inland areas including the following; All dams contained within the North West, Limpopo, Mpumalanga, and Gauteng Provinces.
Western Region:	Port Nolloth: Saldanha Bay: Cape Town: Orange River to Cape Agulhas and adjacent tidal inland areas; and all dams contained in the Western Cape and Northern Cape Provinces.
Southern Region:	Mossel Bay: Port Elizabeth: East London: Cape Agulhas to Port Edward and adjacent tidal inland areas; and all dams contained in the Eastern Cape and Orange Free State Provinces.
Eastern Region:	Durban: Richards Bay Port Edward to Ponta do Ouro and adjacent tidal inland areas; and all dams contained in Kwa-Zulu Natal, as well as providing support and technical assistance to the Pretoria office for larger vessels.

2 Application

2.1 General

The *Merchant Shipping (National Small Vessel Safety) Regulations, 2007* (as amended), apply to commercial small vessels < 25 GT and pleasure vessels < 100 GT in all South African tidal and sea areas, as well as all vessels regardless of their size on inland waters.

On tidal waters and sea areas the regime has already applied since 2002. On inland waters, the regulations regarding the certification of skippers and the marking and certification of certain vessels have applied since August 2008, and the design and construction requirements for small vessels have applied since August 2009.

Inland waters means all waters accessible to the public and includes the waters contained within ports, fishing harbours, lagoons, rivers, dams, wetlands and lakes.

Note that rescue vessels approved either in terms of SOLAS, or South African safety legislation and which form part of a vessel's equipment, follow a separate and strict regime which is detailed in the Life Saving Regulations.

The terms "length overall" and "length" is used throughout the regulations and means the horizontal distance measured between perpendiculars erected at the extreme ends of the outside of the hull of the vessel. It therefore includes solid bulwarks but excludes extensions such as dive platforms, engine out-mounts, bowsprits, rails, rollers etc.

2.1.1 Commercial vessels

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 inland waters without any additional safety considerations. Other commercial vessels (*commercial being read as being anything other than solely for pleasure)* operating solely in these inland waters now 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 Certificate.

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 the standards in terms of the various regulations applicable to the construction and equipment of vessels is the responsibility of SAMSA's officers under the direction of SAMSA's Head : Centre for Boating.

Skippers of any commercial vessel regardless of category type or size require a suitable Small Vessel Certificate of Competence in accordance with the regulations.

2.1.2 Pleasure vessels

The Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended), details a regime of "approved markings" which have to be displayed on all pleasure vessels, 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 (defined as regulating authorities in the regulations), with sufficient authority and control over inland waters to sufficiently control pleasure 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 pleasure 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 (National Small Vessel Safety) Regulations 2007 (as amended)*, must be applied in all South African waters (including inland waters) in a standard way.

1. All vessels excepting power driven vessels of 15 HP or less, sailing vessels of less than 9 metres in length and vessels propelled by human power alone, must be marked with a single traceable' approved marking';

2. All skippers of motor vessels of more than 15 HP and sailing vessels of 9 metres and more in length must be certificated;.

- Skippers of pleasure vessels being sailing vessels of 9 metres and more in overall length, or power driven vessels of more than 15 HP, require a Small Vessel Certificate of Competence in accordance with the regulations.

- A national small vessel certification regime exists and is detailed further on in this document.

(Note that SAMSA intends publishing a Marine Notice with regard to small vessel certification which would be made available to the holders of Seagoing Deck Officer and Fishermen certificates of Competency.)

3. All vessels excepting power driven vessels of 15 HP or less, sailing vessels of less than 9 metres in length and vessels propelled by human power alone must be inspected and certified as seaworthy annually *(i.e. obtain* a *Certificate of Fitness*);

4. All vessels (regardless of the fact that some are exempted from skipper's certificates and certificates of fitness) must carry the appropriate and relevant safety equipment according to the vessel category and type;

(Note that vessels described as personal water craft of less than 3 metres (ie. jetskis and other similar vessels), motor vessels of 15 HP or less, sailing vessels under 7 metres, and non-power driven vessels are exempted from certain safety requirements but are still however required to carry the safety equipment required by annex 2 as well as have sufficient buoyancy.)

5. All vessels must have sufficient buoyancy. In accordance with the regulations, vessel owners are required to be able to prove that their vessels have suitable and adequate buoyancy. This is dealt with fully in section 9.

2.2 Right of access to the sea

Some launch sites are situated within inland 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 pleasure.

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

In addition, if any vessel is at sea and needs to enter inland waters in order to seek shelter, to carry out repairs or for any other emergency, then that is their right to do so, and a responsible local authority (regulating authority) would have no problem with that.

3. Authorised Agencies

Under the *Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended)*, vessels used solely for pleasure are exempted from licensing, but are generally (except exempted vessels) required to be inspected, have an approved identification number issued, have Certificates of Fitness

issued, and skippers of certain types of vessel are to be certificated. The authority may designate any or all of these functions to an "Authorised Agency".

Authorised Agencies are certain water sport bodies that qualify for designation as per the definitions in the *Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended)* as per regulation 30.

The guiding policy and principle at this stage remains that;

- Organised sporting bodies who use boats to carry out their sport are encouraged to ensure the safety, marking and certification of their **own vessels.** They may participate in the national skipper certification system if they have the ability to do so;
- Pleasure boaters are encouraged to join existing sporting bodies or form new ones. This is important as it enables easier compliance with the regulations, in addition it ensures that they get a voice in the future of boating through their organisation's engagement with the State on boating matters;
- Until such time that water sporting bodies on inland waters have caught up to their coastal counterparts, existing authorised agencies are encouraged to accommodate recreational boaters
- SAMSA provides a limited service to recreational boaters who cannot be accommodated by the sporting agencies, but it is not seen as our core function at all.

Qualified governing bodies can apply for any or all of the powers detailed in regulation 30 and these may be designated to them with, or without, conditions attached by the Authority for a period of three years.

Certificates of designation now include conditions providing for periodical audits by SAMSA, and agencies must work closely with SAMSA to avoid compromising their designations.

Presently it is SAMSA policy that 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 designated as Authorised Agencies in terms the *Merchant Shipping (National Small Vessel Safety) Regulations 2007 (as amended);*

- **SA Sailing** Inspection and certification of all pleasure 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 pleasure vessels <9m, and examinations of skippers of motor driven vessels <9m under the national system.

- **SASCA** South African Small Craft Association (previously South African Underwater Union). Inspection and certification of pleasure vessels <9m, and examinations of skippers of motor driven vessels <9m under the national system.

- **SAIS** South African Institute of Skippers. Inspection and certification of pleasure vessels <9m, and examinations of skippers of motor driven vessels <9m as well as examinations of skippers for pleasure vessels ≥9m under the national system.

Applications for new agencies should be directed to SAMSA's Head: Centre for Boating through either the SAMSA Pretoria office or one of the three SAMSA regional offices as appropriate, in accordance with regulation 30.

4. Categories of Small Vessels

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

(a) *Category A*—vessels operating any distance from shore;
(b) *Category B*—vessels operating less than 40 nautical miles from shore;
(c) *Category C*—vessels operating less than 15 nautical miles from shore;
(d) *Category D*—vessels operating less than 5 nautical miles from shore;
(e) *Category E*—vessels operating not more than 1 nautical mile from shore and 15 nautical miles from an approved launch site;
(f) *Category R* – vessels operating solely on inland waters. (Now defined as all water areas accessible to the public and contained within ports and fishing harbours, lagoons, rivers, dams, wetlands and lakes in the Republic)

5. Licensing, Registration and the Provisions for Unregistered Pleasure Vessels

5.1 Licensing of commercial vessels

All commercial vessels must be either licensed or registered. Commercial vessels of any size used on inland waters must be licensed, and may not be registered. Pleasure vessels (excluding pleasure vessels used on inland waters) may also be registered under certain conditions. However where any South African owned vessel of any description (pleasure or commercial) leaves the South African Exclusive Economic Zone (200NM from land) they must be registered in accordance with the Ship Registration Act 1998.

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. Note that only 'qualified persons' may register or license a vessel in South Africa.

(SAMSA surveyors often use 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 pleasure 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 (which it does do on the LGSC issued under the Small Vessel Safety Regulations) the licence should be endorsed on the LGSC in the manner prescribed by regulation.

There is a prescribed application form for a licence and an endorsement prescribed in the licensing regulations, but within the Centre for Boating 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 for the survey of small vessels fulfils the requirements of all of the following:

- an application for a licence;
- an application 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 (National Small Vessel Safety) Regulations, 2007* 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 and pleasure vessels which require to be Registered *(i.e. whether voluntarily for bond purposes, or for proceeding beyond South Africa's Exclusive Economic Zone)* must follow a simplified registration process, the details of which can be found in relevant Marine Notices found on www.samsa.org.za under 'Marine Notices'.

SA Sailing is able to assist with the registration process of pleasure yachts in accordance with their agreement with SAMSA, details of which are also to be found in Marine Notices.

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 pleasure) vessel of < 25 GT used in tidal waters and at sea, and a "commercial" vessel of any size used on inland waters]

- 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 pleasure) vessel of < 25 GT]

- A Certificate of Registry and marked as per the simplified requirements of the Registration Regulations *(see latest Marine Notice 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
- A pre-Registration Survey Report (*See Marine Circular No. 8 of 2003 for the guidance of SAMSA Surveyors*)

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

- A Certificate of Registry
- A Carving and Marking Note 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
- A pre-Registration Survey Report *(See Marine Circular No 8 of 2003 for the guidance of SAMSA Surveyors*)

OR

- Documented in accordance with the agreement with SA Sailing.(r*efer to the relevant Marine Notices*)

6.4 <u>Unregistered pleasure vessels</u> [i.e. any pleasure vessel < 100 GT used in tidal waters and at sea, and any pleasure vessel regardless of size on inland waters]

(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 to vessels not exempted by regulation. *(See part 4)*
- An approved marking issued in accordance with the SAMSA marking/tracking system for all small vessels not exempted by regulation.

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, operating from a SA port or on inland waters.)

- A Local General Safety Certificate (LGSC- suitably endorsed to the effect that it has been issued in terms of section 203(8) - *<u>without</u> a licence incorporated*)
- Full certification issued by the flag state and proof of registry in the flag state of the country.

This section does not necessarily apply to foreign pleasure vessels visiting South Africa and SAMSA policy on this issue is contained in a relevant Marine Notice available on <u>www.samsa.org.za</u>

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, 2002* 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 pleasure 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 pleasure vessels under SAMSA survey are required to have an 'approved marking' and in practice we do not issue separate or different numbers to those recreational vessels under SAMSA survey.

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 / DTPN – Port Nolloth / DTR - Richards Bay / DTS - Saldanha Bay/ DTG – Pretoria

The only exception regarding numbering are the vessels belonging to the SA Police and the Department of Water Affairs, which may retain their SAP numbers and DWA numbers respectively, 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 pleasure, 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) and the Authorised Agencies are responsible for issuing approved markings to pleasure vessels, until such time as the Department of Transport finalises a national small vessel database and marking regime.

Pleasure 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 keep records of this information. In future, the agencies will have to forward the details to the Department of Transport for capturing (*or updating*) a national database of small vessels as required.

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. As Authorised Agencies are now allowed to survey and issue Certificates of Fitness for their own vessels as well as for vessels of other Authorised Agencies, it is of the utmost importance that when a vessel belonging to another agency has been surveyed, the secretariat of that particular agency is notified immediately once a Certificate of Fitness has been issued, in order for their data base to be kept updated.

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). Suffixes will be added as follows ; (W) for whale watching vessels, (S) for shark cage diving vessels, and (P) for small passenger vessels.

- **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.

- **SASCA** use the national **U** system followed by the category and the number. (eg. U-E-560).

- **SAIS** use the prefix **A** with the addition of the category after the number.

- **SAPS** use the **SAPS** prefix with the addition of the category after the number.

- **DWA** (Department of Water Affairs) use the prefix **DWA**, followed by the number and category.

- **DEMO** numbers are allocated to certain boat retailers who are then able to demonstrate vessels to prospective buyers in a limited way. (i.e. a D, E or R category). They will be issued with the prefix for the port, followed by a letters **DEMO** and the consecutive number for that port (eg. **DTC DEMO 1**).

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. In addition this section serves as guidance to safety officers appointed by authorised agencies and they should not deviate from the principles.*

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

The important principle is that the applications 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 at the appointed times and incur 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 pleasure 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 a future 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 (*copy 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 (National Small Vessel Safety) Regulations, 2007 (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 pleasure vessels under SAMSA survey. *(An exception would be those specifically exempted vessels mentioned by regulation 37 where lesser standards are required and other category R vessels may be exempted on inland waters where appropriate by Principal Officers under regulation 32.)*

Technical documentation provides information on the buoyancy, 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.

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.

IMPORTANT REMINDER REGARDING '*FAIT ACCOMPLIS*'

SAMSA HAS A LONG-STANDING PROBLEM WITH ACCEPTING FAIT ACCOMPLI'S (see Marine Notice No. 13 of 1992 - 19 years ago and still a current problem!)

NO SAMSA OFFICER BELOW THE RANK OF REGIONAL MANAGER 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, area and type of operation, 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. 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**	
All vessels under SAMSA survey	**<9 m**	**≥9 m but <12 m**	**≥12 m**	**<20 pax**	**>20 pax**
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(g)	X(g)	X(g)
Lines Plan			X(d)(g)	X(d)(g)	X(g)
Stability Book					X
Practical Stability Test				X	
Safety Plan					X
Passenger Seating Plan				X	X
Construction Plan(s) as directed by the attending surveyor			X	X	X
Bilge System Schematic			X	X	X
Sea Water System Schematic			X(e)	X(e)	X(e)
Particulars (loa, make, engines, colour, draft etc)		X(f)	X(f)	X(f)	X(f)

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 and the owner does not accept the short method of computation.
(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.
(g) Drawings to scale 1:25

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

8.2.2.2 New Buildings

The owner/builder is required to advise SAMSA of his intention to build which allows SAMSA the opportunity to advise the owner/builder of the minimum requirements for the vessel to be built as well as providing a basis for the surveys carried out whilst attending the construction.

The new building process for vessels intended to fall under the SAMSA survey regime is as follows:

Vessels of less than 9m

The owner/builder should if possible be advised of SAMSA's minimum requirements for built-in buoyancy or sub-division (*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.)*

Vessels of 9 m and over

Prior approval is required so the owner/builder must submit 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.

8.2.3 General notes on survey process

The building process is not the safety survey and after satisfactory completion of the new-build, the owner applies for a safety survey whereupon the process for obtaining a LGSC is commenced.

The vessel is surveyed and 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.

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. (*This depends on whether the vessel carries more than 20, or 20 or less, passengers .The practical heeling test may suffice for Cat R passenger vessels carrying more than 20 passengers, as decided by the Authority*)

Note that the reference to "safe haven" in the operational limitations mentioned in regulation 10(2) on small passenger vessels is interpreted to mean: 15 miles from a place of safety for the passengers – this rules out anchorages and the like because the passengers cannot be disembarked.

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 SAMSA provides the 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 (or a certified copy thereof) is required to be kept on board at all times and presented to the surveyor at the time of survey. The policy regarding buoyancy certificates is presently under review. It is the intention to have the buoyancy certificates amended to allow for certificate to be endorsed by the vessel owner and surveyor at every safety survey. 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 (for any vessel) at least two copies must be submitted to SAMSA for checking and approval. After approval, one is returned to the owner and the SAMSA naval architect retains the other. The stability book (or a certified copy thereof) is required to be kept on board at all times 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 approved plans, incline experiments and practical heeling tests are held by SAMSA's naval architect, who is responsible for ensuring that a list of all approved documentation is properly archived. If a surveyor requires any of the listed information, this may be requested from the naval architect's office.

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 obliged 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 <u>regarded as suitable</u>, 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. in writing and 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.

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

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.

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 either that the files are updated or that the owner is directed to provide updated information.

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.

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!

Authorised 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.

8.2.4 SAMSA Survey Standard for Small Vessels

In order to aid safety officers and SAMSA surveyors inspecting the thousands of smaller vessels, the following small boat survey standard 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.)*

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 or heavier 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 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
- underwater ship side valves and intakes
- non-return valves and overboard discharges

The surveyor must carry out the following checks where appropriate:

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 (emergency) steering systems to be practical and demonstrated
(b) Steering wheels to be of steel or inbound 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 need 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 or badly bent

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 Annexure 1 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 approved and have SANS 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. Check fitted light for night operations.

(e) The capsize 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. Check the seal of the lid.

(f) Test the radio for transmission and reception. Check the operator's certificate if VHF or SSB.

(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 emergency contact number and the vessel's approved marking.

8.2.5 Survey of Passenger Vessels Operating on Inland Waters (Including Floating Restaurants and Cruisers)

SAMSA is required to conduct surveys of, and issue Local General Safety Certificates (LGSC) as appropriate to commercial vessels operating on inland waters.

Any request for service must be directed to the Principal Officer at the nearest SAMSA Office, or for those areas in proximity to the Pretoria Office, to the Head : Centre for Boating.

(a) Information Required

- A permit (letter),or at least agreement in principle, from the Regulating Authority for
  the proposed operation.
- Conditions or instructions from the Regulating Authority concerning the vessel and planned operations, for example sewerage arrangements etc.
- A description of the proposed operation detailing:
  - the type of craft
  - a description of the proposed operation
  - the proposed number of passengers
  - general arrangement and seating and construction plans drawn to a scale of at least 1:25.

(b) **Inspection and/or surveys**

- New-vessel and initial surveys of passenger vessels will be undertaken by SAMSA and SAMSA will issue LGSC's, valid for 12 months, only to vessels which comply with satisfactory standards as approved by SAMSA.
- Annual surveys must then be conducted by SAMSA-appointed surveyors for the renewal of the LGSC.

