South African
Maritime Safety Authority

Marine Notice No. 15 of 2008

Survey of passenger vessels operating on inland waters

TO ALL AUTHORITIES HAVING JURISDICTION OVER INLAND WATERS, BOAT BUILDERS, OWNERS OF PASSENGER VESSELS OPERATING ON INLAND WATERS AND PRINCIPAL OFFICERS

Marine Notice No. 11 of 2002 is cancelled

Summary

This marine notice interprets the *Merchant Shipping (National Small Vessel Safety) Regulations, 2007*, as amended and Marine Notice No. 13 of 2007 and provides guidance on the procedures and requirements for the survey of passenger vessels operating on inland waters. A passenger vessel is any vessel carrying more than 12 passengers (excludes crew).

1 Background

Prior to the promulgation of the *Merchant Shipping (National Small Vessel Safety) Regulations, 2007*, (NSVSR) SAMSA was requested by Local Authorities having jurisdiction over inland dams, waterways and rivers to provide a consultancy service for vessels being built or operating commercially on these inland waters. With the promulgation of the NSVSR SAMSA must conduct surveys of, and issue Local General Safety Certificates (LGSC) as appropriate to commercial vessels operating on these waters.

2 Contact

There is a SAMSA office in each of the seven ports of Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha Bay. Enquiries must be directed to the Principal Officer at a SAMSA office.

Annex 1 indicates the 3 areas that the country has been divided into and the port offices responsible for the areas.

Example: Kimberley is in Area 1 and queries may be directed Mossel Bay, Cape Town, or Saldanha Bay.

Contact details for the SAMSA port offices are provided at Annex 2.

3 Information required

The following information must be submitted before service will be provided:

.1 A permit (letter), or at least agreement in principle, from the Local Authority for the proposed operation.

.2 Conditions or instructions from the Local Authority concerning the vessel and planned operations.

.3 The name and contact details of the responsible person at the Local Authority.

.4 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.

4 Inspections and/or surveys

.1 Upon receipt of the information, the Principal Officer will provide a quotation for the work and surveys required.

.2 A reasonable time should be allowed for this process as all vessels are not the same. Complicated vessel designs and operations may require competencies from a different SAMSA office.

.3 Acceptance of the quotation must be in writing and no work will be undertaken unless the fees, at least for the work about to be carried out, are paid in advance by the person requesting the service.

.4 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 the regulations and/or with standards specified in this Marine Notice.

.5 Annual surveys may then be conducted by SAMSA-appointed surveyors who must forward full reports to the SAMSA office which completed the initial survey.

.6 The latter is an interim arrangement until further notice.

5 Guidance on SAMSA standards

.1 The attending surveyor will apply general principles commonly used in the maritime industry, having due regard to the practicality of any measure.

.2 Every passenger vessel must comply with the following requirements in addition to the general construction requirements:

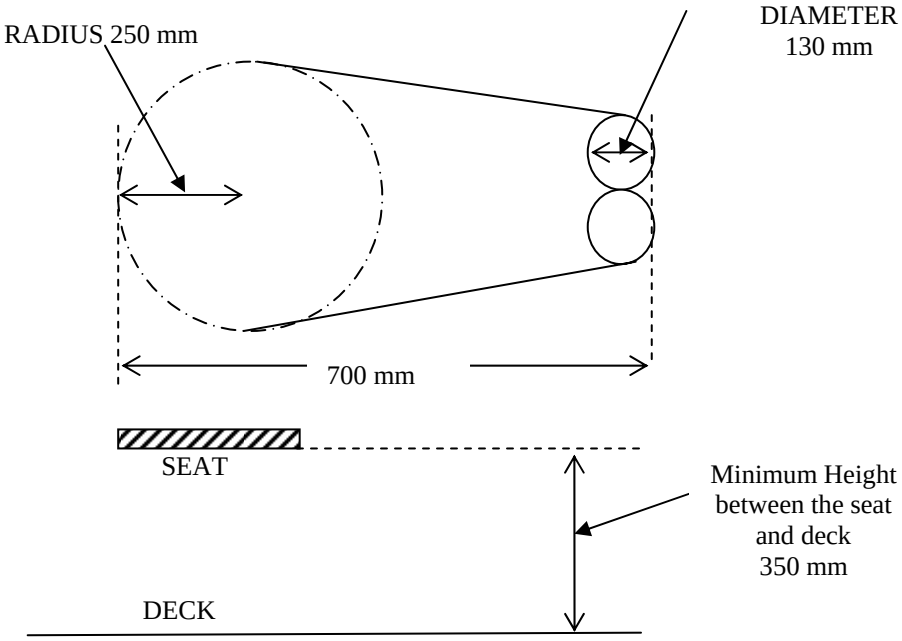
(1) At least two outboard engines or an inboard diesel engine must be fitted.

