



LOCAL WATERS SKIPPER SYLLABUS

Revised August 2012

The Local Waters Skipper is competent to:

1. Take out a yacht as skipper by day or night in his or her local waters.
2. Captain a watch on any passage by day or by night.

Candidates must have a sound understanding of the Day Skipper's Syllabus plus the following items:

SECTION 1: COLREGS AND IALA

Candidates must have a good understanding of Colregs and in particular the lights that must be displayed by the vessel at night. They must know their IALA region A buoys and in particular the buoys' lights.

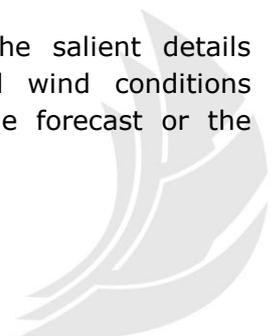
SECTION 2: LOCAL KNOWLEDGE

In addition to the local knowledge of the Day Skipper Syllabus, candidates must also know the local lights and be able to demonstrate the ability to do a night entry.

SECTION 3: NAVIGATIONAL DISCIPLINES ON A COASTAL PASSAGE

Candidates should be able to describe an appropriate navigational discipline for a coastal passage. While it is not appropriate to define a single set of disciplines for all passages, the following offers a guideline:

1. The sailboat's log should be filled in at an appropriate interval. Hourly intervals might be appropriate. Entries should include course, speed and distance logged plus a GPS fix.
2. A GPS fix should be plotted each hour, and the track projected forward with a suitable DR to ensure that the track is well clear of charted hazards.
3. The watch captain should be aware of the implications of any difference between the course and speed as indicated by the yacht's instruments and the GPS.
4. Navigational landmarks *en route* should be noted and their GPS bearings compared with a hand held compass as a means of confirming identity and GPS navigation. This process also helps to develop local knowledge that is essential in the event of GPS failure.
5. Where appropriate, suitable depth alarms should be set to warn of any navigational or watch keeping failure.
6. The times of weather forecasts should be noted in advance, and the salient details of the forecast entered into the log. The barometric pressure and wind conditions should also be recorded in the log. Any ominous developments in the forecast or the recorded weather should be reported immediately to the skipper.



7. All watch captains should be capable of maintaining these disciplines. The skipper should make regular checks to ensure that the watch keeping and navigational disciplines are being followed diligently.

SECTION 4: NIGHT SAILING

Candidates should be able to describe the appropriate safety procedures for sailing a coastal passage at night. While it may not be appropriate to define a single set of disciplines for all passages, the following offers a guideline:

1. All persons on watch should clip as they come up on deck. Wearing a harness with a built in inflatable lifejacket is strongly recommended.
2. If the watch keeper is alone on watch, he or she should not leave the comparative safety of the cockpit to go forward on deck without calling up another member of the crew.
3. A rocket flare should be available in the cockpit for use if collision is imminent.

Candidates must be aware that the first line of defence when sailing at night is good vision. Photochromatic glasses (glasses which darken in sunlight) should not be worn because even in at night they block 20% of the light. Using red lights can preserve night vision. Red LED headband lights are essential because they allow the helmsman to see the compass if the power fails.

Candidates must be able to brief their crew, and demonstrate their strategy in the event of a MOB at night.

Candidates must be able to describe the strategy to be used in the event of power/battery/electrical failure at night. This should include the use of emergency lights and the illumination of sails in the absence of emergency lights.

SECTION 5: LEGAL

The candidate should know that all vessels have to meet the requirements of the National Small Vessel Safety Regulations, but that these regulations only require certification in the form of certificates of fitness and certificates of competence for power vessels over 15HP and sailing vessels over 9m. The candidate should be aware that the South African Maritime Safety Authority (SAMSA) is responsible for implementing vessel safety legislation, and that SAMSA has authorised South African Sailing (SAS) to issue Certificates of Competence and Certificates of Fitness for recreational vessels under 100 GT.

The candidate should be aware that SAS certificates of competence and certificates of fitness cover sport and recreation only. If the vessel is used for commercial purposes a more rigorous certification by SAMSA is required.

The candidate should be aware of the obligations of the skipper to

1. Give a safety briefing
2. Leave details of any planned voyage with someone ashore
3. Help vessels in distress
4. Report dangers to navigation
5. Report serious incidents to SAMSA
6. Avoid pollution
7. Be sober



The candidate should be aware that the SAS Certificate of Competence covers a wide range of vessels including catamarans and power boats. It is the responsibility of the skipper to ensure that he is fully conversant with the operation and handling of any vessel he skips.

The candidate should be aware that the SAS Certificate of Competence is limited to vessels of <100GT. Gross tonnage is not a measure of the displacement or weight of the vessel, but is related by formula to the enclosed volume of the vessel. SAMSA have decided that vessels under 24m can be considered to be under 100GT. For vessels over 24m the skipper who is relying on his SAS CoC should determine the Gross Tonnage before taking charge of the vessel.

The candidate should be aware that all category A vessels require a liferaft and that generally vessels below category A require a buoyancy certificate or a liferaft, but that there is a dispensation for sailing vessels sailing by day because of the superior stability and watertight integrity of the typical sailing vessel.

