



South African Maritime Safety Authority

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Date: 5 February 2016

Marine Notice No. 9 of 2016

Hull Surveys for Pleasure Sailing Vessels which fall under the Merchant Shipping (National Small Vessel Safety) Regulations 2007 (NSVSR)

TO ALL OWNERS AND SURVEYORS OF THE APLICABLE PLEASURE SAILING VESSELS (YACHTS)

Summary

This notice is a general advisory notice to the Owners and Surveyors of Pleasure Sailing Vessels which fall under the NSVSR, regarding SAMSAs policy with regard to the periodic hull surveys required

1. Regulation 23 of the Merchant Shipping (National Small Vessel Safety) Regulations 2007 requires that a renewal inspection for the issue of a Certificate of Fitness be done on the vessel annually **“to ensure that the structure, equipment, appliances, arrangements and material comply with the requirements of these regulations.”** This is interpreted by SAMSAs to include the hull of the vessel.
2. SAMSAs has in consultation with SA Sailing agreed that the annual slipping of these vessels may be dispensed with provided that the vessels shall be slipped within each 4 year period and the “appointed” surveyor will inspect the underwater part of the hull at this time. For the intervening annual surveys, the Owner is responsible to provide the surveyor with a written report on the external condition of the underwater part of the hull.
3. There is nothing in this Marine Notice preventing the surveyor from insisting that the vessel be slipped to inspect the underwater portion of the hull at any annual survey should he deem it to be necessary.
4. The attached Annex 1 is to be maintained by the owner for presentation to the surveyor for the annual inspection

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SM 6/5/2/1

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Annex 1

Hull Inspection Record – GRP (Glass Reinforced Plastic) Vessels

The Merchant Shipping (National Small Vessel Safety) Regulations, 2007, prescribe the minimum level of safety for pleasure vessels in South Africa. Regulation 23 specifies the scope of a pleasure vessel survey (CoF).

23 Initial and renewal inspection for certificate of fitness

(1) The structure, equipment, appliances, arrangements and material of a vessel referred to in regulation 22 shall be subjected to the following inspections:

(a) an initial inspection, before a certificate of fitness is issued for the first time, which must include a complete examination of the vessel's structure, equipment, appliances, arrangements and material in so far as the vessel is covered by these regulations and which must be such as to ensure that the structure, equipment, appliances, arrangements and material comply with the requirements of these regulations; and

(b) a renewal inspection, at intervals not exceeding 12 months, which must be such as to ensure that the structure, equipment, appliances, arrangements and material comply with the requirements of these regulations.

(2) An inspection contemplated in subregulation (1) must be carried out by a surveyor in the case of the Authority, or a safety officer designated for the purpose by an authorised agency; and any application for such an inspection must be made by or on behalf of the owner of the vessel to the Authority or authorised agency, as the case may be.

Pleasure vessels that are trailer borne are easily inspected by the surveyor during the annual survey since the hull is visible at this time.

Owners of pleasure vessels, that are water borne at the time of survey, must document their efforts to maintain the hull of their vessels; thus giving Surveyors and Safety Officers adequate information regarding the condition of the underwater parts of the vessel and her hull.

Surveyors and Safety Officers referred to in 23(2), above, will be guided by this inspection record when conducting annual inspections. However, they may instruct owners to remove their vessels from the water for complete hull inspections should the condition of the hull and its fittings, or lack of documentary evidence, determine such action.

Name of vessel		
Date of inspection		
Vessel listing or Approved Marking		
<u>Declaration by owner or representative of the owner:</u>		
I, _____, inspected the above vessel's hull according to the attached		
Schedule when the boat came out of the water at _____ on _____.		
Name of owner or representative		
Full Name:	Date:	Signature:
Name of independent competent person (if any)		
Full Name:	Date:	Signature:

The following inspections were made before the boat came out of the water:

Reg/Item	Check	Rationale	Comments
Annex 1(13) Prop Shaft alignment	Check for excessive vibration when the prop is engaged at the full range of engine revs.	Excessive vibration suggests problems with prop shaft alignment. Alignment problems cause damage to the gear box, results in catastrophic failure of the stern gland or prop shaft, resulting in leakage into hull, via tail shaft.	
Reg 6(1)(a) Keel bolts	Check keel bolts for excessive corrosion and torque to the manufacturer's specification.	Loss of a keel at sea results in an immediate capsize.	
Reg 6(1)(a) Internal hull structure	Check for signs of structural failure around the keel and other stress points.	Stress fractures occur at change in section of the hull.	

The following inspections were made when the boat was out of the water:

Item	Check	Rationale	Comments
Annex 1(5) Sea cocks and through hull fittings	Check that seacocks open and close freely Check for excessive corrosion Check for dezincification of yellow metal (brass or bronze) by scratching. A pink colour suggests dezincification leaving brittle residual copper which breaks off quite easily. Shake the seacock rigorously to test the robustness of the attachment to the hull. Check that the external component of through hull fittings are not excessively corroded or cracked. Defective/suspect valves to be removed for service/replacement	Failure of a seacock at sea can result in flooding. If the flooding is not detected early it may be impossible to trace the source. If the seacock is defective it must be serviced or replaced while the boat is out of the water.	
Annex 1(13) Prop shaft	With the engine in neutral you should be able to rotate the prop by hand. Shake rigorously to check for play in the cutlass bearing Check the cutlass bearing for excessive clearance Check the attachment of the P bracket by shaking vigorously Check and replace zinc anodes as necessary If defects result in the shaft being pulled for inspection, the couplings must be re-blued.	Engine/drive failure is the major cause of NSRI call-outs. Prop shaft vibration can cause gearbox failure or catastrophic failure of the stern gland with consequent flooding.	
Annex 1(13) Propeller	Check for excessive pitting or damage Check that the locking nut and pin are in place	Avoid loss of prop	
Reg 6(1)(a) Hull	Check that there is no osmosis. Small blisters do not affect hull integrity, but larger and deeper blisters indicate ply separation and structural weakness. Check that there are no stress cracks particularly around the keel, changes in section, hull appendages and other stress points.	Structural integrity of the hull	
Annex 1(13) Rudder	Check for cracking of the rudder Check the rudder to rudder stock connection Lash the helm and apply maximum torque to the rudder by hand. There should be no movement in the connection between the rudder and rudder stock.	Rudder failure	

Annex 2/2