(2) 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.

(3) Inboard engine compartments must be fitted with:
(i) smoke and heat sensors linked to an alarm generating device located at the conning position; and
(ii) a manual fire smothering system capable of remote operation.

(4) Bilge alarm must be fitted in every compartment having a fitting penetrating the hull below the waterline.

(5) Seating arrangements must be provided for the number of persons authorised to be carried in the vessel's LGSC. Dimensions are shown below.



(6) A statement from a structural engineer or a naval architects that the construction, materials and scantlings are adequate for the intended purpose.

(7) The vessel must comply with the built-in buoyancy or the one compartment flooding requirement.

(8) 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.

An example of a practical stability test is at Annex 3.

(9) 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 vessels. This is to be undertaken every two years. Means of inspecting the internal condition of the pontoons or hull must be provided.

(10) Safe and proper arrangements pertaining to LPG and other cooking facilities, and the disposal of sewage and garbage must be provided.

(11) Skippers must be in possession of valid small vessel certificates of competency suitably endorsed for passenger vessel operations.

(12) 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, buoyancy arrangements or damage stability conditions, diver's report and a safety survey for the issue of a LGSC.

(13) 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.

(14) Equipment list:

- One SAMSA approved life jacket or buoyancy aid for each person to be carried. (Where children are carried, a suitable number of buoyancy aids or life jackets for children 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 operating;
- 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 (where appropriate);
- One suitable first aid kit containing at least the following:
  i) Two first aid dressing pads, 300mm by 300mm (No.6)
  ii) Four first aid dressing pads, 150mm by 200mm (No.5)
  iii) Four first aid dressing pads, 50mm by 75mm (No.2)
  iv) Six extra large triangular bandages
  v) One packet (12) medium size safety pins
  vi) Antiseptic cream
  vii) First Aid book

(15) Where the vessel is required to operate at night the following equipment in addition to the above must be carried

- Life jackets or buoyancy aids must be fitted with approved lights
- A man overboard light attached to a life buoy
- One waterproof torch with spare batteries and bulb
- Appropriate navigation lights are to be fitted
- Three red hand-held flares

(16) Additional requirements and standards may be needed after an initial assessment and consideration of information submitted by the owner.

6 More information is available in Marine Notice No. 13 of 2007, which may be obtained from the SAMSA website www.samsa.org.za

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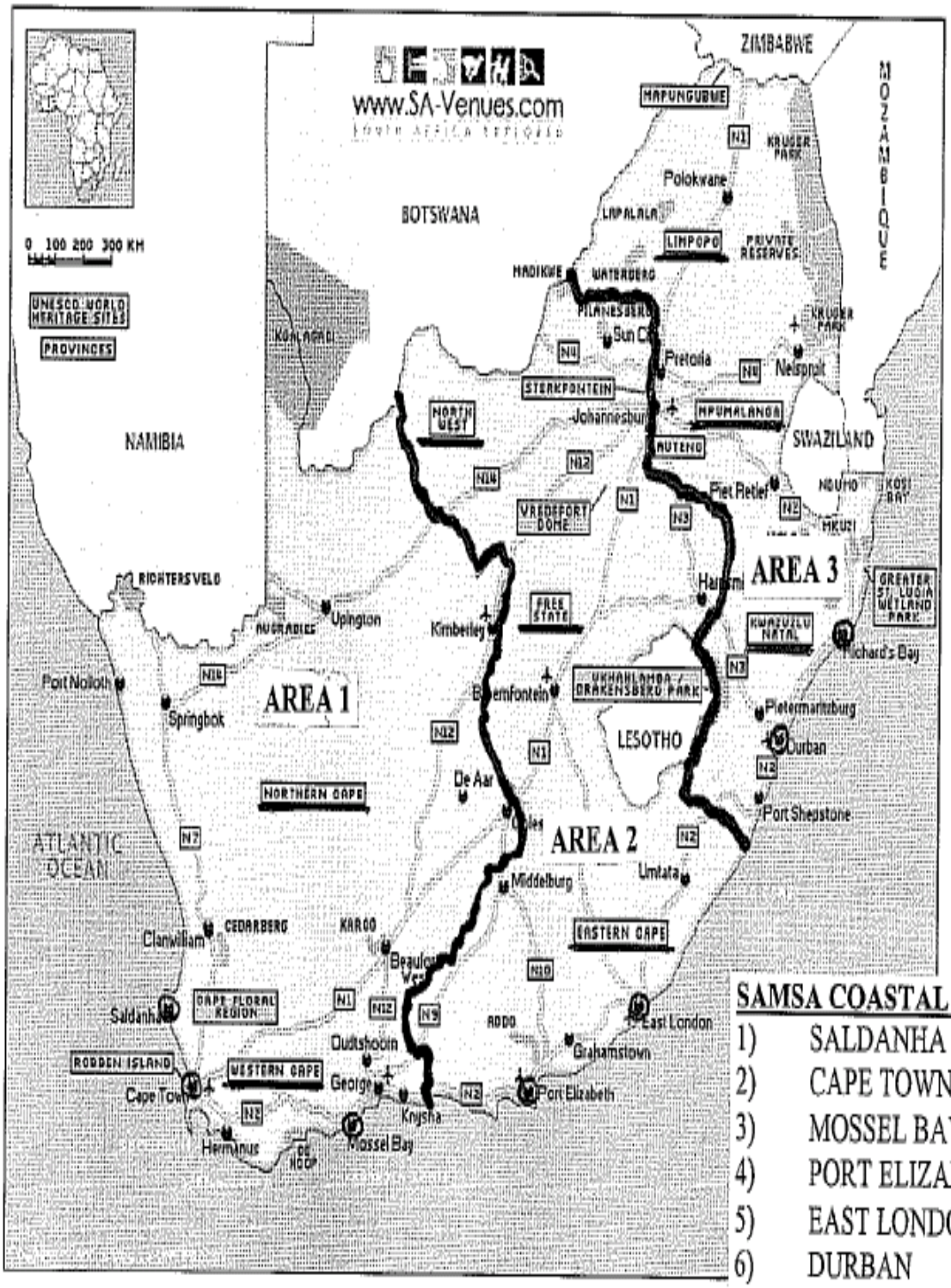
ANNEX 1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KAROO
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Beaufort West
Saldanha
CAPE FLORAL REGION
East London
ROBBEN ISLAND
Oudtshoorn
Grahamstown
WESTERN CAPE
Cape Town
George
Port Elizabeth
Knysna
Hermanus
Mossel Bay
DE HOOP
SAMSA COASTAL OFFICES
1) SALDANHA
2) CAPE TOWN
3) MOSSEL BAY
4) PORT ELIZABETH
5) EAST LONDON
6) DURBAN
7) RICHARDS BAY

