



Marketing & Communications Initiative Bulletin

10/ 2003

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1. Registration (Licensing)

The costs outlined in SAS bulletin 8/2003 for the registration of vessels during the "amnesty" period have been amended. The cost of re-registration of vessels previously registered under CASA or SAS and providing either RSA or SA numbers will continue to cost R60 until the end of April 2004. The cost of dinghy registration also stays at R60.

SAS is concerned at the slow pace of boats being registered and as a motivation to get this done as soon as possible, it was decided to reduce the cost of first registrations until 30th April 2004. For SAS members the charge will be reduced to R120 while the cost for non-members and overseas vessels will be R250 for the same time period.

2. Waiving of Safety Inspections Fees.

In view of requests from Clubs who had previously provided an inspection service at no cost to their members SAS Council has agreed that those clubs and safety officers wishing to waive such fees due to them can do so. In such cases the balance of the costs must be returned to SAS offices with the appropriate forms.

Clubs must appreciate that SAS was requested to extend the registration and inspection service to non-members and safety officers may be asked to inspect non-club boats either directly or via SAS. In the interests of Sailing, clubs are asked to assist in this regard and have a right to charge for such services.

There is a sliding scale of fees for inspections dependent on boat length and whether the boat is in the water or not that covers the safety inspection, club admin costs as well as SAS costs, which can be obtained from the SAS Head Office. Note that the SAS costs to administrate this program were calculated from a bottom up process and the costs were averaged over estimates of the numbers of vessels of all lengths requiring safety inspections.

3. Conversion of Skippers Tickets

There is some confusion amongst the membership concerning the conversion of Club issued Skippers tickets to SAS tickets. The following seeks to clarify the matter.

3.1 Day Skippers Tickets

Any Club sailing ticket may be converted to a SAS day skipper's ticket without examination. The applicant should take the Club ticket to the nearest SAS office together with two ID photos (23mm x 29mm), a copy of ID document, VHF radio license and for the cost of R60, complete a form and be given a SAS ticket in exchange.

3.2 Conversion to Coastal Skipper or Offshore Tickets.

The club ticket may be exchanged for a higher class of ticket **without examination** provided that the applicant is able to demonstrate requisite experience and knowledge to warrant such an award. It must be understood that SAS tickets are being accepted internationally and that the standard of these tickets cannot be compromised. Yacht clubs making recommendations for ticket conversion are asked to bear this in mind.

The applicant must either produce a logbook or detailed CV of his /her experience and this must be attested to by others or by affidavit. The application must be recommended by the applicants club and signed by the Commodore. Application forms for such conversions are available from the SAS office and it is important that these forms are read and fully understood by the applicant before completing them. They will stipulate what other documentation is required, ie copy of VHF license, First Aid certificate.

A Review Body, consisting of SAS examiners & Offshore Committee Members, that has the authority to approve or reject the application will assess the applicant's papers. The Review Body may request that the applicant attend an interview to demonstrate that he or she has sufficient experience and knowledge to be awarded the SAS ticket without having to take the full SAS examination.

The review process questions are tailored to test depth of knowledge and while applicants are not expected to know specifics in all cases, there is a need to know where to find such information and to advise on appropriate action to take when confronted by scenarios put to them by the reviewing examiners. The questions are similar to those posed in the oral part of the SAS exam and should be easily answered.

3.3 SAMSA and DOT Tickets

SAMSA does not recognize either the SAMSA or DOT tickets as Sailing Skippers tickets (Commercial Sailing Tickets excluded) and persons holding such tickets and wanting to convert these to SAS tickets will have to take a practical sailing exam.

4. Safety Officer Appointments

SAS is in the process of appointing Safety Officers to perform the annual safety inspections required for pleasure vessels. While the process is working well, some Clubs have not provided sufficient information about their recommended candidate(s) to allow the appointment to be made. Safety Officers are accredited through SAS to SAMSA and the details of all appointed persons must be lodged with the latter. SAMSA has the right to refuse any SAS appointment and hence it is important that relevant details about the candidates experience are provided with the recommendation.

Chief Safety officers have been appointed in some areas and these persons will be invited to an initial briefing by SAMSA before year end.

5. National Port Authority Fees

SAS has been approached regarding the payment of NPA Fees after the new Safety Regulations are enforceable from May 2004. The fees payable in all NPA harbours have nothing to do with SAMSA and are dues for the use of Port Control facilities and services, maintenance of buoys and lights etc and are payable by the Yacht Clubs as before. Discussions with the NPA are in process with the intent of having a nationally agreed approach to pleasure vessels usage of harbours and fees.

The NPA has reported some problems with visiting yachts. This applies to visiting yachts that use the facilities on a regular basis (eg for day sailing) and are not aware of specific port rules for entering and leaving the harbour. Clubs hosting such visitors are requested to ensure that such visitors are briefed either by the Club safety officers or by the port authorities.

6. Capital Gains Tax

Members are advised that the SARS is one of the interested parties involved in the registration process, one of the reasons for establishing proof of ownership.

Sailing vessels like other assets are subject to Capital Gains Tax. Having the boats value as of October 2001 declared on the SAS Register will give more credibility to its value when it is disposed of. Under the new law, if no acceptable valuation is available when the boats is sold then the 20/80 rule will be applied; 20% exempt and 80% attracts capital gains tax.

SAS is endeavouring to find out more information regarding the above and will advise members once this is available. In the interim you may wish to visit the SARS website: www.sars.gov.za/cgt.

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