(c) Guidance on SAMSA standards

- Every passenger vessel must comply with the following requirements in addition to general construction standards in accordance with acceptable boat building practice.
- At least one outboard engine or an inboard diesel engine must be fitted.
- Petrol outboard engines must be provided with approved portable fuel tanks containing a maximum combined total of 50 litres or inboard tanks built and fitted to the appropriate ISO standard containing a combined maximum of 200 litres.
- Inboard engine compartments must be fitted with smoke and heat sensors linked to an alarm generating device located at the conning position, and a manual smothering system capable of remote operation.
- Bilge alarms must be fitted in every compartment having a fitting penetrating the hull below the waterline.
- Seating arrangements must be provided for the number of persons authorised to be carried in the vessel's LGSC.(Diagram 1: Minimum seat requirements)
- A statement from a structural engineer or a naval architect that the construction, materials and scantlings are adequate for the intended purpose.
- The vessel must comply with the built-in buoyancy or the one compartment flooding requirement.
- A practical stability test report by a SAMSA surveyor indicating that the vessel has adequate stability in all operating conditions, or stability information (stability book) compiled by a naval architect after an inclining experiment and indicating adequate stability in all operating conditions.
- For large vessels powered by outboard motors and which have no hull penetrations, a diver's report will be accepted after due consideration by SAMSA where there are no facilities for slipping. The report must include photographs of the underwater sections of the vessel. This is to be undertaken every two years. Means of inspecting the internal condition of the pontoons or hull must be provided.
- Safe and proper arrangements pertaining to LPG and other cooking facilities, and the disposal of sewage and garbage must be provided.
- Skippers must be in possession of valid small vessel certificates of competency suitably endorsed for passenger vessel operations.
- Although SAMSA does not accept a fait accompli as a passenger vessel, vessels already operating on inland waters may be approved after a thorough assessment of construction plans, structural engineer's report, practical stability test or stability information for the issue of a LGSC.
- The name of the vessel and official number issued by SAMSA is to be clearly displayed on both sides of the vessel. The number of passengers the vessel is allowed to carry must be prominently displayed at the position where passengers board the vessel.
- The maximum number of persons allowed on any elevated deck or platform must be clearly displayed at the bottom of the stairway, as well as on the elevated deck or platform.
- **Equipment list:**
  - One SAMSA approved life jacket for each person to be carried. (Where children are carried, a suitable number of buoyancy aids or life jackets for children as specified should be provided);
  - A minimum of two fire extinguishers (1.5kg dry powder) serviced at least every 12 months;
  - One suitable anchor or holding device complete with chain and rope;
  - Acceptable ship to shore communication during the period the vessel is in operation;
  - At least two life buoys, having lines of at least 15 metres attached and fitted on each side of the vessel;
  - One orange smoke float;

- One sound signalling device;
- One suitable First Aid kit with a basic first aid manual eg. St Johns

- **Where the vessel is required to operate at night the following equipment in addition to the above must be carried :**
  - Lifejackets must be fitted with approved lights
  - A man overboard light attached to a lifebuoy
  - One waterproof torch with spare batteries and bulb
  - Appropriate navigation lights to be fitted

- **Additional requirements and standards may be needed after an initial assessment and consideration of information submitted by the owner.**

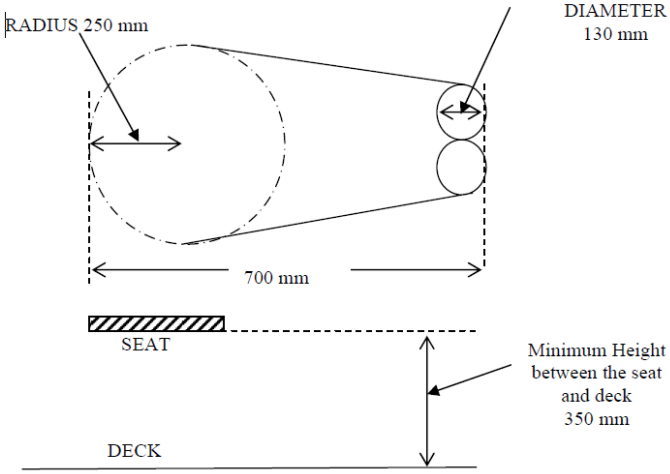


Diagram 1: Minimum seat requirements

8.2.6 Certification and numbering of Retailer's demonstration vessels

- Certain boat retailers have a requirement to demonstrate vessels to prospective buyers in a limited way (ie. Category D, E or R).
- The retailer would be required to submit an application for Survey at the nearest SAMSA Office, for which the applicable survey fee would be raised.
- During the survey, the Surveyor would need to inspect the equipment pack which would be required to be carried on board any demonstration vessel.
- Equipment in the pack would be the equipment required for the highest category of boat to be demonstrated, and must be surveyed annually.
- If the equipment is found in order, the retailer would be issued with a Local General Safety Certificate, as well as a DEMO number for the boat. This number would need to be marked onto a suitable material in digits of 150mm high, and displayed on the vessel in a conspicuous manner for the duration of the demonstration period.
- The boat retailer would need to ensure that the vessel to be demonstrated is in a seaworthy condition prior to launching.
- The approved number of personnel for the demonstration vessel may not be exceeded under any circumstances.
- The Skipper of the vessel would be required to hold the appropriate Certificate of Competency for the relevant category of vessel.
- Demonstrations may take place during daylight hours only.
- A small vessel being used for demonstration purposes will be limited to a distance of not more than 5 nautical miles from shore and 5 nautical miles from the point of launching.

9 Buoyancy and construction of Small Vessels

On all categories of vessels, other than category A & R, built-in buoyancy only replaces the liferaft when it is sufficient to provide a stable level platform upon which the crew can be secured in an emergency (fully flooded, swamped or capsized).

Category R vessels are not required to carry liferafts however they still require sufficient buoyancy so as to keep the vessel afloat in an emergency.

Buoyancy must consist of either foam or approved plastic bottles, or a combination of both. Buoyant material may not be affected by oil or oil products. Foam should be of a suitable closed cell type (usually a polyurethane type) and until such time as "approved" bottles are identified the only plastic bottles used should be "H.D.P.E.(High Density Polyethylene) Grade 2" plastic bottles with secure watertight caps, or sealed six-sided "boat floats" manufactured of H.D.P.E, designed specifically for the purpose of providing buoyancy in small vessels. Sufficient hatches are to be provided for inspection of the bottles.

9.1 Amount of buoyancy to be provided

It should be obvious that a simple standard amount of buoyancy will not be appropriate as vessels are constructed of various materials such as steel, aluminium, or from lightweight and buoyant materials such as foam sandwich construction. An individual calculation has to be made in every case to ensure that the vessel achieves the desired platform. An industry norm has been developed where 60% built-in buoyancy has been shown to be sufficient on wood and GRP constructions. SAMSA accepts this standard on categories B, C, D and E vessels so constructed.

The 60% means the following:
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, fish 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.

Regarding category R vessels and the exempted vessels mentioned in regulation 37, SAMSA, in conjunction with the Boat Building Industry Association of South Africa (BIASA), has determined that sufficient buoyancy is provided to meet the requirements of the regulations when 30% of the vessel's weight *(weight of boat, engine, fuel, stores, equipment but not persons)* is fitted as buoyancy. Once again, this refers to the common wood and GRP constructed vessels.

A different buoyancy requirement applies to inflatable vessels and the regulations require these vessels to have at least 3 compartments, the smallest of which must be able to keep the vessel afloat. Note, a rigid hull is not included in this calculation, and also that extreme uses 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.

Vessels such as category C, D & E pleasure sailing vessels (*yachts*) are still exempted from buoyancy or carrying a life raft, provided that they carry life rings (*1 per two persons*) and operate no more than 30 miles from a safe haven during daylight hours (*sunrise to sunset*).

The "chukkies" or vessels described as "commercial small vessels, being fishing boats of more than 7 metres in overall length and of such heavy construction that the fitting of built-in buoyancy was

impracticable", were required to comply with the buoyancy requirements as of August 2009, or fit a liferaft. (See regulation 39(3).

9.2 Documenting built-in buoyancy (Buoyancy certificates)

9.2.1 General

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

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

The only way to do this at short notice, without a great deal of trouble, is by carrying and producing the valid buoyancy certificate required by Annex 1 of the regulations.

Buyers of vessels should be aware that they are not only ill advised to purchase vessels from sellers unable or unwilling to underwrite and certify their vessels by producing a proper buoyancy certificate, but that it is illegal for any seller, to sell a vessel that does not comply. However, a seller may sell a non-compliant vessel if they make a full declaration of the non-compliance.

9.2.2 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 the example 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 National Examination, Certification and Training of Skippers

10.1 Overview

The *Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended)* 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 9 metres or more in length or a power driven pleasure vessel with a motor of more than 15 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 include:

- All commercial vessels (*i.e. anything not used solely for pleasure*) < 25 GT; and
- Any pleasure vessels which are required to carry a certificated skipper (*as qualified above*), but less than 100 GT.
- All commercial and pleasure vessels (except exempted vessels) regardless of size used on inland waters.

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 are made between various organizations and SAMSA regarding the equivalency of their internal training programmes. For instance; in terms of agreements already concluded between SAMSA and the NSRI, DWA, SAPS and the SAN, SAMSA recognises equivalencies to specific competencies in the national system and national certificates are issued by our Head Office in accordance with the unified national system. In all cases the details are published in a marine notice.

SAMSA's small vessel policy reflects the developing national certification system and will be amended from time to time.

SAMSA has in place a standardised national level of training and examination for all grades of small vessel certificates of competency. This Notice documents the national standard, which also contains the 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 syllabi and standards for small vessel training, certification and examinations. (Except the restricted Day Skipper (Local Waters) certificate which is discussed later.)

There are only two ways of obtaining a 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.

Authorised agencies are 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

It is not SAMSA's current intention or policy that it's officers examine skippers of vessels <9m 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 SAMSA is 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.

ALL examiners participating in the national system must be appointed in writing by the relevant Regional Manager or the Head: Centre for Boating to conduct the relevant category of small vessel skipper examinations. SAMSA will issue each examiner with a number by which he will be recognised.

The two main reasons for this modification 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.

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, or to the Head: Centre for Boating for persons in proximity to our Pretoria Office. That office will consider the application in accordance with SAMSA policy and make recommendations to the senior examiner, the relevant Regional Manager or the Head: Centre for Boating 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 <9m power driven skipper certification and only the national certificate of competence will be recognised for this category of skippers.

All national small vessel certificates of competence for power driven small vessels 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.

Certificates of competence for pleasure sailing vessels of length 9m and over are issued by SA Sailing who will still be issuing SAS certification.

The ≥9m SAS certificates which are used on pleasure vessels can be upgraded to the centrally issued ≥9m national certification (*motor driven vessels - but with a sailing endorsement*) following an oral examination by a SAMSA officer at a SAMSA office who has been appointed as an examiner and after producing the required ancillary courses and documentation as detailed on the application form in Annexure 6. Any additional requirements for the upgrading of the SAS certificates would be at the discretion of the appointed SAMSA examiner, such as sitting a written examination at Coastal Skipper level etc.

All applications for the issue of Certificates of Competency are to be forwarded to the Registrar of Seafarers in Pretoria through their secretariat or through a SAMSA examiner at a SAMSA office, 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 official SAMSA "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.

Provision has also been made for appointed examiners of hire boat operators to issue official SAMSA "Interim Certification" following the successful completion of an examination of the Skipper of a hire boat in terms of the SAMSA Code of Operation for Hire Boats. This interim certification will be valid for a maximum period of six months, and is only approved for use on the relevant hire boat specified in the certificate, and for the restricted area as specified. No national certificate of competency would be issued on the strength of this "Interim Certificate".

10.2.3 Categories of vessels and skipper certification

The categorisation of small vessels is as contained in the Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended). Small vessels are categorised by their area of operation as follows (repeated here for ease of reference):

(a) *Category A*—vessels operating any distance from shore;
(b) *Category B*—vessels operating less than 40 nautical miles from shore;
(c) *Category C*—vessels operating less than 15 nautical miles from shore;
(d) *Category E*—vessels operating not more than 1 nautical mile from shore and 15 nautical miles from an approved launch site;
(e) *Category R – Restricted* – vessels operating in specific restricted local inland waters;
(f) *Category R* – vessels operating on inland waters.(Now defined as all water areas accessible to the public and contained within ports and fishing harbours, lagoons, rivers, dams, wetlands and lakes in the Republic).

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 <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 Coastal Skipper ≥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 Inland Water Certificates

10.3.1.1 Skipper – Inland waters (restricted) <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, any specified type of small vessel from and to his launch site, in a specific local waters area as defined on the certificate.

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 Skipper – Inland waters

This basic (academic) level of national certificate certifies that the candidate has demonstrated that he/she has the knowledge necessary to skipper, any category R vessel at any time on any inland waters.

The syllabus is the same as that of a category E, but the sea-time requirements are different. Hence a person can upgrade his Skipper Inland Waters (unrestricted) to a Day Skipper Category E by producing practical sea-time alone. The examination should take this into account and if in any doubt the aspirant skipper should be issued a restricted certificate.

10.3.2 Sea Going Certification

10.3.2.1 Day Skipper - Local Waters (restricted) <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 for vessels proceeding to sea 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.

10.3.2.2 Day Skipper -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, but limited to a distance of 1 nautical mile from shore and 15 nautical miles from an approved launch site.

10.3.2.3 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.

10.3.2.4 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.

10.3.2.5 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 vessels of category C or higher, however the night hours are very important and examiners must ensure that the hours have been properly logged.

10.3.2.6 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.

10.3.2.7 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 <9m or an ≥ 9m

commercial vessel < 25GT and recreational vessel < 100GT - according to the wording on the certificate - on any extended or ocean passage.

The academic levels for both divisions are similar, with the ≥9m syllabus having extra modules on 'power' and 'law'.

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 Commercial 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. Refer to sections 10.6.1 and 11.3.8.

10.4.2 Passenger Vessel endorsements to national certification (May only be issued by a SAMSA office.)

Note that 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.

10.4.2.1 Passenger vessel endorsement (Restricted);

Allows the skipper to be in charge of a passenger vessel on a particular restricted inland waterway (as specified) and shall indicate whether the skipper is qualified to operate the passenger vessel at night or otherwise state the limitations of any night operations.
NB. Change in policy – Note that this restricted passenger vessel endorsement will no longer be acceptable for operations within TNPA ports. An unrestricted passenger vessel endorsement will be required.

10.4.2.1 Passenger Vessel endorsement (Unrestricted)

The endorsement shall indicate whether the skipper is qualified to operate any <25GT passenger vessel operating anywhere in South Africa. It may be used at night unless otherwise limited by the examiner.

Note that this additional endorsement is <u>not the same</u> 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. Refer to sections 10.6.3, 11.3.9 and 11.3.10.

10.4.3 Commercial Night Operation endorsement (May only be issued by a SAMSA Deck Examiner and MUST be signed by the relevant Principal Officer)

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. Any Commercial Night Operation Endorsement **must** be signed by the Principal Officer before being submitted to the Registrar of Seafarers. Refer to sections 10.6.5 and 11.3.13.

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 SAS examination (*i.e. Day Skipper, Coastal Skipper, Skipper Offshore and Skipper Ocean recreational sailing certification*) and are upgrading to the national certification.
It is also possible for SAMSA appointed examiners to examine candidates for the issue of this endorsement, but only where specifically appointed to do so. Refer to sections 10.6.4 and 11.3.12.

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

The standard national certificate is only intended to cover vessels 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. There is a huge difference in the skill required to launch a personal water craft through the surf compared to a 9 metre semi rigid vessel. For this reason, it is imperative that the endorsement be carefully worded when issued. Refer to sections 10.6.2 and 11.3.11.

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

10.5.1 Inland Water Certificates

10.5.1.1 Skipper – Inland waters (Restricted)

Entry Requirements
Any Doctor's certificate
Proof of identity
Over 16 years old

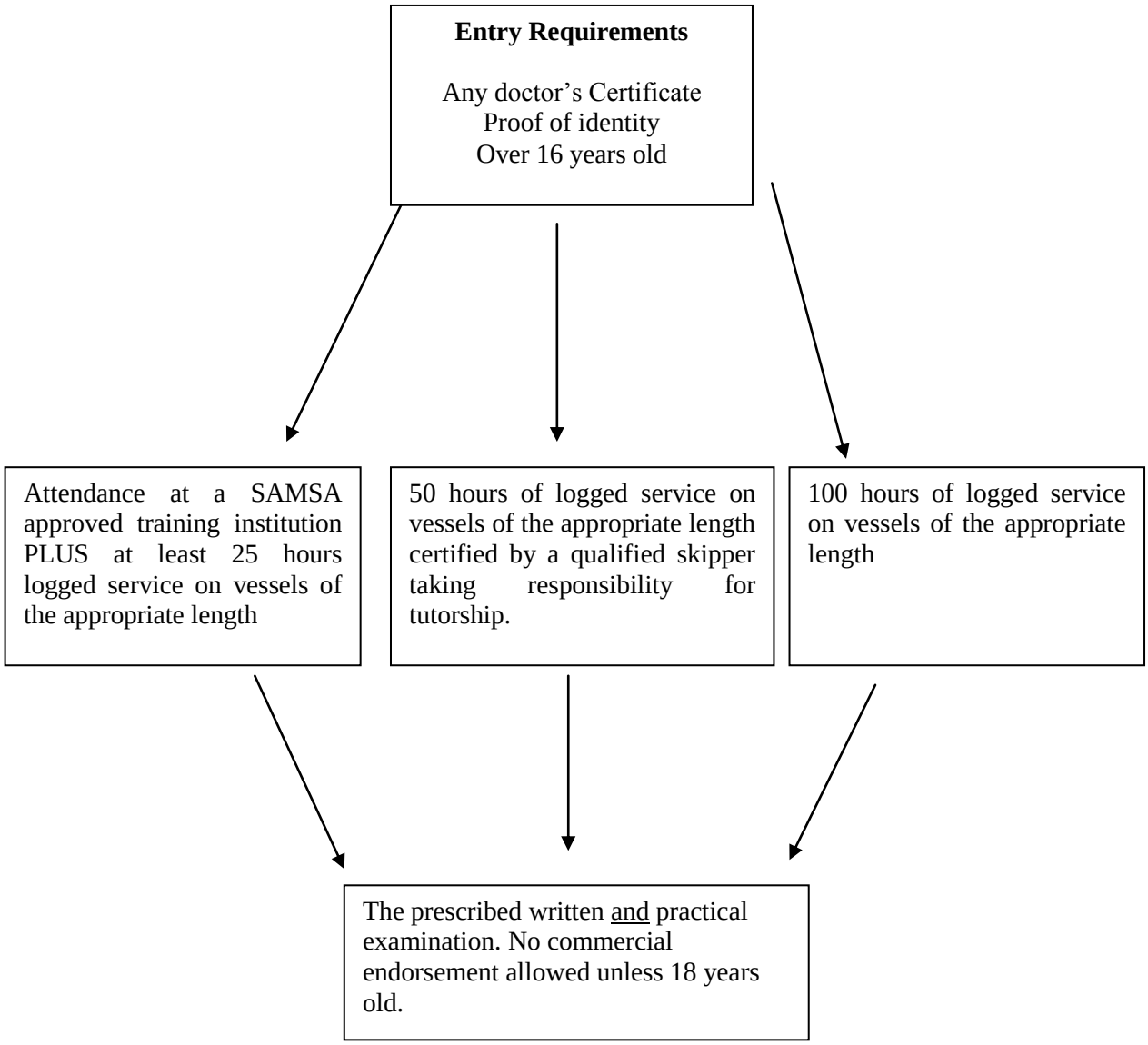
↓

50 hours of logged experience on appropriate vessels certified by a qualified skipper taking responsibility for tutorship

