



Are you aware of what the Small Vessel Safety Regulations require of you?

The *Merchant Shipping (National Small Vessel Safety) Regulations, 2007*, place the onus on the owner and in some cases the master as well, to ENSURE that the vessel and the crew comply with the requirements of the regulations at all times.

The SAMS surveyors do NOT replace the owners and crew in matters of safety and their main function is to ensure that the owner, master and crew are in fact making reasonable efforts to apply regulations and maintain safety standards.

To assist the vessel's owner, owner's representative or skipper to manage safety aboard, the following checklist (and guideline) has been compiled for your attention. **To be checked and completed prior the safety survey by the Owner or Skipper and any deficiencies noted to be rectified prior the safety survey.**

[Please note that this document only covers the main issues, copies of the regulations and the amendments are published in both English and Afrikaans and may be purchased in Gazette form from the Government Printer, however, electronic copies (i.e. English text and already corrected with the latest amendments - in 'PDF' format) of the regulations may be obtained free of charge from your local SAMS office via email.]

DEFINITIONS

Category R: [Category R: Vessels operating solely on inland waters]

Pleasure vessel: means a vessel that is used solely for sport or recreation

Commercial small vessel: means a small vessel that is not a pleasure vessel

(See separate checklist for Passenger Vessels)

IMPORTANT NOTICE - SAFE ACCESS

OWNERS AND SKIPPERS ARE ADVISED THAT SAMS REGARDS THE NON-PROVISION OF SAFE ACCESS TO VESSELS IN A SERIOUS LIGHT. SAFE ACCESS IS A REQUIREMENT FOR ALL PERSONS REQUIRING ACCESS TO VESSELS (NOT JUST SURVEYORS).

WHERE UNSAFE ACCESSES ARE NOTED, SAMSA SURVEYORS ARE INSTRUCTED TO ISSUE A “PROHIBITION ORDER”, REQUIRING THAT ALL WORK ON BOARD IS HALTED UNTIL ACCESS IS PROVIDED TO THE SATISFACTION OF THE SURVEYOR.

SAFETY APPLIANCES AND EQUIPMENT

Item	Description	Remarks
1	SAMSA Approved <u>Life-jacket</u> (To comply with SABS 146/1979)	Not required, a SAMSA approved <u>buoyancy aid</u> may be carried, which is more comfortable and able to be worn whilst working. <u>Recreational vessels</u> already supplied with approved lifejackets may keep and continue to use their lifejackets in lieu of the buoyancy aids; however, <u>commercial vessels</u> MUST make buoyancy aids available to the crewmembers as detailed below.
2	SAMSA Approved <u>Buoyancy aid</u> (To comply with SABS 1417/1987)	<u>Commercial Vessels:</u> One SAMSA approved buoyancy aid of appropriate size per <u>crew member</u> working as described in the note below: Note: It is mandatory for skippers to ENSURE that crew members aboard commercial vessels (regardless of the type of commercial operation i.e. fishing, commercial diving, mining, charter, police patrols, passenger vessels... etc. etc.) wear this buoyancy aid in the following situations: <ul style="list-style-type: none"> - When performing any <u>work</u> on deck at <u>night</u>; - When carrying out any other <u>work</u> where there is a <u>risk of being lost overboard</u>; - By <u>every crew member</u> when <u>operating</u> within 1 nautical mile of the shore; - By <u>every child</u> under 12 (twelve) years of age on deck whilst the vessel is operational; - When operating in rough <u>sea or water</u> conditions. <p>When launching or returning through the surf, either a lifejacket or an approved buoyancy aid MUST be worn by every person aboard.</p> <p><u>Non-commercial vessels:</u> Not mandatory to be supplied with buoyancy aids <u>additional</u> to the life jacket. However SAMSA advises recreational vessels to consider the wisdom of wearing a comfortable buoyancy aid at all times whilst at sea.</p> <p>Note: It is however mandatory for either a life jacket <u>or</u> buoyancy aid to be worn when the vessel is launched or operated in the surf and at such times as the skipper may direct. A water-skier must wear a suitable buoyancy aid.</p>
2	SAMSA approved <u>projectile flare</u> set	Not required, but may carry an alternative means of communication.
4	One (1) waterproof torch, spare batteries and a spare bulb	<u>ONLY</u> required on vessels operating at night - Spare batteries and bulb to be kept in a watertight container.
5	Hand-held spotlight with own 12 V battery	<u>ONLY</u> required on dive boats operating at night.
6	Code Flag “A” (rigid)	<u>ONLY</u> required on dive boats

