



REPUBLIC OF SOUTH AFRICA
SOUTH AFRICAN MARITIME SAFETY AUTHORITY

Merchant Shipping Act, 1951 (Act No. 57 of 1951) as amended

Certificate No.

EL02/01/24



SAFE MANNING DOCUMENT

NEAR COASTAL

VESSEL NAME	PORT OF REGISTRY	OFFICIAL/IMO NUMBER	GROSS TONNAGE (GT)	REGISTERED POWER (kW)	LENGTH
INDLAZI	DURBAN	20101	377.78	3800	27.84
OPERATING COMPANY	TRANSNET NATIONAL PORTS AUTHORITY		PERIODICALLY UNATTENDED MACHINERY SPACE		NO
SHIP TYPE & OPERATING AREA	HARBOUR TUG ON ONE VOYAGE FROM THE PORT OF EAST LONDON TO THE PORT OF PORT ELIZABETH.				

THE SOUTH AFRICAN MARITIME SAFETY AUTHORITY, on behalf of the Government of the Republic of South Africa, hereby certifies that the ship named in this certificate is considered to be safely manned in accordance with the provisions of the convention referred to above, and /or in accordance with the provisions of the Merchant Shipping (Safe Manning, Training and Certification) Regulations, 2021, as amended provided the ship, when going to sea, has on board not less than the number and description of personnel shown in the following table:

POSITION	NUMBER	CLASS OF CERTIFICATE AND ENDORSEMENT
Master	1	Master (<500 GT near-coastal) [STCW II/3]
Mate	1	Officer in charge of a navigational watch (<500 GT near-coastal) [STCW II/3]
Watchkeeping Officer	1	Coastal skipper ≥9m [NSVS Regulations] - on voyages over 36hours
Chief Engineer	1	Chief Engineer Officer [STCW III/2]
Second Engineer	1	Second Engineer officer (Unlimited) [STCW III/2]
Watchkeeping Officer	1	Officer in Charge of an Engineering Watch [STCW III/1]
Electro-Technical Officer		
Radio Operators	2	Long range certificate

POSITION	NUMBER	CLASS OF CERTIFICATE AND ENDORSEMENT
Able Seafarer Deck	2	Able seafarer Deck [STCW II/5]
Ordinary Seafarer Deck		
Able Seafarer Engine	2	Able Seafarer Engine [STCW III/5]
Ordinary Seafarer Engine		
Electro-Technical Rating		
General Purpose Rating		
Ship Cook		
Basic Training		
Proficiency in Survival		
Fast Rescue Craft		

SPECIAL REQUIREMENTS (IF ANY)

The number and description of personnel shown above reflect the minimum levels necessary for safe operation and do not preclude the carriage of additional personnel for other purposes. Nothing in this certificate derogates from the provisions of the Merchant Shipping Act, 1951 (Act No. 57 of 1951). This certificate is issued under the authority of the Government of the Republic of South Africa, is valid only in respect of the ship named above.

Valid until: Friday, 12 January 2024

Issued at

EAST LONDON

on Friday, 05 January 2024

SOUTH AFRICAN MARITIME
SAFETY AUTHORITY

2024 -01- 05
Principal Officer

Seal or Stamp of the authority, as appropriate)

EAST LONDON



SOUTH AFRICAN MARITIME SAFETY AUTHORITY

Merchant Shipping Act, 1951 (Act No. 57 of 1951), [Section 194 (1) (a) and (b) (ii) of Act 57/1951]

Certificate No. **EL01/01/24**

**LOCAL GENERAL SAFETY CERTIFICATE FOR A SHIP
(OTHER THAN A PASSENGER SHIP) OF 25 GROSS REGISTER TONS OR OVER**

N.B. — In the case of a ship of 300 tons or over engaged on an international voyage, this certificate does not apply in respect of the radio installation thereon and the provisions of this certificate relating to such installation must be deleted.

Note.—One copy of this certificate shall be displayed in a conspicuous place on the ship, for the information of all on board

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Name		Port of Registry	Official number or signal letters
INDLAZI		DURBAN	20101
Length	Gross tonnage	Name and address of owner, managing owner or agent	
27.84 m	377.78 T	TRANSNET SOC LTD 30 WELLINGTON ROAD PARKTOWN 2193	
Class	Number of crew (including master)		
Class IXA	10		
Voyages or operations (where applicable, insert port from which operating)			
CLASS IX HARBOUR TUG ON ONE VOYAGE FROM THE PORT OF EAST LONDON TO THE PORT OF PORT ELIZABETH.			

I, the undersigned **SIYABULELA DIDIZA** certify that—

- 1) The above-mentioned ship has been duly inspected in accordance with the requirements of the Construction Regulations, 1968, the Life-saving Equipment Regulations 1968, the Merchant Shipping Radio Regulations 2002, the Collision and Distress Signals Regulations 2005 and the Safety of Navigation Regulations 1968, so far as these requirements apply thereto;
- 2) the inspection showed that the life-saving appliances provide for a total number of **10** persons and no more, viz—
0 lifeboats or other boats capable of accommodating **0** persons; **2** Inflatable liferafts
capable of accommodating **20** person(s) buoyant apparatus; **4** lifebuoys; **10** adult lifejackets; **0** child lifejackets;
- 3) The lifeboats or other boats were equipped in accordance with the provisions of Part I of the Life-saving Equipment Regulations, 1968.
- 4) The ship was provided with a line-throwing appliance in accordance with the provisions of Part I of the Life-saving Equipment Regulations, 1968;
- 5) The inspection showed that the ship complied with the requirements of Part II of the Life-saving Equipment Regulations, 1968, as regards fire-extinguishing appliances, and was provided with navigation lights and shapes and means of making sound signals and distress signals, in accordance with the provisions of the Safety of Navigation Regulations, 1968, and the Collision and Distress Signals Regulations, 2005;
- 6) In all other respects the ship complied with the requirements of the regulations so far as these requirements apply thereto.

This certificate will remain in force until the **12 January 2024**

Issued at **EAST LONDON** this **05** day of **January 2024**

NOTE:

This LGSC has been issued with **Local General Safety Exemption Certificates**

The validity of this certificate is subject to producing a valid DRY DOCKING CERTIFICATE