↓

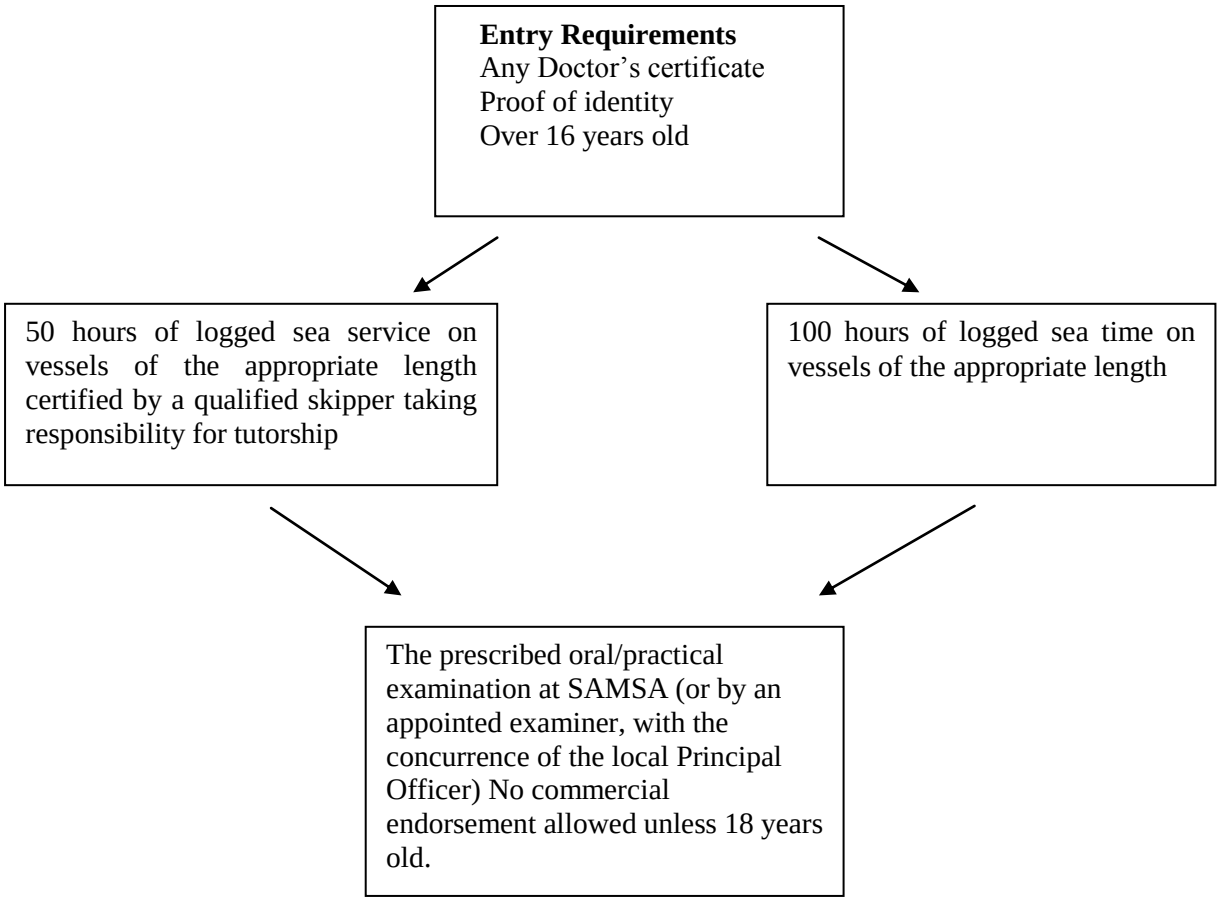
The prescribed oral/practical examination at SAMSA or by an appointed examiner. No commercial endorsement allowed unless 18 years old.

10.5.1.2 Skipper – Inland Waters



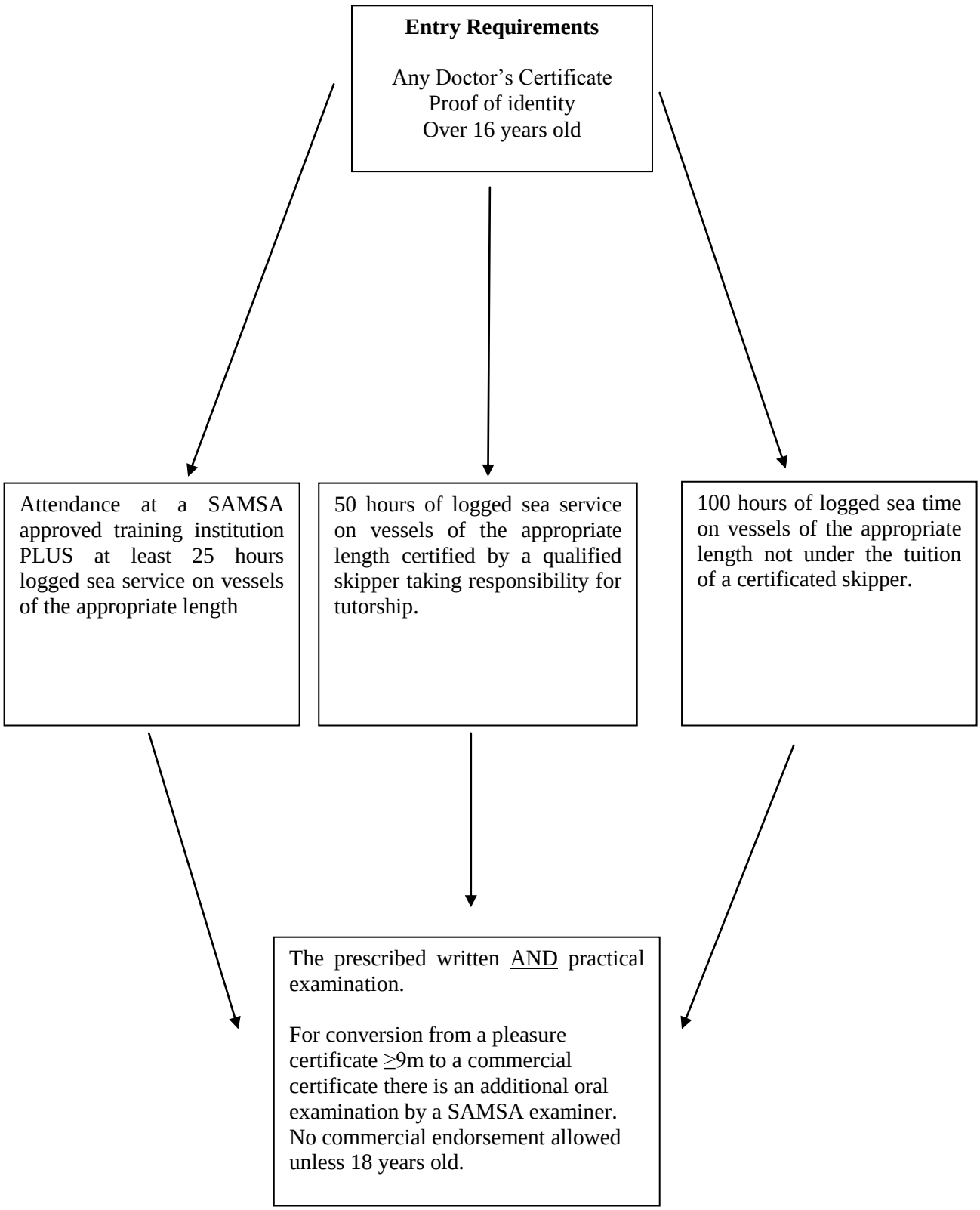
10.5.2 Seagoing certification

10.5.2.1 Day Skipper - Local Waters (Restricted) <9m; and
Day Skipper - Local Waters (Restricted) ≥9m in length)



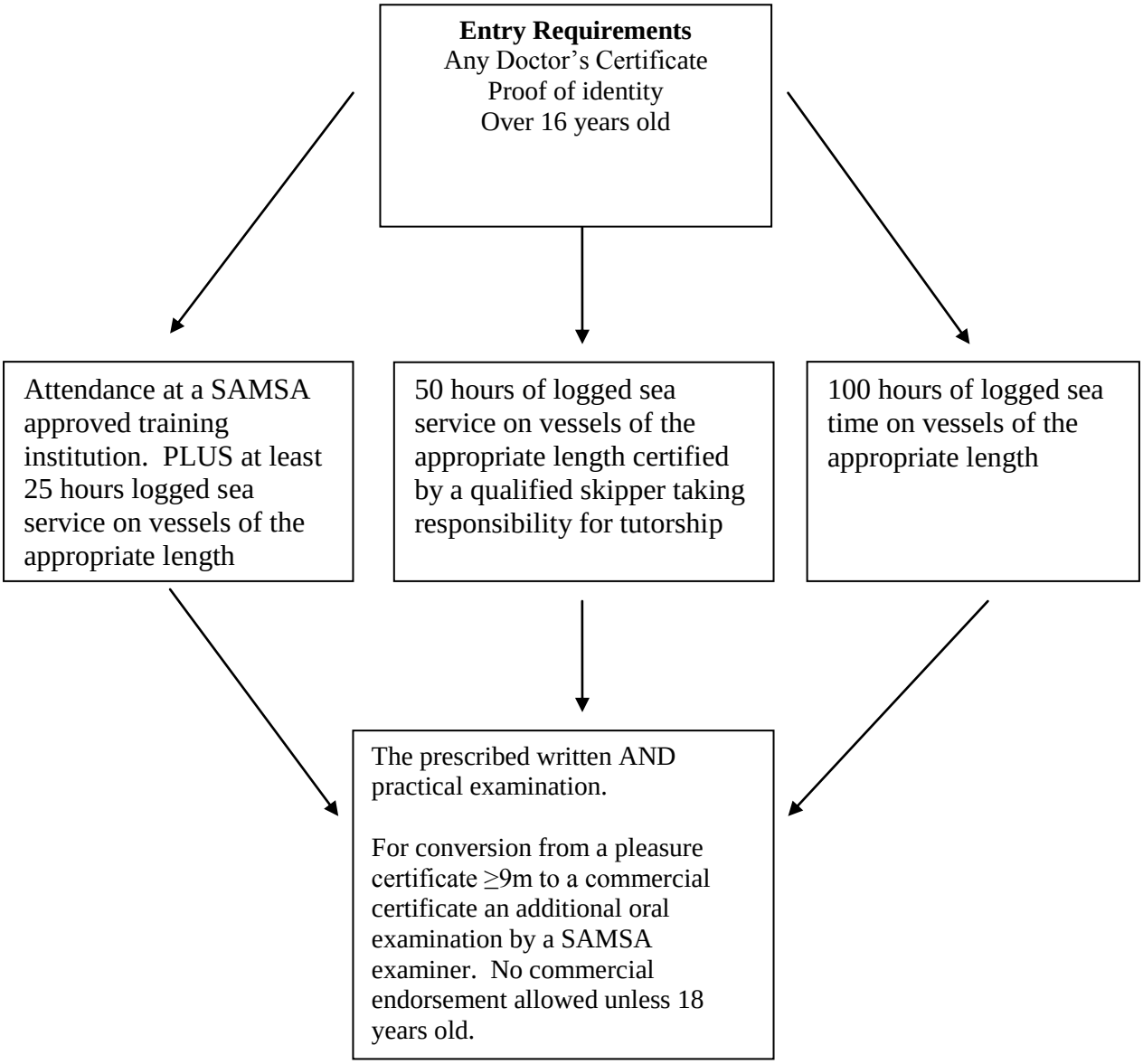
10.5.2.2 Day Skipper - Category E <9m; and

Day Skipper – Category E ≥9m specified [Specified either Pleasure or Commercial]

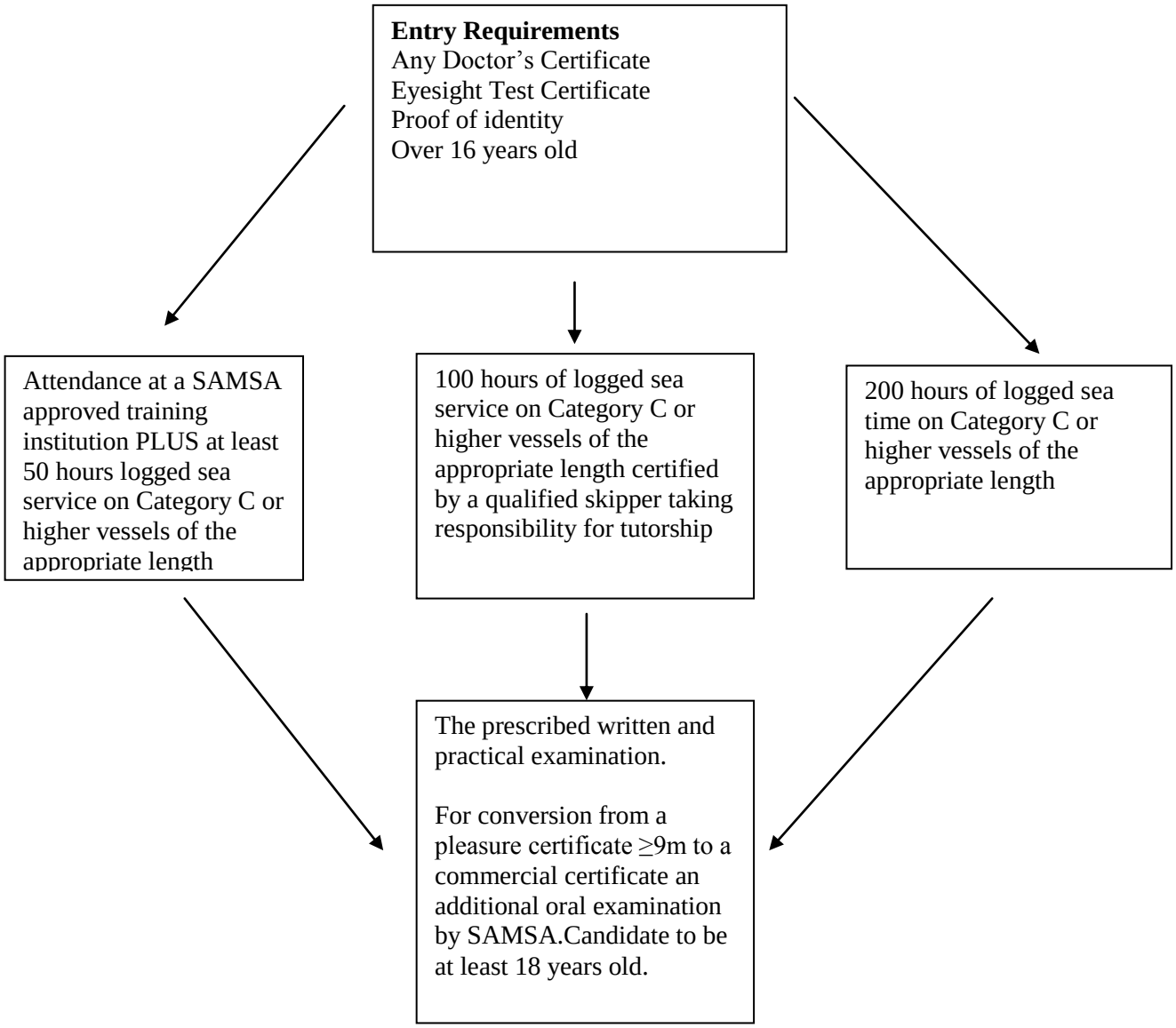


10.5.2.3 Day Skipper - Category C <9m; and

Day Skipper – Category C ≥9m in length [Specified either Pleasure or Commercial]



10.5.2.4 Day Skipper - Category B <9m; and
Day Skipper – Category B ≥9m [specified either Pleasure or Commercial]



10.5.2.5 Coastal Skipper <9m

Entry Requirements
Eyesight Test Certificate
Any Valid Doctor's Certificate
Proof of identity
Over 16 years old

Attendance at a SAMSA approved training institution

OR

Holder of a Day Skipper Category B or C

PLUS

150 hours logged sea time of which **at least** 50 hours must be logged night hours