7	Marine VHF or 29MHz radio to be fitted as appropriate to area of operation	Not required. An alternative means to be used.
8	Depth sounding device or hand lead line	<u>ONLY</u> required on dive boats
9	Suitable approved fire extinguishers Serviced annually by an approved DOTFAS servicing agent. (This requirement is NOT negotiable on vessels inspected by SAMSA surveyors!)	One <u>per engine</u> , and, in decked vessels of 9 (nine) metres or more in length, one (1) in each compartment formed by a complete transverse bulkhead (e.g. galley, sleeping accommodation and wheelhouse).
10	Power-driven or hand-operated fire-pump with hose	<u>Only</u> on decked vessels with inboard engines of 9 (nine) metres or more in length. The hose must be capable of reaching all parts of the vessel and delivering a jet of at least 3m through an adjustable jet or spray nozzle of at least 5 (five) mm in diameter.
11	Two (2) oars or paddles	<u>ONLY</u> on vessels fitted with a single outboard engine.
12	Grab-line fitted to outside of gunwale	<u>ONLY</u> on dive boats, except where fitted with a boarding ladder extending into the water.
13	Capsize rope for use when vessel is inverted in the water	Required only on, inflatable vessels and ski-boats of less than 9 (nine) metres in length.
14	Full set of sails, including storm sails	<u>ONLY</u> required on sailing vessels
15	Proper <u>patent</u> anchor and chain, with a suitable length of rope for the area of operation	<i>Length of chain:</i> Vessels of 6 (six) metres and more - at least 5 (five) metres Vessels under 6 (six) metres - at least 3 metres <i>Length of Rope:</i> At least 50 (fifty) metres
16	Drinking water	Not required, but recommended where practicable.
17	First-aid kit	Only on power driven vessels with engine power more then 15 HP. To be suitable for the vessel's size, compliment and intended operation, to the satisfaction of the surveyor or safety officer. To include an elementary first-aid manual such as the publication entitled <i>First on the Scene</i> , published by <i>St Johns Ambulance</i> .
18	Suitable air bellows and repair kit	<u>ONLY</u> required on inflatable vessels
19	SAMSA Approved self inflating life-raft capable of carrying all persons aboard	<u>ONLY</u> if vessel is not fitted with adequate buoyancy [and not one of the exceptions (<i>see 'construction requirements below'</i>)] Stowed on deck or in a readily accessible position. Equipped as per the relevant Marine Notice. On commercial vessels the raft must be serviced annually by an approved life-raft servicing agent. On recreational vessels the raft must be serviced according to the manufacturers' instructions.
20	Spares	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
21	Tools	Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment aboard.
22	Exhaust pipes and silencers	To be water cooled or lagged.

23	Marking of equipment	All life-jackets, buoyancy aids, life-buoys, Dan-buoys, flares, oars, paddles and life-rafts are to be permanently marked with the vessel's name or "approved marking".
24	Marking of trailer	Marked in a conspicuous position, with the vessel's name, or approved marking and with the owner's name and telephone number.
25	Navigation lights	Fitted in accordance with the International Collision regulations
26	Emergency steering	Fitted except where steered by means of a tiller. May be portable but must be accessible for rapid attachment (<i>to be demonstrated</i>)
27	Kill switch	To be fitted on power driven vessels of more than 15HP outboard engines.
28	Tow line	Minimum length of 10 (ten) metres. Only on power driven vessels under 15 HP, sailing dinghies and non-power driven vessels of less than 7 (seven) metres in length. Not required for sailboards.
29	Bailing device	Only on power driven vessels under 15 HP, sailing dinghies and non-power driven vessels of less than 7 (seven) metres in length, which are not self draining.
30	500 mm square red flag	For water-skiing purposes – to be exhibited where it can best be seen when picking up a water-skier or when dragging a tow.

