

### OPERATION OF A KILL SWITCH ON REGULATION 37 VESSELS (MS NSVSR, 2007, AS AMENDED)

ALL SAMSA PERSONNEL, SMALL VESSEL SKIPPERS, SMALL VESSEL SURVEYORS, SMALL VESSEL OWNERS AND OTHER INTERESTED AND AFFECTED PARTIES

<b>ISSUE DATE</b>	07 May 2021	<b>EXPIRY DATE</b>	Indefinitely or unless withdrawn	<b>REFERENCE</b>	SM6/5/2/1/MA
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#### Marine Alert's and/or Marine Notice's and/or Marine Information Notice's affected

<i>Cancelled or superseded:</i>	None	<i>Read in conjunction with:</i>	MN13 of 2011, MN54 of 2020
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#### SUMMARY

This Marine Alert is to provide an overview of a recent incident investigation where injuries (with potential loss of fatality) occurred on a small Category R (Regulation 37) vessel; as well as lessons learned from the incident in order to prevent similar occurrences in future. There is a perception that Regulation 37 vessels are too small and slow to result in serious injury or harm.

#### LESSONS LEARNED

<b>Casualty Event Severity</b>	Marine Incident with serious loss potential
<b>Casualty Type</b>	Marine Incident
<b>Casualty Event</b>	Laceration to the face/Injuries
<b>Date/Time</b>	11h00 on 13.01.2021
<b>Incident Description</b>	
Two teenagers were operating a small (regulation 37) ski-boat on the Nahoon river when they both fell overboard into the river whilst making a sharp turn. the boat then did circles on the river and witnesses called the NSRI to assist. Whilst in the water, the boat hit one of the two teenagers and who sustained lacerations to the face and injuries to the body. The vessel was found to have had a kill-switch which had not been in operation. There had been no SVCC (small vessel certificate of competency) aboard.	
<b>Potential Outcome</b>	
The incident had a potential loss of one fatality/permanent injury, along with damage to local jetties and other small craft that were operating in the area, and minor pollution in Marine reserve.	
<b>Causes (Immediate, root causes)</b>	
The operation of a kill-switch had not occurred as intended by the manufacturer, because operation of a kill-switch on regulation 37 vessels is not mandatory, and thus perceived as not required. There had been no adult supervision or competent skipper to oversee the vessel operation.	
<b>Corrective Actions/Preventative actions</b>	
SAMSA strongly recommends that the owner/operator of any Regulation 37 vessel fitted with an operational kill-switch, should operate the kill-switch as intended. SAMSA will also revise regulations and consider the inclusion of appropriate regulation 37 vessels in the requirements for kill switches.	
<b>Lessons Learned</b>	
<ol style="list-style-type: none"> <li>1. Certain regulation 37 vessels (<math>\leq 15</math>HP) are powerful enough to tow a skier at speed and should thus be used with caution, especially if used by underaged/unqualified persons; and then only under supervision of a qualified skipper or an adult.</li> <li>2. When a vessel is fitted with a kill-switch, the owner/operator should operate the vessel as intended.</li> <li>3. Any safety device/equipment that is onboard a vessel when in operation, should be used appropriately, even if that vessel is not required by regulation to have it onboard.</li> </ol>	

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