



# South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 27 June 2017

## Marine Notice No. 13 of 2017

### Vessels Requiring a Place of Refuge for Repairs.

TO SHIP OPERATORS, MASTERS, SHIPS AGENTS, REGIONAL MANAGERS AND PRINCIPAL OFFICERS

#### *Summary*

SAMSA has recognized the need to have in place a Standard Operating Procedure for vessels requiring assistance where the safety/ seaworthiness of a vessel has been compromised. This procedure applies to vessels requiring a place of refuge in South Africa.

#### **Introduction**

It has recently become apparent that vessels whose passage plan requires them to transit South African waters and have had their seaworthiness or safety compromised, are failing to report this to SAMSA or not completely disclosing the nature of the problem.

A vessel in this condition is therefore not deemed to be on “innocent passage” and is therefore in contravention of the Marine Traffic Act 2 of 1981.

SAMSA requires that any person receiving information regarding a vessel that may require assistance in any form with respect to seaworthiness or safety or a potential similar situation to report this to the Maritime Rescue Coordination Centre, SAMSA Regional Manager or Principal Officer at the port closest to the vessels vicinity, without delay. Contact details are found in the Annex to Marine Notice 4 of 2017.

In terms of the International Management Code for the Safe Operation of Ships and for Pollution Prevention a master in this situation is required to report these facts to the Designated Person Ashore. Owners, Managers, P and I Club representatives and Agents on receipt of such information are requested to inform SAMSA as soon as they become aware of a potential situation.

#### **Reporting**

The Master of a vessel requiring to enter South African waters to inspect a vessel or requiring repairs is to supply the following information to SAMSA;

1. Name and Port Of Registry;
2. IMO Number;
3. Dimensions including draft;
4. Nature of reason the vessel requires entry;
5. Requested assistance/permission;
6. Plan of action;
7. Class Society;
8. P&I Club;
9. Hull and Machinery Insurers;
10. Number of crew onboard (crewlist);
11. Cargo type/quantity and distribution on board;

12. Quantity/type of Bunkers and other pollutants onboard;
13. Contact details of owner/operator/manager and agent;
14. Master's contact details, email, Sat C;
15. Last 6 Port State Control Inspection reports;
16. List of certificates with dates of expiry;
17. Owners nominated Agents;
18. Notification of ISPS application/clearance;
19. Last port of call/loading and next port of call/discharge.

On receiving this information and having considered the issues, SAMSA may require the following, before permission is granted to close the coast;

1. A SAMSA surveyor(s) may be appointed to inspect the vessel to confirm the issues reported and understand possible threats to the safety of the crew and possible pollution to the environment. Owners' Agents are required to arrange safe transportation to the vessel, normally by helicopter;
2. SAMSA may require that, where the threat of pollution may exist, all pollutants are removed from the vessel; and
3. The Owners secure the services of a salvage tug, approved by SAMSA, which will be required to stand-by the vessel or escort the vessel through the Exclusive Economic Zone.
4. Your attention is drawn to the latest SAMSA Levies Act (Act 6 of 1998), Determination of Charges, for vessels entering the Territorial Waters of the Republic of South Africa when breaking innocent passage. The vessel will be levied accordingly.

**27 June 2017**

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