REQUIREMENTS 31 - 35 APPLY TO POWER DRIVEN VESSELS OF LESS THAN 15 HP AND NON-POWER VESSEL OF LESS THAN 7m IN LENGTH

31	SAMSA Approved <u>Buoyancy aid</u> (To comply with SABS 1417/1987)	One buoyancy aid of appropriate size to be provided for each person on board
32	Unexpired approved projectile flare set	Minimum of six flares. Not required on category R vessels which may carry alternative means of communication
33	Suitable tow line	Minimum of 10 metres in length. Not required on sailboards
34	Bailing device	Only on vessels, which are not self draining.
35	Capsize or righting line	Only for multi-hulls

GENERAL SAFETY REQUIREMENTS

<p>PLANS (Regulation 4);</p> <p>Plans are required by SAMSA before the building of any commercial vessel is commenced, or when any alterations are made to an existing commercial vessel.</p>	<p>Vessels ≤ 9 metres are not required to produce plans, but photographs and a buoyancy certificate are required in lieu of detailed plans.</p> <p>Vessels > 9m but ≤ 12m require in addition; a general arrangement drawing and the ship's particulars.</p> <p>Vessels >12m < 25GT require in addition; construction-and-lines plans, shaft & rudder drawing and the bilge-and-sea water system schematics.</p> <p>Drawings scale to be 1:25</p>
<p>DOCKING/SLIPPING (Regulation 5);</p> <p>Required on vessels where the external areas <u>are not otherwise accessible</u>, every twelve months.</p>	<p>Exemptions may be applied for, in accordance with Marine Notice No. 6 of 2002</p>

SEA COCKS (Valves) (Regulation 5)	Sea suction and discharge valves inspected every two years at the discretion of the Authority.
PROPELLOR SHAFTS (Regulation 5);	Withdrawn at intervals not exceeding four (4) years at the discretion of the Authority.
Every vessel design must provide sufficient reserve of positive stability (Regulation 6)	Vessels to have a buoyancy certificate.
Regulation 6 states that on decked vessels, no point of possible ingress of water may be less than 200 mm above the surface of the water.	Except for scuppers
Construction requirements (Regulation 6)	It is <u>illegal to sell</u> a vessel that does not comply with the construction requirements of the regulations.
Essential Safety Information (Regulation 7) On EVERY occasion and BEFORE the vessel goes to sea; 1. All skippers MUST ensure that every person aboard receives essential and appropriate safety information; such as the location of the safety appliances and equipment aboard as well as instruction in the use of such items. and 2. All skippers MUST ensure that the safety appliances and equipment are inspected, fit and ready for use.	Notes: 1. and 2. are applicable to ALL vessels In addition: Skippers of commercial vessels MUST practice the vessel's emergency procedures and arrangements at least once a week. (Examples would be 'abandon ship', 'fire fighting' and 'man overboard' procedures, if practicable.)
Fuel reserve (Regulation 8)	A reserve of not less than 25% over and above the requirement for the intended voyage
Colour of deck (Regulation 9)	To assist with search and rescue, the deck is to be painted or pigmented in a colour which is readily visible from above in any sea condition. (Or the vessel may carry a pigmented canvas extending the full the width of the vessel, but not less than 2m x 2m).
Operational Limits (Regulation 10)	No person may operate a vessel beyond the distance from shore for the category it is licensed for.
Carrying persons in excess (Regulation 11)	It is illegal to exceed the number of persons specified on the vessel's safety certificate, except in an emergency such as in the case of a search and rescue operation.
Voyage information (Regulation 12)	Where local authorities or authorized agents have implemented reporting mechanisms, these shall be complied with. Upon returning from the voyage, the person or authorities with whom the voyage information was left must be informed accordingly.
Assisting vessels in distress and reporting dangers to navigation (Regulation 13)	It is the duty of a skipper to report dangers to navigation and assist vessels in distress.
Crewing (Regulation 14)	The vessel has to be under the constant guidance of a person holding an appropriately endorsed Certificate of Competence. (The requirement for a skipper's certificate applies to all commercial vessels, as well as pleasure sailing vessels of 9m or more and power driven vessels exceeding 15 HP). This certificate of competence (or a certified copy) must be available for inspection at all reasonable times. On commercial vessels; the skipper and every crewmember aboard must hold documentary evidence of having successfully completed safety induction training. (<u>Compulsory for all persons</u>) On commercial vessels; Documentation and data relevant to the skipper and crew members (employment, experience, training, medical fitness and competency) to be maintained by the owner and be readily available.