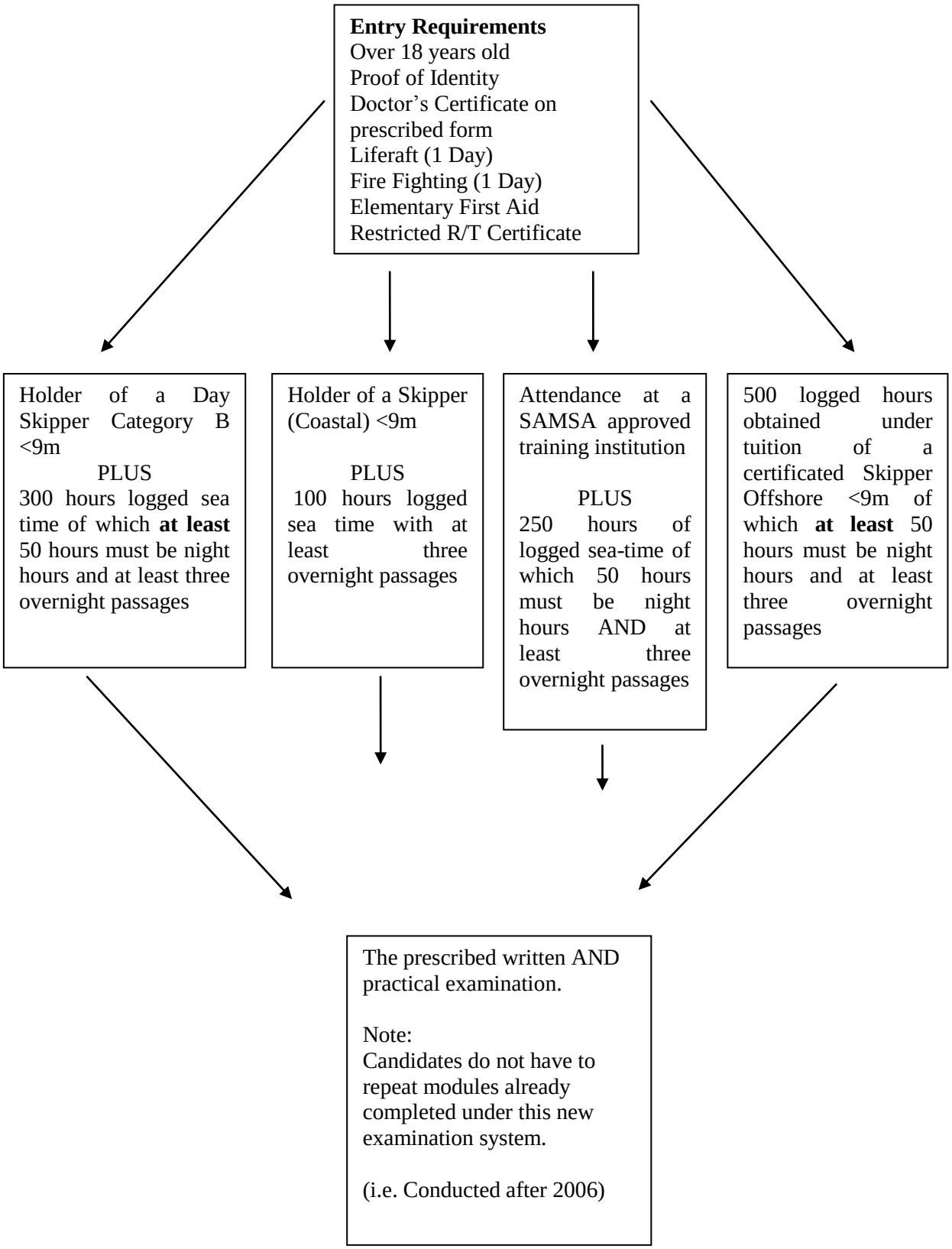
200 hours logged sea time on Category C or higher vessels < 9 metres certified by a skipper taking responsibility for tutorship and of which **at least** 50 hours must be logged night hours

300 hours logged sea time on Category C or higher vessels of < 9 metres which has not been obtained under any tuition of which **at least** 50 hours must be logged night hours

The prescribed written AND practical examination.

Note:
Candidates do not have to repeat modules already completed under this new examination system.
(i.e. Conducted after 2006)

10.5.2.6 Skipper Offshore <9m



10.5.2.7 Coastal Skipper ≥ 9 metres [Specified either for Pleasure or Commercial]

Entry Requirements for Commercial Endorsement
Over 18 years old
Proof of Identity
SAMSA Eyesight Test
SAMSA Medical Certificate
Proficiency in Life-rafts Certificate
First Aid at Sea Certificate
Two-day Fire Fighting Certificate
Restricted R/T Certificate

Entry Requirements for Specified as Pleasure
Over 16 years old
Proof of Identity
Medical Certificate on prescribed form
Eyesight Test
First Aid Level 1Certificate
One day Life-raft course
One Day Fire Fighting Certificate
Restricted R/T Certificate

Attendance at a SAMSA approved training institution **plus** 250 hours logged sea time on vessels ≥ 9 metres of which **at least** 50 hours must be night hours

Holder of a Day Skipper Category B ≥ 9 metres plus 150 hours logged sea time on vessels ≥9 metres of which **at least** 50 hours must be night hours

350 logged hours obtained under tuition of a certificated skipper on vessels ≥ 9 metres has been of which **at least** 50 hours must be night hours

Holder of a Skipper (Coastal) or (Offshore) < 9 metres plus 100 logged hours on vessels >9 metres of which **at least** 50 hours must be night hours

The prescribed written AND practical examination.

Oral examination by SAMSA examiner for commercial endorsement.

Note:
Candidates do not have to repeat modules already completed under this new examination system.

(i.e. Conducted after 2006)

10.5.2.8 Skipper Offshore ≥ 9 metres [Specified either for Pleasure or Commercial]

Entry Requirements for Commercial Endorsement

SAMSA Eyesight Test
Over 18 years old
Proof of Identity
SAMSA Medical Certificate
Proficiency in Liferafts Certificate
First Aid at Sea Certificate
Two days Fire Fighting Certificate
Restricted R/T Certificate

Entry Requirements for specified as Pleasure

Over 16 years old
Proof of Identity
Medical Certificate on prescribed form
First Aid Level 1Certificate
One day Life-raft course
One Day Fire Fighting Certificate
Restricted R/T Certificate

Attendance at a SAMSA approved training institution

OR

Holder of a Day Skipper (Local Waters) ≥9 metres **PLUS** 500 hours logged sea time on vessels ≥9 metres of which **at least** 50 hours must be night hours and at least three overnight passages

1000 logged hours on vessels ≥ 9 metres have been obtained under tuition of a certificated skipper of which **at least** 50 hours must be night hours and at least three overnight passages

Holder of a Skipper (Coastal) ≥ 9 metres **plus** 350 logged hours sea time hours on vessels ≥9 metres of which **at least** 50 hours must be night hours and at least three overnight passages

The prescribed written and practical examination.
Oral examination by a SAMSA examiner for commercial endorsement.

Note:
Candidates do not have to repeat modules already completed under this new examination system. (i.e. Conducted after 2006)

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 to 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 shark cage diving).

The requirements are as follows:

	Dive skipper endorsement
TOTAL EXEMPTION FROM EXAMINATION Proof to be submitted through an examiner to Pretoria in order to add the qualification to a national certificate.	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. *(i.e. 'Dive Master' or 'Dive Instructor' issued by either PADI or NAUI ,* ***or*** *SAUU '2 star diver' or Instructor)* ***or*** *a commercial diver issued by Department of Labour*
OR	
Qualifying practical experience	A basic dive qualification (i.e. 'Open Water I or II' issued either by PADI or NAUI or, a SAUU '1 star diver') **OR** 10 hours logged on any small vessel engaged in dive operations (*Sea-time to be certified by a dive skipper)*
Written Examination	A written examination as detailed in the Small Vessel Code of Qualifications with pass mark of 70%.
Practical Examination	A dive skipper practical examination may or may not be required at the sole discretion of the examiner.

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 which is mostly encountered at the 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 (ie. A minimum of at least 12 surf launches through the surf and returning through the surf, conducted on at least 4 different days under differing weather and swell conditions.)

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 or jetskis 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 NB Change in policy

The Passenger Vessel Endorsement is an endorsement to any national certificate

It certifies that SAMSA has assessed and considered the particular candidate competent to be put in charge of the safety of more than twelve passengers in either inland waters or at sea.

There are two standards for the endorsement, an unrestricted endorsement for vessels used at sea and in TNPA ports and a restricted endorsement for inland waters. 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. A practical exam on board the vessel will also be required.

Examiners are to note the following:

- Minimum age is 18 years
- Restricted passenger endorsements should be specific and are no longer portable and if the skipper wants to change his operation he will need to visit the SAMSA examiner again.
- If the candidate has a Coastal Skipper or Skipper Offshore ≥9m many of the entry requirements will already have been met.

10.6.4 Sailing Endorsement

SAMSA has limited examiners appointed to carry out these examinations, however, 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. A syllabus still needs to be drawn up to cover the sailing module.

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 appointed examiners in a SAMSA office 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 de 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 system also requires that candidates who wish to obtain the higher certificates such as Coastal Skipper ≥ 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:

10.7.1 The Syllabus for Day Skipper (Categories E and R) are the same level of <u>academic</u> 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 Skipper Inland Waters can upgrade his certificate to an E by obtaining sea time on category E or higher vessels.

10.7.2 The syllabus for Day Skipper (Categories B and C) are the same level of academic competence.

In addition, the need for a separate skipper category D is considered superfluous and no longer exists.

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 issue of a new certificate.

10.7.3 The SA Sailing syllabi

Aside from the national certification, SA Sailing is authorised to issue recreational certification to certain categories of craft. The SA Sailing syllabus is defined in some detail on their website. This includes entry level requirements, sample chartwork questions, sample practical questions and sample oral general knowledge questions. More detailed examination procedures are published on a web site confidential to SAS examiners. 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. For ease of reference by examiners, a full summary of the SA Sailing Certificates of Competency follows hereunder :

SAS Certificates of Competence (Skipper's Tickets)

Updated 24 March 2011

The short definitions of the current South African Sailing (SAS) skipper's Certificates of Competence are:

Inland Waters Skipper: The holder is qualified to skipper a sail boat on inland waters by day or by night.

Day Skipper: The holder is qualified to skipper a sail boat at sea from sunrise to sunset in his local waters. Local waters are defined as 15 nautical miles from his home port, or 25 miles from his home port provided he is no more than 15 nautical miles from an approved safe haven.

Local Waters Skipper: The holder is qualified to skipper a sail boat at sea by day or by night in the local waters as defined for day skipper.

Coastal Skipper: The holder is qualified to skipper a sail boat on any coastal passage within 40 nautical miles of the coast by day or by night.

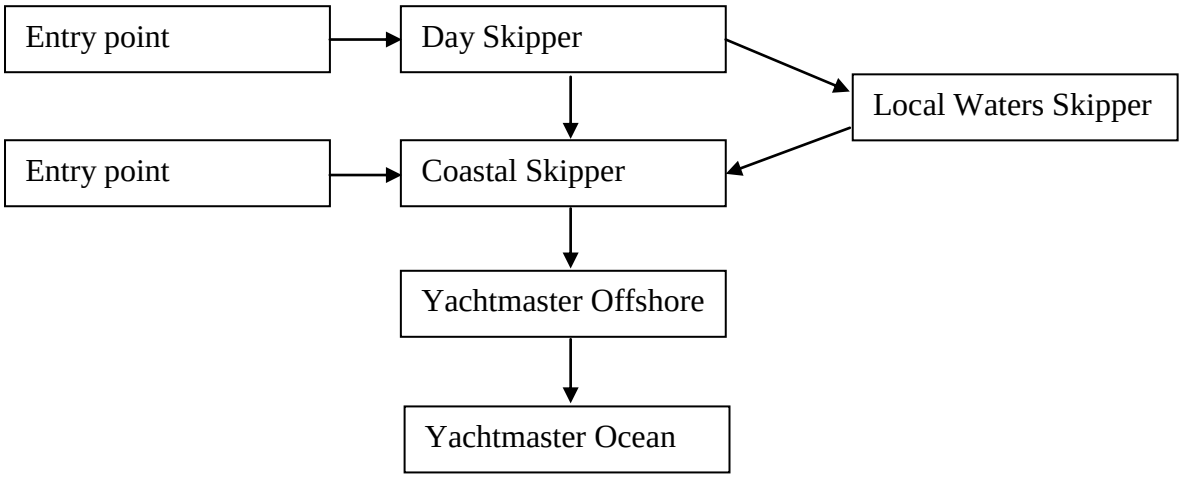
Yachtmaster Offshore: The holder is qualified to skipper a sail boat on any extended or ocean passage.

Yachtmaster Ocean: This qualification is a badge of honour which indicates that the holder has mastered celestial navigation.

The diagram below shows the progression for sea going skippers. For these skippers, the preferred entry point is Day Skipper. However, candidates with substantial experience may enter at the Coastal Skipper level. The following is mandatory:

1. You must be a Day Skipper to apply for Local Waters CoC.
2. You must be a Coastal Skipper to apply for Yachtmaster Offshore.
3. You must be a Yachtmaster Offshore to apply for a Yachtmaster Ocean.

This sequence for sea going skippers is illustrated in the diagram below:



The full definition of each skipper's certificate of competence is printed on the reverse of the SAS skippers' ticket and is given in Appendix I.

Sail and Power

Marine notice 13 specifically states that holders of SAS certificates of competence for sailing vessels may skipper power boats. To avoid the confusion that can arise with local authorities all SAS certificates are currently issued as "sail and power". The SAS practical exam essentially tests the skipper on his ability to handle a yacht under power. The yacht typically has an inboard diesel engine single prop configuration. To convert from "sail" to "sail and power" SAS intends to introduce an oral exam which covers the essential issues and dangers of the full range of power boating configurations from rubber ducks with outboard engines to the larger power boats with twin inboard engines.

The full definition of each skipper's certificate of competence for sail and power is printed on the reverse of the SAS skippers' ticket and is given in Appendix II.

The National Local Waters ticket

The purpose of this certificate of competence was to facilitate the conversion from club certificates. It may no longer be issued.

The holder of a National Local Waters Certificate of Competence is entitled to skipper a sailing vessel for sport and recreation by day or by night within 40 nm of the coast from Cape Hangklip to the mouth of the Berg River. The full definition of the National Local Waters certificate of competence is printed on the reverse of the SAS skippers' ticket and is given in Appendix III.

There is no such thing as a National Local Waters (Sail and Power) and SAS is not authorised to issue such a ticket.

The holder of a National Local Waters CoC may convert to a Local Waters CoC by surrendering his National Local Waters CoC.

Day Skipper with Night Exemption

Many years ago SAS used to issue a "Day Skipper with Night Exemption". The night exemption only allowed the holder to return after sunset. SAMSA felt that this was inappropriate and the night exemption was withdrawn. So essentially anyone with a "Day Skipper with Night Exemption" certificate is just a Day Skipper.

A "Day Skipper with Night Exemption" cannot be converted to a Local Waters Skipper. A "Day Skipper with Night Exemption" who wishes to sail at night must do the Local Waters exam.

The CASA skippers ticket

Certificates of Competence issued by the Cruising Association of South Africa (CASA) are still recognised. SAS may convert CASA certificates of competence to SAS certificates of competence.

Appendix I: SAS Certificates of Competence for sailing only

Description on the back of the certificate (actual size)

Inland Waters Skipper		Day Skipper
A SAS Inland Waters Skipper (Sailing) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.		A SAS Day Skipper (Sailing) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and at sea from sunrise to sunset in his local waters. Local waters are defined as 15 nautical miles from his home port, or 25 miles from his home port provided he is no more than 15 nautical miles from an approved safe haven. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.
Local Waters Skipper		Coastal Skipper
A SAS Local Waters Skipper (Sailing) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and at sea by day or by night in his local waters. Local waters are defined as 15 nautical miles (nm) from his home port, or 25 nm from his home port provided he is no more than 15 nm from an approved safe haven. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.		A SAS Coastal Skipper (Sailing) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any coastal passage within 40 nautical miles of the coast by day or by night. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.
Yachtmaster Offshore		Yachtmaster Ocean
A SAS Yachtmaster Offshore (Sailing) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any extended or ocean passage. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.		A Yachtmaster Ocean (Sailing) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any extended or ocean passage, and has demonstrated mastery of celestial navigation. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority

Appendix II: SAS Certificates of Competence for sail and power

Description on the back of the certificate (actual size)

Inland Waters Skipper (Sail and Power)		Day Skipper (Sail and Power)
A SAS Inland Waters Skipper (Sail and Power) is qualified to skipper a sail boat or a power boat under 100 gross tons for sport and recreation on inland waters by day or by night. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.		A SAS Day Skipper (Sail and Power) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and at sea from sunrise to sunset in his local waters. Local waters are defined as 15 nautical miles (nm) from his home port, or 25 nm from his home port provided he is no more than 15 nm from an approved safe haven. A SAS Day Skipper (Sail and Power) is also qualified to skipper a power boat under 100 gross tons for sport and recreation on inland waters by day or by night and at sea not further than 15 nautical miles from the coast from sunrise to sunset. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.
Local Waters Skipper (Sail and Power)		Coastal Skipper (Sail and Power)
A SAS Local Waters Skipper (Sail and Power) is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and at sea by day or by night in his local waters. Local waters are defined as 15 nautical miles (nm) from his home port, or 25 nm from his home port provided he is no more than 15 nm miles from an approved safe haven. A SAS Local Waters Skipper (Sail and Power) is also qualified to skipper a power boat under 100 gross tons for sport and recreation on inland waters by day or by night and at sea not further than 15 nm from the coast by day or by night. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.		A SAS Coastal Skipper (Sail and Power) is qualified to skipper a sail boat or a power boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any coastal passage within 40 nautical miles of the coast by day or by night. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.
Yachtmaster Offshore (Sail and Power)		Yachtmaster Ocean (Sail and Power)
A SAS Yachtmaster Offshore (Sail and Power) is qualified to skipper a sail boat or a power boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any extended or ocean passage. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.		A SAS Yachtmaster Ocean (Sail and Power) is qualified to skipper a sail boat or a power boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any extended or ocean passage, and has demonstrated mastery of celestial navigation. Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority

Appendix III

The SAS National Local Waters Certificates of Competence

Sailing only

Description on the back of the certificate (actual size)

A SAS National Local Waters Skipper is qualified to skipper a sail boat under 100 gross tons for sport and recreation on inland waters by day or by night and on any coastal passage within 40 nautical miles of the coast from the Berg River Mouth to Cape Hangklip by day or by night.

Issued by South African Sailing, an Authorised Agency of the South African Maritime Safety Authority.

Note: This ticket was a once off arrangement and will not be issued again. Lost certificates may be replaced.

10.8 The examination procedure

Except for the Skipper – Inland Waters (Restricted) and the Day Skipper - Local waters (Restricted) 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 (where applicable), 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, appointed examiners and accredited institutions will be subjected to ad hoc audits under the direction of SAMSA's relevant Regional Manager.
It is the intention of SAMSA to introduce national standard examination papers in the near future, in order to ensure a national uniform standard for written examinations.

