



## **SAS Bulletin**

### **No.8/ 2003**

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Clarification of outstanding issues related to the New Small Vessel regulations

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#### **Introduction**

SAS appreciates that members will have concerns about a number of issues concerning the promulgation of the New Small Vessels regulations.

This bulletin serves to clarify certain matters raised in SAS Bulletin 4 of 2003 following further discussions with SAMSA. There are still some matters requiring decisions and these are being negotiated. If members have any queries about the new regulations they should be referred to the SAS offices for assistance.

In regard to complying with the new regulations which are enforceable after the 26 April 2004, SAS has agreed an Amnesty period to allow members to re-register vessels, re-issue certificates of competence or convert certificates at reduced fees.

SAS has been concerned at the added cost to yachtsmen of compliance with the new regulations. Please be advised that SAS have approached this matter on a zero based costing and it should be noted that the SAS costs are less than those that would be charged by SAMSA, and particularly so for the larger vessels.

To illustrate this point, the cost of registration through SAS for a vessel less than 200 tons (there is no smaller category) is R1345.00.

Non-SAS members will be charged additional fees for the service provided.

As yet there are no Inland Waters regulations but SAS is discussing these with a number of authorities. SAS has seen some draft regulations that suggest that the Inland authorities will produce similar legislation to that for offshore. It is

advised that boats on inland waters adjacent to the coast and likely to be used on tidal waters comply with the offshore regulations.

## **1. Boat Registration**

**The new regulations require that all small vessels be registered on a national database.**

SAS as the Governing Authority for sailing is responsible for establishing the database for sailing vessels and has been requested to assist with power boats where this service is requested; this would apply to Clubs having both sail and power craft. Furthermore SAS will assist non SAS member individuals and organizations such as Marinas in this regard; application for such assistance must be made through the SAS offices.

**All boats must be registered before they can be inspected for a Certificate of Fitness.**

SAS is currently producing revised Registration application forms that will require the following information:

Owner details to include I.D. or passport numbers

Vessel details

Proof of ownership of vessel

The latter information could be proof of purchase, proof of transfer of ownership or an affidavit where the craft has been homebuilt or any other appropriate document. SAS is aware of this matter being a problem for older vessels and will assist members in the process as far as is possible.

**All existing registrations must be renewed with proof of ownership and if these are applied for during the amnesty period the fee for re-registration and the issue of a new registration certificate will be R60.00.**

The cost of registration of new vessels for SAS members or the transfer of ownership will be R300.00 for yachts and R60.00 for dinghies.

## **2. Boat Numbering.**

**2.1 Sailing Vessels.** SAS has agreement to perpetuate the existing SA numbering system but this will be extended to all sailing vessels including dinghies. The number will have a prefix of **SA** followed by up to six digits and a

suffix **A to E or R** that will signify the vessels Safety Classification in line with the new regulations - see below. The sailing vessels number must be marked indelibly on the vessels hull, ideally on the transom or on smaller vessels within one metre of the helm position.

The RSA number system will be discontinued.

By law, pleasure vessels are only permitted to have one number and although certain ports have insisted on boats in these areas having a port identity, SAS is negotiating for a national single number to apply to all sailing vessels.

All those vessels with existing SA and RSA numbers are invited to reregister for the price of R60.00 provided SAS receives such applications to reregister before 26 April 2004.

**2.2 Power Boats.** SAS is prepared to undertake the registering of power boat s either for those owners who are members of yacht clubs, individuals or power boat organizations that wish to use SAS services. SAS has no intention of imposing its system on power boat owners and is offering assistance if required. SAS is currently discussing numbering systems for power boats with SAMSA And will advise the outcome in due course.

#### **VESSEL SAFETY CATEGORIES**

**The following safety categories have been established and the letter designating the category will form the suffix to the boat numbering system.**

**Category A** Vessels permitted to operate more than 40 nautical miles from shore.

**Category B** Vessels permitted to operate more than 15 but not more than 40 nautical miles from shore

**Category C** Vessels permitted to operate more than 5 but not more than 15 nautical miles from shore

**Category D** Vessels permitted to operate more than 1 but not more than 5 nautical miles from shore

**Category E** Vessels permitted to operate no more than 1 nautical mile from shore

**Category R** Vessels operating in harbours, inland waters and in a controlled environment such as supervised inshore racing at the coast.

**Category R boats will not have to carry all the safety equipment stipulated in the other categories. DETAILS WILL BE ADVISED LATER.**

### **3. Certificates of Fitness (COF's)**

All pleasure vessels longer than 3 metres but excluding tenders, whether sail or power must have a valid COF before being allowed to "put to sea". SAS has invited Yacht clubs to submit CV's of suitable persons to perform such COF's and this is in process. SAS will ensure adequate training and standardization of all inspectors prior to their being accredited and their names registered with SAMSA.