ANNEX 2

SOUTH AFRICAN MARITIME SAFETY AUTHORITY

CONTACT DETAILS

Richards Bay
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ANNEX 3

PRACTICAL STABILITY TEST FOR SMALL PASSENGER VESSELS ON INLAND WATERS

PROCEDURE

a The vessel shall be tested with weights to represent the fully loaded service condition, the weights being disposed, as far as practical, to represent the assumed distribution of passengers and cargo (if carried). Each passenger shall be represented by a weight of 75 kg. Standing passengers shall be considered to congregate at 0.28 m2 per person on the highest deck or decks to which they have access, and their centre of gravity shall be assumed to be 762 mm above the deck. Seated passengers shall be provided with a minimum seat spacing of 500mm and their centre of gravity shall be assumed to be 305 mm above the seating. The vessel shall initially be upright.

b When the vessel has been loaded with the weights as described in (a), The freeboards (port and starboard) shall be recorded.

c Calculate a heeling moment (HM) equal to 1/12 the weight of the passengers (W) multiplied by the extreme breadth (B) of the vessel i.e. HM WB/l2.

d Transfer the weights (or “passengers”) from one side of the vessel to the other side in at least 2 equal increments, such that the final heeling moment is equal to WB/l2, with the vertical centre of gravity of the vessel being maintained. Record the weights, distances moved and resultant freeboards after each shift.

e Restore the weights to their original positions and record the freeboards.

f Repeat (d), moving weights from the opposite side.

g Restore the weights to their original positions and record the freeboards.

h Transfer the weights from one side of the vessel to the other side in a controlled manner, taking care to avoid the creation of a capsize situation, so that a maximum expected heeling moment in service is achieved, with the vertical centre of gravity of the vessel being maintained. Record the weights, distances moved and resultant freeboards.

i Restore the weights to their original positions and record the freeboards.

j Repeat (h), moving weights from the opposite side.

k Restore the weights to their original positions and record the freeboards.

2 CRITERIA

a <u>WB/12 Shift.</u> A heel angle of 4 degrees for a heeling moment of WB/l2 is regarded as satisfactory, however no passenger vessel shall be accepted when the angle of heel exceeds 7 degrees as a result of a heeling moment of WB/12. In cases where this angle is exceeded, the owner may be given the opportunity of adding ballast sufficient to keep the angle within 7 degrees, and the test may be repeated.

b <u>Maximum Heeling Moment.</u> No passenger vessel shall be accepted for service if the resultant heel angle is such that either the deck edge of the vessel is immersed or a downflooding point is reached, whichever angle is less, in this condition.

c Freeboard. Due to type of construction and area of operation the minimum allowable freeboard for a vessel in a fully loaded condition (ballast included) shall be not less than 381 mm. The vessel length shall be measured from the forward side of the stern to the after side of the stern post.