Manning (Regulation 14)	In addition to having a qualified skipper on board, the owner must ensure that the vessel is sufficiently and efficiently manned. There are to be <u>sufficient</u> competent persons on board with regards to the requirements of other safety provisions, i.e. such as keeping a proper lookout and <u>the manning (minimum number of crew) of the vessel.</u> The manning is to be determined by the certifying authority.
Cancellation of Certificate of Competence (Regulation 16)	A certificate of competence may be suspended or cancelled if the holder is convicted of an offence in terms of the Act, if the holder has conducted him/herself in a negligent or incompetent manner, or if the certificate was obtained fraudulently or on wrong information.
Physical and mental fitness (Regulation 17)	No person may operate a vessel or vessel's equipment whilst under the influence of alcohol or drugs. (Maximum of 0, 05 gram/100 ml alcohol in blood or 0, 24 mg/1000 ml alcohol in breath). No person may refuse that a specimen of blood or breath be taken. No person may operate a vessel if he/she is not physically able to do so and/or of sound mental health.
Age Limitations (Regulation 18)	On commercial vessels the minimum age for a skipper is 18 years and on a pleasure vessel with more than 15HP, it is 16 years.
Unauthorized liquor and illicit drugs (Regulation 19)	No person may take, or have in their possession, unauthorized liquor or an illicit drug aboard a <u>commercial</u> vessel. Commercial vessels may be searched (<u>without a warrant</u>) by authorized persons. (e.g. SAPS, SAMSA Surveyor, Skipper, Owner or deputized person)
Requirements for water-skiing (Regulation 36)	Water-skiing is only allowed in areas indicated by the regulating authority and it is not allowed at night; The towing vessel may not use a steel or other metallic rope; In addition to the skipper, there must be a competent person in the towing boat observing the water-skier; The towing vessel may not follow closer than 100 metres in the wake of another towing vessel - towing a skier, person, aquatic or airborne device. A water-skier : - must wear a suitable buoyancy aid and must have knowledge of the standard hand signals in use; - may not purposefully let go of the rope in congested areas; - may not create a nuisance or danger for other water users.
Requirements for personal watercrafts, motor vessels under 15HP, sailing vessels under 7 metres and rowing or paddling vessels.	A vessel may only enter inland waters from those areas or places permitted by the regulating authority; Personal watercraft or jet-skis <u>under</u> 3 metres may only operate in authorised demarcated areas and may not proceed further than 1000 metres offshore.

CONSTRUCTION REQUIREMENTS – Annex 1

<p>Built-in buoyancy (Paragraph 1) <u>To be fitted where life-rafts are not carried.</u></p> <p><u>Exceptions:</u></p> <ul style="list-style-type: none"> • <u>Sailing</u> pleasure vessels are exempted on inland waters, during daylight hours only. • <u>Category R</u> vessels may make suitable and reasonable provisions to ensure that the vessel retains positive buoyancy when fully flooded, swamped or capsized. • Vessels participating in an organised event under the auspices of an authorised agency are exempted only for the duration of the event. 	<p>The buoyancy provided must be capable of keeping the vessel afloat when fully flooded, swamped or capsized, and, provide a platform upon which the full complement can be secured.</p> <p>Built-in buoyancy must consist of a material such as foam, or approved plastic bottles that are not affected by oil or oil products.</p> <p>In lieu of built in buoyancy, decked vessels (<i>the larger displacement vessels</i>) may have at least two watertight bulkheads, so positioned and of such strength, that in the event that the largest compartment being flooded, the vessel will remain afloat with positive transverse stability. (In the worst envisaged load condition!)</p> <p>Inflatable vessels of any category whether fully inflatable or semi-rigid, may in lieu of fitted buoyancy be constructed with at least 3 separate buoyancy chambers and have the capacity to stay afloat despite the largest two of the chambers being completely deflated. The hull of a semi-rigid inflatable is not considered to be one of the 3 buoyancy chambers required.</p> <p>In addition it is the duty of the owner to show that the vessel complies. This is best achieved in the long term by providing a certificate which attests to the buoyancy. Failing which, it should be demonstrated or shown at every survey.</p>
<p>Hatches on deck (Paragraph 2)</p>	<p>Hatches on the open deck must be provided with hatch covers that are watertight when dogged down. Special care is to be given to flush deck hatches. All watertight hatches should be able to withstand a hose test.</p> <p>Where a fishing hatch can be opened to the sea, the cover must be capable of being secured in an emergency.</p> <p>Sailing vessels with aft facing companionways which are closed by washboards need not be watertight, but should still be able to substantially retard water ingress.</p>
<p>Guard rails (Paragraph 3)</p> <p><u>Exceptions:</u></p> <ul style="list-style-type: none"> • <u>Category R motor</u> vessels of less than 9 metres in length are exempted if every occupant wears a buoyancy aid and the vessel operate during daylight hours only. • <u>Sailing</u> pleasure vessels less than 9 metres in length are exempted if the vessel operate within 30 miles of a safe haven and every occupant wears a buoyancy aid and the vessel operate during daylight hours only. 	<p>All open decks or walk ways on <u>power driven vessels</u> should be protected as follows: Vessels 9 metres or more - 600 mm, high Vessels less than 9 metres - 450 mm, high AND</p> <p>All open decks or walk ways on <u>sailing vessels</u> should be protected as follows: Vessels 9 metres or more - 560 mm high Vessels less than 9 metres - 410 mm high</p> <p><u>Surf operated vessels</u> are exempted if they have bulwarks at least 450 mm forward and 300 mm aft.</p> <p><u>Vessels with cabin tops</u> which extend nearly to the ship's side, with a crew access <u>forward</u> are exempt if provided with a toe rail of at least 50 mm along the outer edge of the deck and substantial, secure handrail on each side of the cabin.</p>