SAS will also offer a COF service to individual power boat owners or to power boat organizations and marinas that request such assistance.

Be advised also that SAS has approved but needs to ratify the application of the South African Institute of Skippers to affiliate to SAS. This will result in SAS together with SAIS being able to offer a broader based service for COF's.

**Please note that SAS is investigating liability insurance for accredited safety officers.**

### **4. Safety Inspectors**

The invitations for nominations for suitable Safety Inspectors from Yacht Clubs to perform COF's at Yacht clubs are in process. The CV's accompanying these nominations will be vetted by SAS and Chief Inspectors who will be responsible for specified areas will be selected as will Club Safety Officers. Chiefs will be responsible for standardization amongst inspectors serving Yacht clubs in those areas.

Safety Inspectors once accredited will pay a R60.00 fee for the issue of a certificate. This will be renewed annually. Safety officers will be paid for their inspection services on a sliding scale related to the size of vessel being inspected – see attached. Should inspectors have to travel beyond their own clubs or areas to perform COF's they should agree repayment for travel costs based on AA rates with the boat owner.

The procedural arrangements for COF's will be advised as soon as the inspection forms and certificates have been printed. Clubs should note that the costs of COF's includes administrative costs to cover Club expenses.

**SAS FEES for CERTIFICATE of FITNESS**

Safety Inspection Charges	Dinghy	< 6m	6 - 9 m	9 - 12 m	12 - 15 m	> 15m
<b>TOTAL COST</b>	<b>110</b>	<b>150</b>	<b>225</b>	<b>325</b>	<b>410</b>	<b>410</b>
of which						
Inspector /Safety Officer fee	20	35	70	125	175	175
Yacht Club admin fee	10	15	30	50	50	50

Notes:

1. Inspections afloat will generate an extra R150.00 payable to the Inspector / Safety Officer
2. The SAS fees include the issue of an inspection certificate.

#### **SAMSA FEES for INSPECTIONS**

	Row boat	< 6m	6 - 9m	9 - 25 T	25 - 100 T	25 - 100 T
SAMSA Charges	95	150	235	475	990	990

The SAMSA does not include the price of the Certificate of Fitness  
SAMSA will also charge an extra R150.00 for inspections afloat.

## **4. Certificates of Competency**

**4.1 Examiners.** SAS has requested that yacht clubs submit names and CV's of persons suitably qualified to be Day Skipper examiners. Persons selected will become accredited SAS examiners with the opportunity to examine at higher level; SAMSA requires the names of all examiners to be registered with them annually.

Accredited examiners will pay a R60.00 for the issue of a examiners certificate that will be renewed annually on request. Fees for examinations are being reviewed and will be advised in due course.

**4.2 Sailing Vessels certificates.** SAS will continue to examine for and issue Certificates of Competency as before but the Yacht club issue of tickets will cease. SAS will be increasing its number of accredited examiners so that "Day Skipper" examinations can be done under the auspices of SAS and the certificates will be issued by SAS offices.

Certain Sailing schools in South Africa issue RYA approved Day Skipper tickets. We wish to accredit these schools with the objective of there being only one National Sailing examination authority with one certificate of competency system.

SAS is also investigating the International Certificate of Competence that is being insisted upon by certain European countries. This ticket has been issued under the auspices of the European Commission for Maritime Affairs and once SAS has more information members will be advised.

**4.3 Conversion of Existing Club certificates.** Existing Club certificates will be exchanged for SAS "Day skipper" tickets on recommendations from the Clubs and SAS will be prepared to award higher level certificates subject to log book proof and appropriate further examination as determined by SAS examiners. It must be understood that SAS cannot allow the international status of its certificates to be undermined in any way.

Those persons wishing to exchange their Club certificates are invited to submit their applications to SAS via their clubs and enclose two passport photos with their ticket. The fee for a SAS Day Skippers ticket during the Amnesty will be R60.00 and if the ticket is approved for upgrading to Coastal level the fee is R250.00.

**4.4 Power Vessels.** SAS is prepared to examine power boat skippers in conjunction with the SAIS but all recommendations for the award of certificates will be referred to SAMSA for issue. The fee structure needs to be finalized with SAMSA.

#### **4.5 DOT, SAMSA Certificates**

DOT and SAMSA skippers tickets apply to power craft only and are not convertible to Sailing certificates. However, where the examination for these tickets by other authorities has included elements of the SAS Examination such as chart work, these will be recognized. SAMSA insist that the minimum requirement for persons holding such tickets will be a Sailing practical and an oral examination.

It should be noted that in future all persons aspiring to a commercial license for sailing vessels will be required to pass the SAS Yacht master Offshore Examination with SAS as a prerequisite to SAMSA continuing with the application.

**YACHT CLUBS ARE REQUESTED TO MAKE THIS BULLETIN AVAILABLE TO ALL ITS MEMBERS AND TO ADVISE NON-MEMBERS IF ASKED.**