Written exams can be conducted at documented times at an accredited institution or under the control of a SAMSA appointed examiner. In order to prevent incomplete applications lying around and cluttering offices, as has been the case in the past, the SAMSA appointed examiners have been instructed by SAMSA not to admit any candidates to an examination unless they fully comply with all of the examination entry requirements, including satisfying all of the seatime requirements.

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.

10.8.2 Examination Procedures for written examinations

The examination scripts of the candidates must be kept for a minimum of three 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 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.

Any candidate, who contravenes any of the provisions of this paragraph, or of disorderly or improper conduct in or about the examination room, shall be regarded as having failed the whole of the examination and the event should be recorded on the examination results.

SAMSA appointed examiners are required to notify all candidates within a maximum period of 30 days whether they have passed or failed the examination. On completion of marking examination scripts, the Registrar of Seafarers in Pretoria must be notified by the examiner in writing within 30

days of the results of the examination, irrespective of whether the candidate has passed or failed the examination.

NOTE: SAMSA's relevant Regional Manager, 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 and Practical Examinations

Prior to this part of the exam being conducted, the candidate has to have completed all the logged 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 Manoeuvering, Boat Handling, and Surf Launching where required, as detailed in the Code.

The oral examination will generally consist of those sections within the Code where oral examinations are required to be undertaken as detailed in the column "Methods for Determining Competence". In addition the examiner should cover aspects of the Code that the examiner feels the candidate has shown weakness in the written part of the examination. Examiners may also 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 attached as Annexure 6 and in the manner prescribed by procedure. 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 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

At the moment all existing <u>valid</u> certification is still acceptable, however, 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. In the future, a time limit may be imposed for conversion of 'old' certificates to the new national format. Proper notification will be issued should this occur.

In the past SAMSA policy was always that the agency responsible for issuing the certificate was also responsible for upgrading or converting them to the new format. However, one could argue that ALL <u>legally issued</u> certification was issued under the ultimate authority of SAMSA.

Therefore, where conversion is required 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	PRINCIPLES REGARDING CONVERSION OF PREVIOUSLY ISSUED CERTIFICATES
Coastal Skipper <9m	A holder of any CASA or SAS 'Coastal Skipper' certification may be issued a small motor driven Coastal Skipper Certificate <9m (*without a surf launching endorsement*). All so called "National Skippers Certificates" previously issued by Pretoria for category A1(1)- 40 nautical miles, or A1(4)- 10 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, (*without a surf launching endorsement unless already so endorsed*.) The wording regarding the type of vessel is to be interpreted and converted to the standard wording by the examiner or SAMSA office processing the conversion.
Day Skipper <9m and ≥9m	In the case of all certification *(except those mentioned in the space above)* 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. The certificate issued when presented with these old certificates must be a Day Skipper Certificate <9m or ≥9m, suitably endorsed in the "additional endorsement" section to allow him to continue with whatever activity he was previously considered competent to carry out. Candidates are NOT to obtain higher certification by this conversion. *Example:* *A recreational certificate No xxx issued by a SAMSA office for day and night operations 10 miles offshore between orange river and storms river mouth.* *Conversion:* *Day Skipper Category C <9m, using standard wording with an additional endorsement stating: "Competent to skipper a category C pleasure vessel between the Orange river and Storms river mouth day and night in accordance with certificate no xxx dated xxxx.*
Coastal Skipper ≥9m	SAS or CASA 'Coastal Skipper', with the addition of the ancillary courses and the required additional oral examination by a SAMSA examiner. NO Previously issued SAMSA ≥9m certification qualifies automatically for equivalency, except where decided otherwise by the relevant Regional Manager. 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.
Skipper Offshore ≥9m	SAS or CASA 'Skipper Offshore', with the addition of the ancillary courses and the required oral examination by a SAMSA examiner. NO Previously issued SAMSA ≥9m certification qualifies automatically for equivalency, except where decided otherwise by the relevant Regional Manager. 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.

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.

11.2 Applications to be routed through a SAMSA office or a secretariat of an Authorised Agency to the Registrar of Seafarers for the issue of a national certificate

When any SAMSA appointed examiner (or accredited training institution) has completed the examination as per the Code and issued an Interim Certificate, they should apply through their secretariat or a SAMSA office to the Registrar of Seafarers for the issuing of the full term national certificate in the form prescribed by SAMSA. (Annex 6) Quality controls may entail channelling applications through SAMSA offices or secretariats which is quite acceptable.

No personalised application forms 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: <u>All</u> <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. In the case of other examinations conducted by other examiners or institutions for skippers of pleasure vessels ≥9m, the description of the "<u>Category and description</u>" must state that it is for pleasure.

11.3.1.1 Skipper- Inland waters (restricted)

[*For skippers operating on certain restricted inland waters only*]

Type and category of vessel involved:
'Category R [*description of type of vessel*] [<9m or ≥9m]'

Level of competency and limitations:
"Skipper limited to power driven vessels operating in inland waters in the area(s) *[geographical restriction placed here. Also specify whether day only, day and night or any other restriction]"*

Additional endorsements: Allowed as per standard wording below

11.3.1.2 Skipper - Inland Waters

Type and category of vessel involved:
'Any Category R vessel'

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

11.3.2 Day Skipper - Local Waters (restricted) <9m or ≥9m

[*For skippers going to sea in a defined area*]

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

11.3.3 Day Skipper Category E <9m or ≥9m

Type and category of vessel involved:
Category E vessels [<9m or ≥9m], and any non passenger vessel on inland waters in South Africa, day or night.

Level of competency and limitations:
'Day Skipper of a power driven vessel limited to one nautical mile from shore and 15 nautical miles from an approved launch site; 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 <9m or ≥9m

Type and category of vessel involved:
'Category C vessel [<9m or ≥9m], and any non passenger vessel on inland waters in South Africa, day or night.

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 <9m or ≥9m

Type and category of vessel involved:
'Category B vessel [<9m or ≥9m], and any non passenger vessel on inland waters in South Africa, day or night.

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, and any non passenger vessel on inland waters in South Africa, day or night.

Or
'Category B [*pleasure or commercial]* vessel ≥9m, and any non passenger vessel on inland waters in South Africa, day or night.

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, and any non passenger vessel on inland waters in South Africa, day or night.

Or
'Category A [*pleasure or commercial]* vessel ≥9m, and any non passenger vessel on inland waters in South Africa, day or night.

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 specified, lagoon, estuary, tidal river or inland waterway [during daylight hours only or *day and night*] *(The daylight restriction may be removed at the examiner's discretion)*

Note that passenger operations in a TNPA Port require an Unrestricted Endorsement

11.3.10 Passenger Vessel (Unrestricted) Endorsement

'Competent to act as a skipper of a small passenger vessel [*specify whether day, day and night or any other time restriction*], restricted to 5 nautical miles from shore and 15 nautical miles from a safe haven.

11.3.11 Surf Launching Endorsement

'Competent to launch a *[specify type of craft ie. jetski, semi-rigid or ski boat]* 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 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. The endorsement should also refer to the original certificate number. A brief explanation must accompany the application.

12 Policy regarding Eyesight and Medical Tests

All candidates for the Coastal Skipper and Skipper Offshore ≥9m commercial certificates 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 paths.) The SAMSA letter and lantern test is also required by candidates applying for the passenger vessel (unrestricted) endorsement.

The eyesight test for the lower levels of certification may be carried out by the doctor conducting a medical examination, and included in the doctor's certificate. For other cases where an eyesight certificate is specifically required (excluding the cases mentioned in the paragraph above), this may be an eyesight test certificate issued either by a SAMSA office, or by 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 shall be limited to Day Skipper Certification. 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 Commercial Coastal Skipper and Offshore Skipper ≥9m Certificates, as well as unrestricted passenger vessel endorsements). 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 or from www.samsa.org.za.

Doctors Certificates on Prescribed Form. (These are required for the intermediate certificates as specified). These certificates can be obtained from any registered doctor, provided he issues the certificate on the prescribed form, which is attached to this Marine Notice as Annex 17..

Any Doctors Certificates (These are required for the lower levels of Skipper Certificates as specified). These certificates can be obtained from any registered doctor. There is no particular format; however the doctor shall declare the candidate fit to operate a small vessel.

13. Accreditation of training institutions and appointment of examiners.

13.1 Introduction.

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, practical examination and/or oral 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 working through a SAMSA office, passing a theoretical, practical exam and/or oral examination in accordance with the Code and having met the sea time requirements as per SAMSA policy for the certificate desired.

It has recently come to the attention of SAMSA that a number of SAMSA appointed small vessel examiners have not been complying with the SAMSA small vessel policy, either due to a misunderstanding of the policy, total disregard for the policy, or a combination of both. It is the intention of SAMSA to regularly audit the activities of all small vessel examiners in the future. SAMSA reserves the right to either withdraw the accreditation of an examiner, or not renew the accreditation of an examiner, where recurring problems arise.

SAMSA Small Vessel Examiners are appointed in writing by SAMSA Regional Managers on behalf of the Head: Centre for Boating, for a maximum period of three years, and examiners are issued with a small vessel examiner number. The names, personal details, contact numbers, and categories for which they are accredited to examine are then published in a Marine Notice, which is made available to the Registrar of Seafarers in Pretoria. Any documentation submitted by an examiner not listed in the relevant Marine Notice will be rejected by the Registrar of Seafarers, and action will be taken against the person submitting such documentation.

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.

Accredited training providers and institutions desiring to provide training under this policy must apply as detailed below. Note that accreditation in general will be limited to skipper certification for vessels <9m and, in some cases, certification for pleasure vessels ≥9m. (i.e. SAMSA will be the only examination body for skippers of commercial vessels of ≥9m, 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 (National Small Vessel Safety) Regulations, 2007 (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.
- (iii) hold national certification of at least similar or higher than the certificate being taught

(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) hold national certification of at least similar or higher than the certificate being examined

(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 Deck 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 syllabi 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 of a Training Institution

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 it's 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) Specimen copy of any certification e.g. a certificate to show that they have passed any part of an examination or endorsement. (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 the 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; e.g. proof of passing any part of an examination or endorsement (SAMSA will issue examiners with official "interim" certificates of competence.)

(g) All applications from examiners conducting examinations under the auspices of an authorised agency are to be accompanied by letters of reference from their authorised agency.

(h) Any other examiners will have to prove not only their competence but also their knowledge of the examination regime to an examiner identified by the senior deck examiner.

NOTE:

(1) At no time may the lecturer presenting a training course become the examiner. We are presently investigating the possibility of separating the functions of accredited training institutions and appointed examiners. A decision may be expected in this regard in due course.

(2) 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 and appointments may be withdrawn at any time for reasons of non-compliance.

(3) 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 relevant Regional Manager or the Head: Centre for Boating in deciding these matters will be final. A full re-evaluation will be carried out before any re-appointment after any three year period.

(4) Appointments of new examiners would initially be made for a period of one year, after which the appointment would be evaluated prior to any appointment for an additional 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. For applications in closer proximity to the Pretoria Office, these are to be made through the Operations Manager.

The Principal Officer at that port will evaluate the application and forward the application together with the report on the evaluation process to the relevant Regional Manager, or for the Pretoria Office, to the Head: Centre for Boating. Note that any appointments of examiners are to be signed by the relevant Regional Manager, or alternatively by the Head : Centre for Boating.

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 Senior Deck Examiner. No part of the report must be without an appropriate comment.

14. Application of the regulations to "very small" pleasure vessels

The Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (as amended) apply equally to all vessels used in South African waters accessible to the public and are not so onerous that they cannot be reasonably applied.

Any commercially operated (including hire companies) small vessels are to be numbered and licensed in the normal way by SAMSA.

The smaller pleasure vessels such as kayaks, canoes, sailing dinghies and other sailing vessels under 7 metres, rowing boats and other vessels powered by human-power, power driven vessels powered by engines ≤15 HP, jetskis and the like are either exempted from parts of the regulations or have special provisions which apply to them, briefly as follows;

Vessels under 3 metres may not go to sea except in areas designated by a regulating authority, but in any event no more than 1000 metres offshore. This restriction might not apply on inland waters as they are not "going to sea" but they must still be operated in the areas designated for their use by the regulating authority.

Jetskis are all over 15HP so will require to be marked with an approved number, have certificates of fitness and be operated by or under the constant guidance of a skipper. Persons who are under 16 years of age or who are learning may only operate the craft under the guidance and supervision of an authorised agency or under the guidance of a skipper who is certified by an authorised agency to be a competent person engaged in training for a competitive sport. The designation for any jetski <3 metres is always a category R.

Jetskis ≥3 metres in length should be categorised as a category D, E or R vessels in exactly the same manner as any other vessel in accordance with the owners usage of the vessel. Category R Jetskis (of any size) are to comply with Annexure 2 (2) of the (National Small Vessel Safety) Regulations 2007.

Certificates of competency issued to skippers of Jetskis must be suitably endorsed "for the purpose of operating Jetskis only."

Pleasure sailing vessels under 9 metres length overall and pleasure power driven vessels ≤15HP do not require to be operated by a certificated skipper in terms of these regulations.

Sailing dinghies and non-power driven vessels <7m are exempted from the construction and design requirements (Annex 1), the colouring of vessels (regulation 9), the marking of vessels, the carrying of a certificate of Fitness (part 4) but they shall have sufficient buoyancy to keep the vessel afloat when completely swamped and shall carry the safety equipment provided for in the table in Annexure 2(2).

15. The Issue of Interim Certificates of Competency by Hire Boat Operators

The skipper of a Category R Vessel used on inland waters which has been hired from a hire boat operator would as a minimum be required to be in possession of a SAMSA approved Interim Certificate of Competence.

The larger Hire Boat Operators have applied a tremendous effort in compiling a training manual, which includes both theoretical as well as practical training for skippers prior to them taking charge of a hire boat. This has culminated in a Code of Operation for Hire Boats being promulgated by SAMSA.

In terms of this Code, the Hire Boat Operator would be required to make an application to their nearest SAMSA Regional Manager for the accreditation of their examiners to issue Interim Certificates of Competence, which would be at the Skipper Inland Water (Restricted) level and so worded as to limit the skipper to the specific Hire Operator as well as clearly specifying the area of operation and the type of vessel for which the certificate is valid. An example of the Interim Certificate to be issued is attached as Annexure 11.

To be considered for appointment as an examiner for a Hire Boat Operator, the following details are to be provided:-

(a) Name and physical address of the examiner
(b) Details of the examiner and their qualifications
(c) Copies of training material to be supplied to the candidate
(d) The method of assessment, both theoretical and practical
(e) Details of a quality control system to ensure certificates are not fraudulently issued or obtained

Upon receipt of an application for appointment of an examiner as above, the premises would be visited by a SAMSA examiner. The training material as well as the applicant examiners would be assessed theoretically and practically in order to ascertain their suitability to be appointed as examiners.

All examiners will be subjected to ad hoc audits during their appointment so as to verify that the administrative and operational procedures are managed, organised, undertaken, and monitored in accordance with SAMSA policy and appointments may be withdrawn at any time for reasons of non-compliance.

Appointments would be for three years and made solely at the discretion of SAMSA and may be withdrawn at any time for reasons of non-compliance. The decision of the relevant Regional Manager in deciding these matters would be final. A full re-evaluation would be carried out before any re-appointment of an examiner after any three year period.

TV5/340 B

ANNEX 1

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

Name of vessel: Naam van vaartuig	Port of Registry or operation: Registrasie of bedfryfshawe:	Category: Kategorie:
Name and address of owner: Naam en adres van eienaar:	Official number or registration number: Amptelike of registrasienommer:	Number of crew (including skipper): getal bemanningslede (skipper inbegrepe):
	Description of voyage or operations: Beskrywing van reis of bedrywighede:	
Length: Lengte:		

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 (National Small Vessel Safety) Regulations, 2007, and the Collision and Distress Regulations, 2005, 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 Handelskeepvaart (Nationale Klein Vaartuig Veiligheid) Regulasies, 2007, en die Botsing en Noodseineregulalies 2005, vir sover heirdie bepaligs daarop van toepassing is. Die ondersoek het getoon dat die vaartuig gebou en toegerus is ooreenkomstig die betrokke Regulasies.

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

ANNEX 2

Certificate No:

CERTIFICATE OF FITNESS

Issued by the South African Maritime Safety Authority in terms of Regulation 24 of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007, 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): .....

Intended Operation: .....
.....
.....

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 (National Small Vessel Safety) Regulations, 2007*, insofar as they apply to unregistered pleasure vessels.

Signed at (place) ..... Date .....

..... Official Stamp:
Surveyor

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 (National Small Vessel Safety) Regulations 2007.

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/COF
Make/model of vessel:			RADIO
Make and power of engines:			HULL

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

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....Surveyor: .....Date: ..... Place: .....

THIS IS NOT A LOCAL GENERAL SAFETY CERTIFICATE

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	Signature of master/owner

Report of Survey

I hereby declare that on the (date.....), I completed the inspection of the above mentioned vessel and that the provisions of the Merchant Shipping (National Small Vessel Safety) Regulations, 2007, and the Collision and Distress Regulations 2005, have been complied with, insofar as they apply.	Signature of Surveyor:

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)]

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)

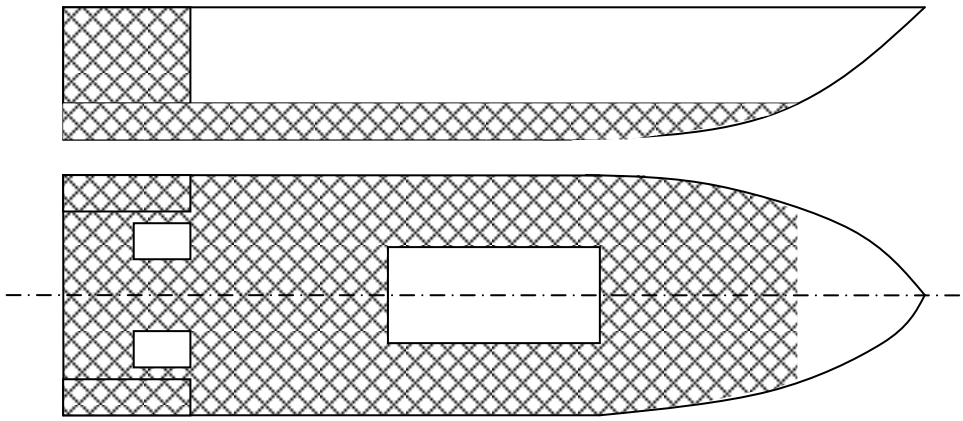
Vessel Name: FISHY STORY	Vessel No. DTC 12345
Description: 5.5m Mono-hull GRP small fishing vessel.	
Build Details Builder: Strongboats Marine Date of Build: 1998 Model: SBM 55 (standard)	Principal Dimensions Length Overall: 5.500 m Breadth Overall: 3.650 m Depth (Gunwale to keel): 1.400m
Construction 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 ≈ 0.8 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 ≈ 0.25 m^3

Foam Type: ISOFOAM RM 120W polyurethane foam.