Towing arrangements (Paragraph 4)	Every vessel must be provided with an efficient means of securing a tow rope or anchor cable.
Underwater hull fittings (Paragraph 5)	Inlet and discharge pipes attached to the underwater part of the hull must be properly flanged to the hull and provided with a valve or shut-off cock inserted in the line as close as possible to the hull. (non-return valves)
Ventilators (Paragraph 6)	Vents serving engine or accommodation spaces to be provided with proper closing devices or water traps to prevent water ingress into the compartment. Vents serving only engine spaces must be able to shut off air flow in case of fire.
Engine power (Paragraph 7)	Every motorised and passenger vessel must have an engine capable of propelling the vessel in its fully loaded condition at a speed of at least 5 knots. If operating in a surf, the engine must be capable of propelling the vessel at a safe speed when operating in surf conditions. (rough conditions)
Fuel tanks (Paragraph 8)	To be efficiently secured and constructed of suitable material; Outlets of built in tanks to have shut off valves (or approved automatic shut off or anti-siphoning devices). If not readily accessible the valves should be able to be operated remotely; Filler pipes must have threaded plugs or caps. Only non corrosive materials may be used; Breather pipes should not leak even if the vessel is heeled to 50°; Fuel levels should be able to be determined and where gauge glasses are fitted, they must be fitted with self closing valves; All fuel tanks holding PETROL must be fitted or stored outside engine and battery compartments.
Electrical installations (Paragraph 9) (Motor driven vessels)	Require to have at least one bank of batteries unless fitted with hand-start engine. A suitable battery charging appliance must be provided for the bank of batteries; A single bank of batteries must be capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment.
Electrical installations (Paragraph 9) (Sailing vessels)	Every sailing vessel fitted with an inboard auxiliary engine must be provided with at least one bank of batteries, unless a hand-start engine is fitted; At least a single bank of batteries must be provided, capable of providing 12 hours auxiliary power for navigation lights, electric bilge pumps (if provided) and fixed radio equipment.