Total Volume of Foam ≈ 1.05 m^3



Design Weight

		Deadweight	
Light weight:	800 kg	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
Deadweight	875 kg	Crew Effects	100 kg
Maximum Weight	1675 kg		875 kg

➔ Foam Volume x 1.025 (for salt water) = 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.

PHOTO PLACED HERE

Approval and Operation

This vessel is approved for operations at sea from a designated protected launching site and limited to less than 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

	Skipper Inland Waters (Restricted) Skipper Inland Waters Day Skipper Local Waters (Restricted) Day Skipper Category E	Day Skipper Category C	Day Skipper Category B	Coastal Skipper Category B < 9 metres, day and night)	Coastal Skipper ≥9 metres (Pleasure)	Coastal Skipper ≥9 metres (Commercial)	Skipper Offshore <9 metres	Skipper Offshore ≥9 metres (Pleasure)	Skipper Offshore ≥9 metres (Commercial)
Copy of ID Document	X	X	X	X	X	X	X	X	X
2x Photos	X	X	X	X	X	X	X	X	X
Medical from any Doctor	X	X	X	X					
Medical on Prescribed Form					X		X	X	
Medical from a SAMSA Doctor*						X			X
Eye test *			X	X		X			X
Proof of sea service	X	X	X	X	X	X	X	X	X

	Skipper Inland Waters (Restricted) Skipper Inland Waters Day Skipper Local Waters (Restricted) Day Skipper Category E	Day Skipper Category C	Day Skipper Category B	Coastal Skipper Category B < 9 metres, day and night)	Coastal Skipper ≥9 metres (Pleasure)	Coastal Skipper ≥9 metres (Commercial)	Skipper Offshore <9 metres	Skipper Offshore ≥9 metres (Pleasure)	Skipper Offshore ≥9 metres (Commercial)
Liferaft (1 Day)					X		X	X	
Proficiency in Liferaft Course									X
Elementary First Aid					X		X	X	
First Aid at sea						X			X
Fire Fighting. Small V/ls (1 Day course)					X		X	X	
Fire Fighting (2 Day course)						X			X
R/T Certificate					X	X	X	X	X
Surf qualification									
Dive qualification									
Sailing qualification									
Passenger vessel endorsement**									
Other supporting documentation									

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

** Note 2) Ancillary courses to be provided as per the requirements of the Code and SAMSA policy for passenger vessels.

EXAMINERS REPORT

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

Skipper Inland Waters (Restricted)*	<9m or ≥ 9m	*(Wording details below)*	□
Skipper Inland Waters	<9m or ≥ 9m	*(Wording details below)*	□
Day Skipper – Local Waters (Restricted)*	<9m or ≥ 9m	*(Wording details below)*	□
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 (Unrestricted) Endorsement * □

(*Passenger endorsements may include a night endorsement, provide 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 (as per policy document) on those 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 optometrist's 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. <u>FOR SAMSA OFFICE USE ONLY</u>

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 SMALL CRAFT ASSOCIATION

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 verantwoordelikheidsin 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 REGISTAR 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 Uitvoerendebeampte: 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.

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 standards and rules and attach copies of all relevant documentation.

Signature: _____

Print name: _____

Date: _____

THE APPLICATION TO THE REGISTRAR IS TO BE DOCUMENTED ON THE FORM PROVIDED IN ANNEX 6

ANNEX 9

LIST OF SAMSA 'APPROVED MARKING'

The list of 'Approved Marking' listed hereafter are the ONLY markings which are considered legal for pleasure vessels in terms of Regulation 21 of the *Merchant Shipping (National Small Vessel Safety) Regulations, 2007,* and in the case of 'licensed' vessels is the official marking 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)**

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
	Meerensee	MES
	Midlands	MSC
	Mtwalume	MTW
	Nambiti	NAM
	Natal Rod & Reel	NRR

Province	Club Name	Identifying letters in front of number
	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
Free State	All the clubs	VS
Western Province	All the clubs	WP
Eastern Province	Paradise Beach	EP
	Sardinia bay	"
	Port Alfred	"
	Diaz	"

Province	Club Name	Identifying letters in front of number
	Jeffreys Bay	EP
	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

NATAL DEEP SEA ANGLING ASSOCIATION		
P O BOX 38103, POINT, 4069		
TEL: 031-337 6931; FAX: 031-337 7732; E-MAIL: nataldsaa@iburst.co.za		
	2010 AFFILIATED CLUBS	
CLUB	**CHAIRMAN**	**SECRETARY**
AMANZIMTOTI SBC	Craig Grosset	Joan Grosset
42 Dan Pienaar Road	42 Dan Pienaar Drive	42 Dan Pienaar Drive
4126 AMANZIMTOTI	4126 AMANZIMTOTI	4126 AMANZIMTOTI
	082 882 7540	084 455 1069
Boat Reg: AM	craigg@polka.co.za	mister-g@polka.co.za
BALLITO SBC	Dean Fletcher	Dudley Boswell
P O BOX 343	P O Box 343	P O Box 6999
4420 BALLITO	4420 BALLITO	ZIMBALI
	082 331 7064	082 650 0123
Boat Reg: DC		dolphinspca@mweb.co.za
BLUFF YACHT CLUB	K A Duffield	Leonie Hensby
P O BOX 21084		
4036 BLUFF		
		031-466 1386 (Club)
		073 885 9821
Boat Reg: BYC		bluffyachtclub@xsinet.co.za
BLYTHEDALE BEACH SBC	Cornel van Zyl	Annelize van Zyl
P O BOX 3098	P O Box 3098	P O Box 3098
4450 STANGER	4450 STANGER	4450 STANGER

	032 946 2048 (F)	032 946 2048 (F)
	084 755 8521	084 755 8521
Boat Reg: BB	ave@nelandstevens.co.za	ave@nelandstevens.co.za
BOBBIES ANGLING CLUB	Rene Smith	JC Botes
P O BOX 12203		522 LIGHTHOUSE RD
4026 JACOBS		FYNNLANDS
		4052 BLUFF
		031-205 3584 (B)
	079 501 2704	083 453 0303
Boat Reg: BAC		jcbotes@absamail.co.za
DURBAN SBC	Hilton Kidger	Patsy Windsor
P O BOX 38210		
4069 POINT		
	031 303 2225 (B)	031-337 9506 (T)
	083 274 3035	031-337 7673 (F)
Boat Reg: S	hilton.kidger@liblink.co.za	general@durbanskiboatclub.co.za
DURBAN UNDERSEA CLUB	Cuane Hall	Paul Smit
P O BOX 38162		
4069 POINT		
	031 368 1199 (B)	031 368 1199
	086 637 4301 (F)	086 637 4301 (F)
	082 556 5193	all corresp to:
Boat Reg: DUC	chall@infraset.com	duc@mweb.co.za
GLENMORE ANGLING CLUB	Trevor Puren	Dicky Puren
P O BOX 468	P O BOX 437	P O Box 437
4278 MUNSTER	4278 MUNSTER	4278 MUNSTER
	039-319 2574 (T/F)	039 319 2574
	083 305 3096	086 545 536 (F)
Boat Reg: NGS	castaways@venturenet.co.za	
GREYTOWN SBC	John Odendaal	Lee Odendaal
P O BOX 285	P O Box 659	P O Box 659
3250 GREYTOWN	3250 GREYTOWN	3250GREYTOWN
	082 822 6427	033 417 1516
Boat Reg: NUM	johon.odendaal@pannar.co.za	lodendaal@gom.coza
HIBBERDENE SBC	Peter Richards	Jenni Defilippi
P O BOX 345	P O Box 76	P O Box 89
4220 HIBBERDENE	4220 HIBBERDENE	4220 HIBBERDENE
	083 2944 131	039 699 3140
	039 699 1473 (F)	
Boat Reg: HBE	richards@wifilink.co.za	
HIBISCUS SBC	Dupe du Plessis	Lance Harrison
CLUSTER BOX 39622	P O Box 363	C/Box 39622
4270 UVONGO	4285 RAMSGATE	4270 UVONGO
	039 314 9216	039-315 6365 (B)
Boat Reg: H		039-315 1468 (F)
		083 776 7409
	oceantribezn@gmail.com	harrislf@eskom.co.za
INJAMBILI SBC	Mike Fraser	Desire Kruger
10 SPENCE ROAD	P O BOX 21384	10 Spence Road
4093 QUEENSBURGH	4225 PUMULA	4093 QUEENSBURGH
	039 684 6660	031-277 8500 (B)
Boat Reg: INJ	082 460 3424	083 651 9548
	iti04937@mweb.co.za	accounts@techserve.co.za

ISIPINGO	Siva Naicker	Aziz Khan
P O BOX 26268	P O Box 26088	P O Box 26258
4115 ISIPINGO	4115 ISIPINGO BEACH	1445 ISIPINGO BEACH
	031 902 2632 (B)	031 902 2123 (B)
Boat Reg: ISC	031 912 2848 (F)	031 912 2226 (F)
	083 794 1401	083 415 7806
		akbashiro@yahoo.com
MARLIN SBC	Morne Lindeque	Jenny Grant
P O BOX 254	c/o P O Box 254	c/o P O Box 254
4295 PORT EDWARD	4295 PORT EDWARD	4295 PORT EDWARD
	082 497 1373	
Boat Reg: MM	marlinskiboatclub@telkomsa.net	marlinskiboatclub@telkomsa.net
MIDLANDS SBC	Colin Pitts	Byran Spires
P O BOX 101222		30 Kinnoull Road
3029 SCOTTSVILLE		3201 Pietermaritzburg
	082 261 0003	033 251 0056
Boat Reg: MSC	boattradersa@telkomsa.net	edray@mweb.coza
MTWALUME SBC	Bruce Deghaye	Andre Bester
P O Box 5809	212 Stella Road	7 Loram Road
4000 DURBAN	4094 HILLARY	3291 MERRIVALE
	031 466 9614 (B)	
	031 466 9667 (F)	033 330 4818 (H/F)
Boat Reg: MTW	082 555 0907	083 270 0279
	bruced@bulkconnections.com	debbiebester@telkomsa.net
NAMBITI INTERNATIONAL CLUB	Dieter Freese	Angus Paterson
P O BOX 29	P O Box 29	118 Canon Road
3340 WINTERTON	3340 WINTERTON	3310 ESTCOURT
	036-488 1401	036 352 2776 (F)
	082 552 7285	083 262 8023
Boat Reg: NAM	dieter@futurenet.co.za	Paterson@futurenet.co.za
NATAL ROD & REEL CLUB	Mark Blomkamp	Brad Nicholson
39 BROWN'S GROVE	186 Brixham Ave	phone 083 777 730
4091 SHERWOOD	Fynnlands	
	4052	
	083 776 1272	
Boat Reg: NRR		
NEPTUNES ANGLING CLUB	EBRAHIM	
P O BOX 1354	832388917	
4000 DURBAN		
Boat Reg: NAC		
NEWCASTLE SBC	Mike Swart	Adriaan Roux
P O Box 20904	P O Box 8405	P O Box 20904
2956 NEWCASTLE	2940 NEWCASTLE	2940 NEWCASTLE
	082 889 2263	083 3007 018
Boat Reg: NSB	034-315 4380	
NORTHERN NATAL SBC	Andries Joubert	Hein Schonborn
P O BOX 720		
3100 VRYHEID		

	084 206 4708	082 327 3639
	andries@bioswiss.co.za	
Boat Reg: NNTL		brs@crazyweb.co.za
PARK RYNIE SBC	Tommy Taylor	Jo-Anne Whitaker
P O Box 72		072 718 6923
4182 PARK RYNIE		
	082 333 3446	Willem van Staden (Vice Chairman)
Boat Reg: PKR	ttaylor@lantic.net	083 284 5684
PENNINGTON SBC	Rob Gemmel	Tracy Hardman
P O BOX 374	P O BOX 374	P MO Box 374
4184 PENNINGTON	pennington	4184 PENNINGTON
	033 212 3288	083 657 4852
	082 374 9214	corres to:
Boat Reg: P	robbieg@mweb.co.za	psbc@saol.com
POMPANO ANGLING CLUB	Andy West	Marilyn van der Westhuizen
P O BOX 18610		marilynvolw@seeff.com
4014 DALBRIDGE		Treasurer: Keith Phipps
	082 568 7330	031-700 4460 (B)
	031 910 4918 (B)	031-700 3873 (F)
Boat Reg: PAC	awest@toyota.co.za	keithp@knoxprint.co.za
PROTEA BILLFISH CLUB	Don Smith	Charmaine Galloway
P O BOX 485	P O Box 485	P O Box 1063
4235 UMTENTWENI	4235 UMTENTWENI	4240 PORT SHEPSTONE
	039-695 2036 (B/F)	039-685 5105
Boat Reg: PRO	dons@telkomsa.net	gallopaway@telkomsa.net
SCOTTBURGH SBC	Juan Periera	Dave Thomas
P O BOX	29 Scott Street	P O Box 572
4180 SCOTTBURGH	4180 SCOTTBURGH	4180 SCOTTBURGH
		039 978 1034 (B)
	082 441 2562	
Boat Reg: NX	info@raggiecave.com	davet@global.co.za
SEZELA SBC	Ian MacNicol	Charmaine Kerkhof
P O BOX 28526		
4125 SEZELA		
		083 235 5241
Boat Reg: NSZ	083 799 8869	039 975 1801
	macnicol@scottburgh.co.za	charmainecox@telkomsa.net
SHELLY BEACH SBC	Anton Gets	Brenda Johnson
P O BOX 252	P O Box 354	P O Box 252
4265 SHELLY BEACH	4265 SHELLY BEACH	4265 SHELLY BEACH
	039-315 5177 (F)	039-315 1476 (T)
	083 626 5917	039-315 5177 (F)
Boat Reg: SBC/SPC	getsea@venturenet.co.za	shelly.protea@venturenet.co.za
TONGAAT SBC	Poobal Govender	Linda Smit
P O BOX 3244	P O Box 122	P O Box 3027
4400 WESTBROOK	4400 TONGAAT	4400 WESTBROOK
	032 943 1821	032-943 2058
	083 288 9106	083 786 1406
Boat Reg: NT	poobal@iafrica.com	smitti@telkomsa.net
UMDLOTI BEACH SBC	Bruce Jackson	Clive Hockly
P O BOX 294	P O Box 294	P MO Box 294
4320 UMHLANGA ROCKS	4320 UMHLANGA ROCKS	4350 UMDLOTI
	031 303 1491	031 508 4342

	082 447 1989	082 492 3526
Boat Reg: UBS	brucej@absa.co.za	chockly@illovo.co.za
UMHLALI SBC	James Westoby	Dave Birkett
P O BOX 123	P O Box 1059	P O Box 2344
4390 UMHLALI	4420 BALLITO	4300 Mt Edgecombe
	082 558 6805	082 444 6529
Boat Reg: USC	fleetreat@mweb.co.za	dave@enforce.co.za
UMHLANGA ROCKS SBC	Clive Taylor	John Bryce
P O BOX 115	7 Sembilan Road	Cluster Box 23077
4320 UMHLANGA ROCKS	4051 UMHLANGA	The Gardens
		4109 LA LUCIA
	031 569 1007 (B)	031 572 6180
Boat Reg: URS	083 336 8952	082 872 8736
UMKOMAAS SBC	Kemmy Sewchand	Jonathan Pilling
P O BOX 43	P O Box 952	P O Box 809
4170 UMKOMAAS	4170 UMKOMAAS	3640 KLOOF
	kemmys@telkomsa.net	031 205 2948 (B)
	039 979 6135 (H)	084 510 5152
Boat Reg: W	082 254 3362	jonathan@stserv.co.za
UMZIMKULU DSAC	Cindy Botes	Pierre van Niekerk
P O BOX 2416	P O Box 2416	P O Box 54160
4240 PORT SHEPSTONE	4240 PORT SHEPSTONE	4252 MARBURG
		083 635 9119
Boat Reg: KULU		039-685 5343 (F)
	cindy@bitel.co.za	pierre@gringo.co.za
UTRECHT BOAT CLUB	Johnny Roelofse	Andre Els
P O BOX 179	P O Box 179	P O Box 179
2980 UTRECHT	2980 UTRECHT	2980 UTRECHT
	082 324 6095	082 921 2414
Boat Reg: NUT	ibr@risp.co.za	els.gesin@gmail,com
VRYHEID SBC	Alf (Globes) Ball	M G Tschirpig
P O BOX 1101	P O Box 1101	P O Box 1101
3100 VRYHEID	3100 VRYHEID	3100 VRHEID
	034 983 2645(B)	
	082 882 9974	083 351 4979
Boat Reg: NV	vhd@jae.co.za	gloria@bundunet.co.za
WARNADOONE SBC	Glen Jansen	Gabrielle Rautenbach
P O BOX 247	9 Alexander Road	P O Box 247
4126 WARNER BEACH	4126 WINKLESPRUIT	4126 DOONSIDE
	083 461 6025	gabbyrautenbach@googlemail.com
		072 207 8186
Boat Reg: WSC	ljansen@za.spescom.com	oriela@absamail.co.za
WATER DIVISION ANGLING & BOATING CLUB	Barry Pollecutt	
16 Bearemont Park, 4 Ryan Road	16 Bearemont Park, 4 Ryan Road	
3610 PINETOWN	3610 PINETOWN	
	031-701 9489 (B)	
	031-702 4882 (F)	
Boat Reg: WAD	27795098212@vodamail.co.za	
ZAVORA SKI BOAT CLUB	Nic Botha	Ronwynne Morton
P O BOX 44	P O Box 11289	P O Box 44
4350 UMDLOTI	1457 ALBERTON	4350 UMDLOTI

	083 5708 381	078 3676 323
Boat Reg: ZV	zavoraskiboatclub@mtnloaded.co.za	zavoraskiboatclub@mtnloaded.co.za
	086 547 0546 (F)	
ZINKWAZI SBC		Eileen Kretzschmar
P O BOX 42116	Nigel Simmonds	P O Box 42096
4480 ZINKWAZI	P O Box 2084	4480 ZINKWAZI
	4480 DARNALL	
	032 439 2070	032-485 3472 (H)
	083 386 8368	082 865 1762
Boat Reg: ZK	nigel.simmonds@hulett.co.za	sleektex@icon.co.za

2 **South African Sailing (SAS)**

P.O.Box 519
Paarden Eiland
7420
Tel: 021 671 8669
Fax: 021 674 6343
Email: mail@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 Small Craft Association (SASCA)**

Tel : 021 853 0689

Fax : 021 853 0941

e-mail : info@smallcraft.za.net

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

4. **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
West Coast	Saldanha Bay Office	DTS
West Coast	Port Nolloth Office	DTPN
Inland	Pretoria Office	DTG

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

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

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

George Van Greunen
P.O.Box 1761
Durbanville
7551

Tel: (021) 975 3281
Fax: (021) 975 8552
E-mail : info@saskipper.com

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

7 **Department of Water Affairs (DWA)**

Mr M. Kriel
Hydrological services
Private bag X 313
Pretoria
0001
Emanzini Building
173 Schoeman Street
Pretoria

Tel: 012 336 7946
Fax: 086 652 4282
Email: michael@dwaf.gov.za

ANNEX 10

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 verantwoordelikheidsin 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 REGISTAR 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
STEMPEL

. . . . . AMPTELIKE
Examiner’s signature

ANNEX 11

INTERIM CERTIFICATE OF COMPETENCE/BEKWAAMHEIDSERTIFIKAAT
Certificate No.