<p>Bilge pumping arrangements (motor vessels)</p> <p>One (1) power driven bilge pump (capacity 3000 litres per hour)</p> <p>One (1) hand operated pump (capacity 2000 litres per hour)</p>	<p><u>ONLY</u> applies to vessels <u>without</u> self draining decks (<i>exceptions for ski-boats and inflatable boats, sailing or rowing dinghies</i>)</p> <p>Where vessels over 7m in length are fitted with <u>an inboard main engine</u>, the bilge pump must be driven by the main engine. If the main engine cannot act as the prime mover, the pump may be electrically powered. In addition the vessels must be fitted with a hand operated bilge pump situated above the main deck.</p> <p>Other power driven vessels over 7m in length must have at least two hand-operated bilge pumps, one installed below deck and the other above deck.</p> <p>Vessels under 7m in length must be fitted at least one hand operated pump</p> <p>All bilge pumps must be fitted with piping arrangements, valves, suction and strainers for pumping out all compartments except for the fish hatch, (if it can be flooded and the vessel still maintains positive stability or adequate buoyancy).</p> <p>Underwater discharges need sufficient non-return valves fitted to prevent back flooding;</p> <p>Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck)</p>
<p>Bilge pumping arrangements (sailing vessels > 7m) one (1) hand operated bilge pump</p>	<p>-Capacity 2000 litres per hour; -Underwater discharges need sufficient non-return valves fitted to prevent back flooding; -Portable pump levers to be kept in a readily accessible space as near to the pump as possible. (In the case of pumps above deck, then in a locker above deck)</p>
<p>Visibility at steering position (Paragraph 12)</p>	<p><u>Clear</u> visibility, through safety-toughened clear glass (<i>i.e. not through opaque and starred plastic</i>), forward, from two points abaft the beam on each side (112½° to port and stbd of the centre line) or out in the open. Protection of glare from the sun may be afforded by portable tinted screens (or the roll-down type) and <u>not fixed/stuck to the glass.</u></p>
<p>Maintenance of propulsion and steering machinery (Regulation 13)</p>	<p>Periodically serviced and maintained according to the manufacturers specifications by competent persons.</p>
<p>Crew accommodation in commercial small vessels (Paragraph 14)</p>	<p><u>ONLY</u> applies to vessels going to sea for a continuous period of 16 hours or more in a 24 hour period.</p> <ul style="list-style-type: none"> - Not more than 10 persons in a space with only one access. - bunks 1,8m x 600mm (may taper to 460mm at the foot) - vertical height between mattress and bunk above 500mm - No drips onto bunks from access ladders and ventilators - cubby hole for each bunk to store personal items - bunks end to end separated by a board of at least 500 mm high - no sleeping in the engine room or galley - only if protected(see Regs) may crew sleep in the steering compartment - no access to engine room from galleys with gas stoves (see Regs) - Toilets and showers: Under 19 persons - two of each. Additional one of each per ten persons carried in excess of 19. Outside of, but adjacent to, sleeping quarters. - adequate ventilation and closing devices to prevent water ingress and air in the event of a fire - adequate electrical lighting in all accommodation spaces - all accommodation spaces to have a MINIMUM head height - 1,8m, except at bunks, cupboards and other spaces where persons need not normally stand or walk upright.

Gas appliances (Paragraph 15)	Every gas cooker or refrigerator must be fitted with a safety device which closes off the gas if the flame is blown out. The installation <u>must</u> be serviced annually by a <u>competent person</u> .
Dive boats (Paragraph 17)	<u>ONLY</u> applies to diving vessels. If operated through the surf, fitted with adequate seating and grab points other than on the gunwale (except for inflatable vessels). To provide adequately secured racks for accommodating all the dive tanks.

SURVEY AND CERTIFICATION REQUIREMENTS

Commercial vessels (i.e. used for any purpose other than recreation)	Required to be in possession of a valid Local General Safety Certificate (This same document incorporates the Licence required by commercial vessels)
Recreational vessels	Required to be in possession of a Certificate of Fitness
<p>Authorised Agencies</p> <p>SA Sailing :</p> <p>SA Small Craft Association (<i>previously SAUU</i>):</p> <p>SA Deep Sea Angling Association:</p> <p>SA Inflatable Boat Association:</p>	<p>These are organisations authorised by SAMSA to issue Certificates of Fitness for recreational vessels. In addition they are authorised to examine skippers in accordance with the national standard for the issuing of the new certification.</p> <p>Any recreational vessels</p> <p>Motor driven recreational vessels <9m</p> <p>Motor driven recreational vessels <9m</p> <p>Motor driven recreational vessels <9m</p>
SAMSA Officers	<p>Generally SAMSA Officers are instructed to concentrate on inspections of vessels and examinations for skippers of commercial vessels >9m.</p> <p>SAMSA Officers are authorised to issue Local general Safety Certificates for commercial vessels as well as Certificates of Fitness for recreational vessels.</p> <p>Inspections of vessels under 9m and the examination of the skippers is wherever possible delegated to appointed small vessel surveyors and the relevant authorised agencies.</p>