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 Siud-Afrikaanse Maritime Veiligheidsowerheid namens die Regering van die Republik 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) : NON SUCH NAME

2. *Identity No: / Identiteitsnommer: 55555 .*

3. *Type and category of vessel (or vessels) involved: / Tipe en kategorie van betrokke vaartuig of vaartuie:*
   LIGHTLY’S CATEGORY “R” HIRE BOAT

4. *Level of Competency and limitations (if any) / Vlak van Bekwaamheid en beperkings (indien enige)*
   OPERATION RESTRICTED TO AREA……
5. *Additional Endorsements (if any) / Byvoegende Endossements (indien enige)*

6. *Examiners details; / Eksamenator se besonderheide*

   Name/Naam ……Contact number / Kontak 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 gesertifeer dat die bogenoemde persoon getoets is en bevind is om te beskik oor die nodige verantwoordelikheidsin en standard van keenis en ondervinding om op te tree as skipper van die vaartuig of vaartuie soos beskryf in hierdie sertifikaat.*

8. ***This certificate is valid for 6 months only. / Hierdie sertifikaat is net vir 6 maande geldig.***

9. *Any inquiries regarding this certificate can be directed to THE REGISTAR OF SEAFARERS, SAMSA, P.O.Box 13186, HATFIELD 0028. Tel; +27 12 342 3049, Fax; +27 12 342 3160*

Date issued:
Datum uitgereik: ……..

OFFICIAL STAMP
AMPTELIKE STEMPEL

…….
For Chief Executive Officer;SAMSA
Namens Hoof Uitvoerendebeampte;SAMVO

ANNEX 12

South African
Maritime Safety Authority

SMALL VESSEL CODE

The national system contains a standardised 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 CERTIFICATEOF COMPETENCY

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

As at 05/11	**Skipper Inland Waters** **Day Skipper Category E** **<9m and ≥9m**	**Day Skipper Category C** **<9m & ≥9m**	**Day Skipper Category B** **<9m & ≥9m**	**Coastal Skipper Category B** **<9 metres, (day and night)**	**Coastal Skipper** **≥9 m (Pleasure)**	**Coastal Skipper** **≥9 metres (Comm.)**	**Skipper Offshore <9 metres**	**Skipper Offshore ≥9 metres (Pleasure)**	**Skipper Offshore ≥9 metres (Comm.)**	**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 1 Module 2 Module 3 Module 4	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 any national certificate - with 100 hours on passenger vessels. Oral examination in accordance with SAMSA practice.
Navarc					Module 1	Module 1	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 3	Module 1 Module 2	Module 1 Module 2 Module 3	Module 1 Module 2 Module 3		
Law	Module 1	Module 1	Module 1	Module 1	Module 1 Module 2	Module 1 Module 2	Module 1	Module 1 Module 2	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	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	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	Module 1 Module 2	Module 1 Module 2		
Manoevering 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	Module 1 Module 2	Module 1 Module 2		

As at 05/11	**Skipper Inland Waters** **Day Skipper Category E** **<9m and ≥9m**	**Day Skipper Category C** **<9m & ≥9m**	**Day Skipper Category B** **<9m & ≥9m**	**Coastal Skipper Category B** **<9 metres, (day and night)**	**Coastal Skipper** **≥9 m (Pleasure)**	**Coastal Skipper** **≥9 metres (Comm.)**	**Skipper Offshore <9 metres**	**Skipper Offshore ≥9 metres (Pleasure)**	**Skipper Offshore ≥9 metres (Comm.)**	**Passenger vessel endorsement unrestricted**	**Passenger vessel endorsement restricted**
Medical on Prescribed Form					X		X	X			
SAMSA Medical						X			X	X	
Eye Test			X	X							X
SAMSA Eye Test						X			X	X	
Proof of sea service	X	X	X	X	X	X	X	X	X	X	X
Liferaft **(1 Day)**					X			X			
Proficiency in Liferaft									X	X	
Elementary First Aid					X		X	X			X
First Aid at Sea						X			X	X	
Fire fighting (1 Day)					X		X	X			X

Fire Fighting (2 Day)						X			X	X	
R/T Certificate					X	X	X	X	X	X	
Dive Skipper											
Surf Qualification											
Night operations											
Sailing Qualification											
Passenger Vessel Endorsement											

*** Note: 1) SAMSA medicals and eyesight tests are required for Commercial Coastal Skipper and Offshore Certificate over 9 metres and passenger vessel (unrestricted) endorsements.**
2) SAMSA oral examinations are required for commercial skipper certificates for any vessels over nine metres.
3) SAMSA oral examinations are required for passenger endorsements 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	**Skipper Inland Waters** **Day Skipper Category E** **<9m and ≥9m**	**Day Skipper Category C <9m and ≥9m**	**Day Skipper Category B <9m and ≥9m**	**Coastal Skipper Category B ≤ 9 metres, (day and night)**	**Coastal Skipper >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 SAMSA deck examiner concerned, and must be signed by the Principal Officer.**

****** 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 Skipper Inland Waters (Restricted) & 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. Manoeuver the boat in the surf	1. Knowledge of: .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 and 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. Manoeuver the boat	2. Knowledge of: .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 from shore.

	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		

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 8. An understanding of GPS systems and errors including the following .1 The principles of the GPS system	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.

	.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			
1. Pre- launch checks appropriate to the certificate of competency required. 2. Dive control 3. Picking up divers 4. Emergency procedures	1. Has a thorough knowledge of checks to be made prior to proceeding on voyage .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 .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 ommencement 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 .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.	By written examination Pass mark 65% Minimum 100 marks.	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. Is able to give a clear and concise explanation of checks and procedures made prior to any dive operation irrespective of depth. 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. Is able to show clear and concise understanding of differing types of emergencies and the methods of dealing with each type.

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			
1. Take immediate action upon encountering an accident or other medical emergency	1) The assessment of needs of casualties and threats to own safety 2) Understanding of immediate measures to be taken in cases of emergency, including the ability to: .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.	Written and practical exam **OR** Level II certificate obtained from the Red Cross or St Johns or holds a valid SAMSA approved Elementary First Aid certificate	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. Risk of harm to self and casualty is minimized at all times.

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.	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:- .1 execute a man overboard drill; .2 react properly to a distress signal; and .3 take charge of life-saving appliances. 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:- .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 3. Able to use the auxiliary steering and know the rigging and use of jury steering arrangements.	Written examination and practical examination.	The type and scale of the emergency is promptly identified. 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.
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	The type and scale of the emergency is promptly identified. 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.

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 is 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			
1. Small vessel construction and stability	1 .1 Able to:A .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. .2 describe by means of a diagram: .1 a bilge pumping system .2 a steering system .2 Understands the: .1 reasons for making the deck and superstructure watertight. .2 purpose of watertight bulkheads and the collision bulkhead. .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. .4 relationship between centre of gravity, centre of buoyancy and metacentric height. .5 the conditions of a : .1 stiff ship .2 tender ship and the dangers associated with them .6 the reasons for having efficient means of drawing water rapidly from the deck and the danger of water trapped on deck .7 reasons for stowing heavy items below and lighter items on top. .8 purpose of, free board and reserve buoyancy. .9 meaning of the terms displacement, deadweight and gross tonnage.	By written examination	The safe operating limits of the ship are not exceeded in normal operations. The ship is always properly stowed ensuring that she is always safe. Able to deliver clear and understandable reports using ship construction terminology. The vessel is always securely battened down before proceeding to sea and prepared for severe weather conditions. Bilge pumping systems are properly operated.

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 : .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 : .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			
1 Understand the working and operation of on board equipment and machinery and boat propulsion systems	1 Understands the causes, faults, diagnosis and dangers associated with the following for inboard diesel engines and common ancillary installations .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 1. Basic Electrical knowledge of: .1 Starting systems .2 Charging systems .3 Batteries .4 Common circuits used on small vessels, fault finding and common damages which occur 2. Basic knowledge of additional equipment such as: .1 Different common pumps and associated problems .2 Seawater and freshwater systems (Toilet) .3 Steering systems .4 Different propulsion systems .5 Fixed fire installations	Written examination.	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.

SEAMANSHIP

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

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING & PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
MODULE 2			
6. Name the principal parts of a boat 7. Different types of ropes and care and use thereof and when to condemn a rope	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	Is able to identify the various principle parts of a boat and has a knowledge of common nautical terms Is able to give clear and concise explanations of types of rope, care thereof and when to condemn.

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 16 (Read with Regulation 2) of the South African Merchant Shipping (Small Vessel Safety) Regulations, 2007.

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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……
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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:

Regional Manager's comments :

……
……
……
……..

OR

I AGREE WITH THE ABOVE RECOMMENDATION AND RECOMMEND ACCREDITATION

Regional Manager: 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 (National Small Vessel Safety) Regulations 2007, regulation 16, 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:
……
……
……
……
……
……

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:

Regional Manager's Comments:

……
……
……
……..

OR

I AGREE WITH THE ABOVE RECOMMENDATION AND RECOMMEND APPOINTMENT

Regional Manager: Date:

ANNEX 15

OFFENCES IN TERMS OF THE MERCHANT SHIPPING ACT 51 of 1957

The following examples are a compilation of the most common contraventions and offences related to boating and do not replace the actual Act or Regulations which should still be consulted, especially where court action is intended.

Enforcement is never a popular activity and SAMSA would advise regulating bodies to train their enforcement officers on boating in general so that they are seen to exercise their powers in a fair and informed manner. SAMSA would be glad to assist with such training where invited to do so.

1. OFFENCES IN TERMS OF THE MERCHANT SHIPPING ACT 51 of 1957

	MERCHANT SHIPPING ACT AMENDED AS IT APPLIES ON INLAND WATERS	**Prescribed maximum fine**	**Agreed amount by Magistrate**
Section 9(2)	Every person – (a) Shall upon demand assist to the best of his ability any officer or other person or court in the exercise of any of the powers conferred by subsection (1); (b) Summoned under paragraph (iii) of subsection (1) whose reasonable expenses have been paid or offered to his shall attend at the time and place specified, and remain in attendance until excused by the officer or other person or court from further attendance; (c) Shall take under oath administered to him by any officer or other person or court under paragraph (iv) of subsection (1); (d) Shall answer fully and satisfactorily, to the best of his ability, all questions lawfully put to him by any officer or other person or court under paragraph (i) or (iv) of subsection (1), and, upon being required to do so, produce any book, document or thing in his possession or under his control: Provided that in connection with interrogation of any such person by, or the production of any such book, document or thing to any such officer or other person or court, the law relating to privilege, as applicable to a witness summoned to give evidence or produce any book, document or thing before a court of law shall apply; and (e) Upon being required to do so, shall subscribe to declaration of the truth of any statement made by him;	R10000-00, or imprisonment for a period not exceeding six months	
Section9(3)	Any person who, after being sworn by an officer or other person or court in the exercise of the said powers, gives a false answer to any question put to him, or make a false statement on any matter, knowing that answer or statement to be false, shall be deemed to be guilty of perjury.	R40000-00, or imprisonment for a period not exceeding 2 years	

Section 10(1)	Every person who at the coming into operation of this section is building, or after such coming into operation intends to build, a vessel which when completed will be registered or licensed in the Republic, shall within sixty days of such coming into operation or before beginning to build the vessel, as the case may be, furnish to the proper officer at the port where the vessel will be registered or licensed or to the Authority such written particulars of the vessel as may be prescribed.	R5000.00 or imprisonment for a period not exceeding three months	
Section 68(1)	The owner or the master of a vessel which is not registered in the Republic or elsewhere and which operates on declared inland waters, shall be in possession of a licence issued to him in terms of this Act by a proper officer. *[NOTE: This section refers to the requirement for vessels not used solely for sport or recreation to be licensed by SAMSA]*	R10000-00, or imprisonment for a period not exceeding six months	
Section 72	No person shall use a vessel which in terms of section 68 is required to be licensed, for any purpose whatsoever, unless the owner or master of the vessel holds a valid and current licence issued in respect thereof.	R10000-00, or imprisonment for a period not exceeding six months	
Section72A	(1) No vessel of less than three meters in length shall go to sea from any port in or from anywhere else on the coast of the Republic.	R5000-00, or imprisonment for a period not exceeding three months	
Section 73(1)	Subject to the provisions of this section, the owner and the master of every ship operating on declared waters shall ensure that there is employed on board that ship, in their appropriate capacities, the number of officers and other persons, duly certificated as prescribed by regulation, or deemed to be so certificated.	R20000-00 or imprisonment for a period not exceeding one year.	
Section 73 (6)	No person shall for the purpose of subsection (1) employ a master, ship's officer or rating as such without first ascertaining that he is duly certificated, or deemed to be so certificated, in terms of this Act.	R5000-00, or imprisonment for a period not exceeding three months	

Section 83(1)	(1) A master or a ship's officer who holds a valid certificate of competency or service granted to him by a competent authority in another country shall not be engaged as such on a ship operating on declared waters, except as authorised under subsection (2) or by regulations; and while any such authorization remains in force, and if the conditions under which it was granted are complied with, the person so engaged shall be deemed to be duly certificated under this Act in respect of such ship, provided his certificate is of a grade appropriate to his station in such ship, or of a higher grade. (2) If the Authority is satisfied that a certificate referred to in subsection (1) is of corresponding value to any certificate of competency or service granted under this Act, it may, with or without conditions, permit the engagement on a ship operating on declared inland waters of a person who is the holder of such a certificate, and who possesses a knowledge of an official language of the Republic sufficient to enable him to communicate effectively in the performance of his duties.	R5000-00, or imprisonment for a period not exceeding three months	
Section 201	Carrying persons in excess- No master or owner of any vessel registered or licensed in the Republic shall anywhere, and no master of any vessel not registered or licensed in the Republic shall in the Republic or the territorial waters thereof, permit persons to be on board or on or in any part of the vessel in excess of the number permitted by the vessel's local safety certificate, unless the Authority has given permission for the purpose of enabling persons to be moved from any place in consequence of a threat to their lives, authorize more persons to be carried on board a ship than are permitted by the said certificate or memorandum; and the carriage of persons in accordance with such authority shall not constitute a contravention of the provisions of this section.	R5000-00 or imprisonment for a period not exceeding three months and, in addition, for every passenger in excess of the number permitted a fine of double the highest fare payable by any passenger on board.	
Section203 (9)	No person, including the owner or master of the ship referred to in subsection (8), shall cause or permit that ship to operate on declared inland waters, unless there is on board and in respect of that ship a local general safety certificate.	R10000-00, or imprisonment for a period not exceeding six months	
Section 221(1)	The owner and the master of every ship operating on declared inland waters shall ensure that, in addition to the ship's officers and other persons which in terms of section 73 must be employed on board that ship, there are employed as crew the number and description of persons prescribed.	R20000-00, or imprisonment for a period not exceeding one year.	

Section 228 (1)	The master of every ship shall ensure that the compasses on board that ship are properly adjusted from time to time, in accordance with regulations.	R10000-00, or imprisonment for a period not exceeding six months	
Section 232 (1)	(1) The master of a vessel operating on declared inland waters shall not use or display or cause or permit any person under his authority to use or display; (a) Any signal which by regulation is declared to be a signal of distress, except in the circumstances and for the purpose prescribed; (2) Any person convicted of contravening subsection (1) shall be liable, in addition to any penalty imposed under section *three hundred and thirteen*, to pay compensation for any labour undertaken, risk incurred or loss sustained in consequence of the signal used or displayed having been taken to be a signal of distress. *[Note: This section refers to the illegal use of flares and such items]*	R10000-00, or imprisonment for a period not exceeding six months	
Section 240	No person, including the owner or master, shall cause or permit a vessel to be operated on inland waters in an unseaworthy state.	For vessels less than 25GT R10000-00, or imprisonment for a period not exceeding six months. For vessels of 25GT and over but less than 100GT, R20000-00, or imprisonment for a period not exceeding one year.	

Section259(1)(c)	Report to proper officer of accidents to and on board ships (1) The owner or master of any ship- (c)on which any casualty resulting in loss of life or serious injury to any person or an accident has occurred, shall within 24 hours after the event occurred, report the event to the nearest proper officer in the form prescribed, stating the nature of the event and of the probable cause thereof, the name of the ship, her official number, the port to which she belongs, the place where the event occurred and the place where the ship then is, and giving all other available relevant information: Provided that any event resulting in loss of life or serious injury shall forthwith be so reported by the fastest means of communication available.	R60000-00 or imprisonment for a period not exceeding three years.	
Section 314	Bribery – No person shall, in respect of a matter relating to this Act- (a) Not being authorised so to do, give or promise to give, directly or indirectly, any reward to an officer or a person who is employed by the Government, or upon whom any duty is imposed or to whom any function is entrusted by or under this Act, in respect of the performance or non-performance, by any such officer or person, of his employment, duty or function; or (b) Agree with or propose to any such officer or person to do, or permit anything in contravention or permit anything in contravention or evasion of this Act, or (c) Being an officer or a person referred to in paragraph (a)- (i) Demand or receive except from or through the Government or in accordance with the provisions of this Act, any reward in respect of the performance or non-performance of his employment, duty or function; or (ii) By any wilful act, neglect or default do or permit or agree to do or permit anything in contravention or evasion of this Act.	R40000-00, or imprisonment for a period not exceeding 2 years	

Section315	Forgery and other fraudulent acts – No person shall – (a) Forge any document issued under this Act; or (b) Make any false representation for the purpose of procuring the issue of any document under this Act, or for the purpose of indusing any person to do any act which by this Act he is authorised to do; or (c) Produce or otherwise put off any forged document purporting to be a document issued under this Act, which he knows to be forged; or (d) Knowingly produce or otherwise use any document issued under this Act which has been cancelled or suspended or which has expired or to which he is not entitled; or (e) Make in any document, produced or delivered to any person authorised to receive it under this Act, any statement which he knows is untrue in any particular; or (f) Produce or deliver any document which contains any statement which he knows is untrue in any particular to any person authorised to receive it under this Act; or (g) Lend to any person who he knows it not entitled thereto a document issued under this Act or allow any such document to be used by any such person.	R40000-00, or imprisonment for a period not exceeding 2 years	
Section316	No person shall- (a)damage, destroy, conceal or dispose of any vessel or goods to prevent the detention, forfeiture or seizure thereof under this Act; or (b)rescue, damage or destroy any vessel or goods detained, forfeited or seized under this Act, or (e)being the master of the vessel proceeding to sea, wrongfully take to sea any officer authorised to detain the vessel or any surveyor or other officer when on board the vessel in the execution of his duty; or (f)insult, resist, hinder or mislead any person or court upon whom any duty is imposed or any power is conferred or to whom any function is entrusted by or under this Act, in the discharge of that duty or the exercise of that power or the performance of that function, refuse or fail to give all reasonable assistance, when called upon to do so, to any such person or court in such discharge, exercise or performance, when called upon to do so, to any such person or court in such discharge, exercise or performance, or hinder or prevent any other person from assisting any such person or court in such discharge, exercise or performance; or (g)hinder or prevent any witness from attending in obedience to any summons issued under this Act, or (h) hinder or prevent the service of any document under this Act.	R20000-00 or imprisonment for a period not exceeding one year.	
Section316(c)	Obstructing administration of Act – No person shall- (c)Being the owner or master of a vessel which has been detained under this Act, or any other person under the control of either of them, cause or permit the vessel to proceed to sea [operate] without the permission of the proper officer	R40000-00, or imprisonment for a period not exceeding 2 years	

Section316(d)	Obstructing administration of Act No person shall- (a) Knowingly receive or have in his possession any vessel or goods forfeited under this Act	Fine, of treble the value of the ship or goods received or had in possession, or R12 000-00, whichever is the greater, or imprisonment for a period not exceeding three years.	
Section320	Obstruction of navigation of ship – No person shall without reasonable excuse do anything to obstruct or injure any of the equipment of any ship wherever registered, or obstruct, impede or molest any of the crew in the navigation and management of the ship or otherwise in the execution of their duties about the ship.	R20000-00, or imprisonment for a period not exceeding one year.	

2. OFFENCES IN TERMS OF THE MERCHANT SHIPPING (LICENSING OF VESSELS) REGULATIONS 2002

	LICENSING OF VESSEL REGULATIONS 2002	(Prescribed maximum fine for all is 3 months or R5000) **Suggested AG fine**	**Agreed amount by Magistrate**
REG 6	Failure of the owner of a licensed vessel to ensure that the official number (marking) assigned to the vessel is inscribed and continued as directed by the proper officer.	R1000-00	
REG 7(1)	Failure of the new owner to report the change of ownership to the nearest proper officer within 21 days and forward the local safety certificate for endorsement.	R1000-00	
REG 8(1)	Failure of the owner to report any changes in the name, designation or operation of the vessel to which that licence applies	R1000-00	

REG 9(1)	Failure of the owner of a licensed vessel to inform the Authority when a vessel: ~ Is permanently transferred from one place to another; ~ Ceases to be a licenced vessel in terms of section 68 of the MSA; Within 21 days	R1000-00	

3. OFFENCES IN TERMS OF THE MERCHANT SHIPPING (SMALL VESSEL SAFETY) REGULATIONS 2007

	Regulation 6 – Design & Construction of vessels	**(Prescribed maximum fine for all is 1 year or R20000)** **Suggested AG fine**	**Agreed amount by Magistrate**
Reg 6 (3)	It is an offence to sell a vessel that does not comply with the construction requirements of these regulations except where accompanied by a letter or certificate detailing the extent to which the vessel does not or cannot comply. *NOTE : A seller must produce a proper buoyancy certificate, however, a seller may sell a non-compliant vessel if they make a full declaration of the non-compliance at the time of sale.*	**R2000-00**	
	Regulation 7 – Safety Appliances and Equipment		
REG 7 (1) (a)	Failure to provide and maintain safety appliances and equipment on board a vessel in accordance with the requirements of Annexure 2.	R200-00 PER ITEM	
REG 7 (1) (b)	Failure to comply with other requirements of Annexure 2 in relation to the vessel.(Maintenance requirements of liferafts, fire extinguishers, EPIRB, marking of equipment and trailer)	R200-00	
REG 7 (2) (c)	Operating a commercial vessel of less than 7 meters in length within 1 nautical mile from shore while failure to wear an approved buoyancy aid or life jacket of the kind required by these regulations.	R500-00	
REG 7 (2) (d)	Failure of the skipper of any vessel to ensure that every child under 12 years of age on deck at all times wears an approved buoyancy aid or lifejacket of the kind required by these regulations whilst the vessel is underway. (i.e. Not at anchor or made fast to the shore or aground)	R500-00	
REG 7 (2) (f)	Failure to wear an approved buoyancy aid or life jacket of the kind required by these regulations whenever the vessel is launched, or operated in the surf, or otherwise operates in rough sea or water conditions.	R500-00	

REG 7 (5)	Failure of the skipper or any person operating any power driven vessel of more than 15 horse power and of 9 meters or less in length to attach an operational kill switch to the operator. Sub Regulation (5) does not apply to vessels operating through a surf zone.	R500-00	
	Regulation 8 – Safety of Navigation	**Suggested fine**	**Agreed amount by Magistrate**
REG 8 (1) (a)	Failure of the skipper to operate the vessel in accordance with the Collision Regulations. (i.e. the "Rule of the Road") MERCHANT SHIPPING (COLLISION AND DISTRESS SIGNALS) REGULATIONS, 2005	R2000-00	
REG 8 (1) (b)	Failure of the skipper to operate the vessel in accordance with the conditions and limitations specified in the Local Safety Certificate or Certificate of Fitness issued in respect of the vessel	R2000-00	
REG 8 (1) (c)	Failure of the skipper of a vessel to operate in accordance with the conditions and limitations specified in the skippers certificate of competence	R2000-00	
REG 8 (1) (d)	Failure of the skipper to adhere to the instructions and specifications of the manufacturer of the vessel	R1000-00	
REG 8 (1) (e)	Failure of the skipper to operate in accordance with the law in force in the area in which the vessel is being operated	R2000-00	
REG 8 (1) (g)	Failure of the skipper operating in sheltered waters to operate the vessel accordance with the rules (if any) issued by a regulating authority and governing vessel operations in those waters. (Tidal Lagoons or tidal rivers, inside ports and on inland waters)	R2000-00	
REG 8 (2)	Any person operating a vessel in a careless manner, without reasonable consideration for other persons or without due care and attention, taking into account: (a) Weather conditions; (b) Visibility; (c) The presence of persons or vessels in the body of water including the concentrations of persons and vessels in the immediate vicinity of the vessel; (d) The speed and manoeuvrability of the vessel with special reference to stopping distance and turning capability in the prevailing conditions; (e) Light conditions including the presence of back ground light from shore lights or from backscatter of the vessel's own lights; (f) Water conditions, currents and the proximity of navigational hazards; (g) Any other hazards that could adversely affect the safety of persons or property	R1000-00	

REG 8 (3)	Failure of the skipper of any power driven vessel to carry a sufficient quantity of fuel for its intended voyage together with as reserve of not less than 25 percent of that quantity	R1000-00	
REG 8 (4)	Any person operating a vessel under 3 meters at sea, outside of an area designated for that use by a regulating authority or more than 1000 meters offshore	R1000-00	
	Regulation 10 – Operational Limits		
REG 10 (1)	Any person operating a vessel beyond the maximum distance from shore as prescribed in the local general safety certificate or certificate of fitness issued in respect of the vessel, subject to sub regulation (2)	R2000-00	
REG 10 (2)	Any person operating a passenger vessel more than 5 nautical miles from shore and 15 nautical miles from a safe haven in the Republic.	R4000-00	
	Regulation 11 – Carrying persons in excess		
REG 11(1)	Except in an emergency, either the owner or skipper has operated a vessel while the number of passengers, including crew members, exceeded the number determined by the certifying authority and specified in the Local Safety Certificate or Certificate of Fitness issued in respect of the vessel.	R500-00 per person	
	Regulation 14 – Crewing: Responsibilities of owner		
REG 14 (1)	Failure of the owner of a vessel to ensure that the vessel is operated by or under the constant guidance of a skipper who is physically able and of sound mental health and who, in the case of (a) A small commercial vessel, or (b) A Pleasure vessel that is either a sailing vessel of 9 m or more in overall length or a power driven vessel with propulsion power exceeding 15 horse power; holds a valid certificate of competence issued by a certifying authority	R2000-00	

	Regulation 15 – Crewing: Special endorsements for passenger vessels and dive vessels		
REG 15 (1)	Operating a Commercial Small Vessel that is a passenger vessel without an appropriate endorsement on his / her certificate of competence	R2000-00	
REG 15 (2)	Operating a Commercial Small vessel that is a dive support vessel or dive charter vessel without an appropriate endorsement on his / her certificate of competence.	R1000-00	
	Regulation 17 – Crewing: Physical and mental fitness		
17 (1)	Any person operating a vessel where they are not physically able to do so and not of sound mental health	R1000-00	
!7 (2)	Any person operating a vessel or any of the vessel's equipment or machinery while under the influence of intoxicating liquor or a drug having narcotic effect to such an extent that his/her capacity to fulfil his/her responsibilities are impaired.	R2000-00	
REG 17(3)	(a) Any person operating a vessel or any of a vessel's equipment or machinery while the concentration of intoxicating liquor in any specimen of blood taken from any part of his or her body is 0,05Grams or more per 100 millilitres; or (b) While the concentration of intoxicating liquor in any specimen of breath exhaled by such person is 0,24 milligrams or more per 1000 milliliters	No AG	
REG 17(5)	Any person refusing to give a specimen of blood or a specimen of breath.	R2000-00	
	Regulation 18 – Crewing: Age limitations		
REG 18 (1)	Any person operating a commercial small vessel while under the age of 18 years	R1000-00	

REG 18 (2)	Any person under the age of 16 operating a power driven pleasure vessel having a propulsion power exceeding 15 horse power unless: (a) Under the guidance and constant supervision of a person who is the holder of a valid certificate of competence; (b) In the case of a single handed vessel that person does so under the guidance and supervision of an Authorised Agency or a person referred to in (a); or (c) That person is certified by an Authorised Agency to be a competent person engaged in training for competitive sport.	R1000-00	
	Regulation 19 – Crewing: Unauthorised liquor or illicit drugs		
REG 19(2)	Note that this regulation applies only to commercial vessels! (a) Any person taking unauthorised liquor or drugs on board a vessel; (b) Any person on board a vessel in possession of unauthorised liquor or drugs; (c) Any person allowing another person to take on board or have in his/her possession on board a vessel unauthorised liquor or drugs; (d) Any person intentionally obstructing another person in the exercise of powers conferred on that person by sub-regulation (3) (i.e. Enforcement Officers)	R2000-00	
	Regulation 21 – Special provisions for unregistered pleasure vessels: Recording and Marking of vessels		
REG 21(1)	Owner and/or skipper of a pleasure vessel has caused the vessel to be operated without a valid 'approved marking'	R1000-00	
21(4)	Failure of the 'owner' of the vessel to display the approved marking as directed	R500-00	
21(5)	Failure of the owner to notify the Authority or relevant agency of any change of ownership or change in particulars of the owner within 14 days after the change occurs	R500-00	
21(6)	Failure of the owner to notify the Authority or relevant agency that the vessel has been permanently withdrawn from service, or stolen, or has been abandoned lost or destroyed, within 14 days after the change occurs	R500-00	
21(8)	Failure to remove the approved marking from a vessel after receiving instructions to that effect from the Authority or the relevant agency.	R500-00	

	Regulation 22 – Special provisions for unregistered pleasure vessels: Vessel not to be used without Certificate of Fitness		
REG 22 (1)	Owner and/or skipper operating a vessel anywhere in the republic without a valid Certificate of Fitness on board in respect of that vessel	R2000-00	
	Regulation 27 – Special provisions for unregistered pleasure vessels: Surrender of expired or cancelled Certificate of Fitness		
REG 27(1)	Failure to surrender upon demand to the Authority or Agency any Certificate of Fitness which has been cancelled or expired.	R1000-00	
	Regulation 28 – Special provisions for unregistered pleasure vessels: Custody and production of Certificate of Fitness		
REG 28	Failure to ensure that the original certificate of fitness issued in respect of a vessel, or a certified copy thereof, is kept available on board the vessel for inspection at all reasonable times	R500-00	
	Regulation 29 – Special provisions for unregistered pleasure vessels: Maintenance of condition after inspection		
REG 29	Failure of the owner and skipper to maintain the condition of the vessel and it's equipment structure, appliances, arrangements and materials so as to comply with the regulations	R1000-00	
	Regulation 36 – Additional special provisions: Supplementary requirements for water-skiing		
REG 36(2)	No person may water-ski: (a)In waters other than those indicated by the regulating authority; (b)Between the hours of dusk and dawn; (c) Under the influence of liquor or drugs	R1000-00	

REG 36(3)	Water skiers: (a) Must wear a suitable flotation aid as prescribed in Annex 1; (b) Must have knowledge of standard hand signals a prescribed by Marine Notice; (c) May not purposefully let go of the rope in a congested area; (d) Must conduct themselves in such a way as not to create a nuisance or danger to other water users	R500-00	
REG 36(4)	Owner or skipper using a steel or other metallic rope or wire to tow a water skier	R500-00	
REG 36(5)	Failure of the skipper of the towing vessel to ensure that there is a competent person in the vessel to observe the water skier.	R500-00	
REG 36 (6)	Failure of the skipper of the towing vessel to carry a 500 millimetre square red flag in the vessel and cause it not to be clearly exhibited when the vessel is engaged in picking up a water-skier or dragging a tow rope	R500-00	
REG 36(7)	Failure of the skipper after have dropped the tow to either move to the nearest safe place, stop and pull in the tow, or reduce speed and immediately return to pick up the water-skier.	R500-00	
REG 36 (8)	The skipper of a vessel may not follow closer than 100 meters in the wake of another vessel towing a person, water skier or a tow-able aquatic or airborne device	R500-00	
	Regulation 37 – Additional special provisions for personal watercraft, power driven vessels not exceeding 15HP, sailing vessels of less than 7 metres in overall length, and rowing or paddling vessels		
REG 37(1)	Failure to enter sheltered waters from those areas or places permitted by the regulating authority; or Failing to operate as directed in any areas under the jurisdiction of a regulating authority	R1000-00	
REG 37 (2)	Personal watercraft or jet-skis under 3 metres failing to operate in demarcated areas specifically set aside by the regulating authority or having proceeded more than 1000m offshore (in the sea).	R1000-00	
REG 37 (3)	Failure of power driven vessels not exceeding 15HP, sailing dinghies and non-power driven vessels of less than 7m in overall length to have sufficient buoyancy to keep the vessel afloat when completely swamped; ot Failure to carry the safety equipment provided for. (Mainly a Life jacket, especially on inland waters)	R1000-00	

ANNEX 16

SEATIME LOG SHEET

NAME OF CANDIDATE: _____ ID. NO: _____

DATE	VESSEL NAME	CATEGORY	<9M OR >9M	AREA	DAY/ NIGHT	DEPARTURE TIME	ARRIVAL TIME	DURATION	SKIPPER'S NAME	CERT. NO.	SKIPPER'S SIGNATURE

ANNEX 17

DOCTOR'S CERTIFICATE

Candidates applying for a National Small Vessel Certificate of Competence for vessels of less **than 9m** in length may have this form completed by any doctor who is a member of the South African Medical Association.

Particulars of Candidate:

Surname:	First Names:
ID Number: (Positive ID to be produced)	
Address:	

1. Eyesight Tests

The eyesight test shall comprise a letter test and the "Ishihara" card test for colour-blindness as follows:

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.

PASS	FAIL	COMMENT

The "Ishihara" card test

Is the test that is specified in the booklet entitled; "*The Series of Plates designed as Tests for Colour-Blindness by Doctor Shinobu Ishihara"*. [Plates 1, 11, 15, 22, AND 23]

NOTE: An examination candidate who is colour blind shall be limited to Day Skipper Certification. No aids to vision to correct colour-blindness deficiencies are permitted.

PASS	FAIL	COMMENT

Initial of Doctor

2. Medical Certificates

In terms of Regulation 17 of the National Small Vessel Safety Regulations, no person may operate a vessel if he or she is not physically able to do so and not of sound mental health.

I, the undersigned medical practitioner, have positively identified and examined the candidate and find as follows;

		Initials of doctor
1.	The candidate has no condition or disability which may affect his or her ability to operate a small vessel;	
2.	The candidate may only operate a small vessel during daylight hours or on short excursions only;	
3.	Any other limitation or comment:	

Particulars of Medical Practitioner

Signature of Doctor: Name (Printed): Contact telephone Numbers:(w)	Date of Examination: (Certificate valid for one year) Address of Practice: