



Large Commercial Yachts - Guidance for the control and operation of lifting gear

Notice to all Ship Owners, Ship Operators and Managers, Masters, Officers and Crews of Merchant Ships, authorised service providers, lifeboat equipment manufacturers, and UK authorised Recognised Organisations

This notice should be read with Red Ensign Group Yacht Code (REG Code) and MGN 560 Life-Saving Appliances - Lifeboats, Rescue Boats, Launching Appliances, Winches and On-load Release Gear - Operational and Test Procedures and MGN 332 The merchant ship and fishing vessels (lifting operations and lifting equipment) regulations 2006 and MGN 378 Merchant Shipping and Fishing Vessels (Provision and Use of Work Equipment) As Amended

Summary

The purpose of this guidance note is to provide reference for control and operation of lifting gear used on Large Commercial Yachts in a single document.

- 1) OBJECTIVE
- 2) GENERAL
- 3) GENERAL LEGAL OBLIGATIONS AND WHAT EMPLOYERS MUST DO
- 4) RESPONSIBILITIES
- 5) LIFTING OPERATIONS
- 6) TRAINING
- 7) INSPECTIONS AND EXAMINATIONS
- 8) MARKING
- 9) CERTIFICATION
- 10) RECORD KEEPING AND LIFTING REGISTER
- 11) LIFTING EQUIPMENT FOR LIFTING PERSONS
- 12) LIFE SAVING APPLIANCE LIFTING EQUIPMENT
- 13) HANDLING OF LOOSE GEAR ON BOARD
- 14) GUIDANCE ON MAINTENANCE AND INSPECTIONS
- 15) REPORTS AND DEFECTS
- 16) SAILING VESSELS
- 17) CONCLUSION
- 18) REFERENCES
- 19) DEFINITIONS



1. OBJECTIVE

1.1. The objective of this guide is to ensure that only lifting appliances and loose lifting gear in good condition are used on board. That regular inspections and tests are carried out, that proper marking and registration of the lifting appliances and loose lifting gear is organized in place to meet flag state regulation, classification societies and industry standards. This is a guide only and shall not replace the regulations. The administration would advise that masters become familiar with the relevant regulations and guidance listed in the reference section.

2. GENERAL

- 2.1. It is a requirement for all UK registered yachts to comply with 'The Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006 (S.I.2006/2184)' These Regulations implement, in part, the provisions of EC Directive 2009/104EC and ILO Occupational Safety and Health (Dock Work) Convention 1979 (No.152).
- 2.2. The majority of injuries to crew involving lifting equipment occur as a result of persons being struck, crushed or caught in moving parts and equipment. The cause is often attributed to incorrect practices or to errors of judgement. Other types of serious accident are caused by the failure of lifting equipment associated mounting points and inappropriate use of lifting equipment. Failure of lift equipment could adversely affect the yachts stability.
- 2.3. Accidents can be avoided through careful design and selection of lifting equipment. In this respect employers should, where available apply a suitable design code, at installation and periodically thereafter, with survey and certification carried out by a competent person. Corrosion, metal fatigue, inappropriate repairs or modifications and poor maintenance can all contribute to reduced safety margins.
- 2.4. This guidance provides advice both on the requirements of the regulations and on the avoidance of accidents.
- 2.5. This guide applies to lifting appliances such as cranes, derricks, engine room cranes, beams and loose lifting gear such as chain blocks, slings, strops, shackles, eye bolts, plate clamps and associated equipment used in connection with maintenance work and stores handling on board. Personal safety and boarding equipment including gangways, passerelle and over side working equipment.
- 2.6. This guide will provide information on how lifting appliances and loose lifting gear shall be regularly inspected and tested to ensure that the equipment is always in good and safe condition, that faults are identified and managed promptly and appropriately.
- 2.7. This guide will provide information on the certificates and reports which should be kept readily available on board and shall be made available for survey upon request.



3. GENERAL LEGAL OBLIGATIONS, WHAT EMPLOYERS AND SHIPOWNERS SHALL DO

- 3.1. The employer shall ensure all lifting equipment onboard is appropriate for its intended purpose and is safe to use.
- 3.2. The employer shall ensure all lifting equipment is maintained to a condition where the equipment onboard is appropriate for its intended purpose and is safe to use.
- 3.3. The employer shall ensure all personnel using the lifting equipment are trained to an appropriate standard for its intended purpose and safe use.
- 3.4. The employer shall maintain records of all survey, inspection and examinations carried out as required by the regulations.
- 3.5. The shipowner also has a duty of care as above (S.I. 2014/1616).

4. RESPONSIBILITIES

- 4.1. The Master should ensure that a responsible person has been designated onboard for the Control and operation of lifting gear.
- 4.2. This person should be responsible for;
 - Ensuring vessel compliance with lifting gear regulations.
 - Ensuring persons using lifting gear have been trained to do so.
 - Maintaining records regarding lifting gear, including but not limited to inspections and examinations, certification, the lifting register and training.

5. LIFTING OPERATIONS

- 5.1. Whenever an operation concerns lifting or lowering a load you must;
 - Plan the operation properly
 - Use personnel who have been adequately trained
 - Ensure appropriate supervision
 - Ensure the operation is carried out in a safe and controlled manner
 - Lifting equipment must be of adequate strength and stability.
 - Lifting equipment should be positioned or installed in such a way as to reduce the risk, as far as reasonably practicable, of the equipment or load striking a person, or of the load drifting, falling freely or being unintentionally released.
 - Suitable PPE should be worn by all persons involved in the operation.
 - Sufficient risk assessments shall be carried out with regular review



6. TRAINING

- 6.1. Only crew who have been appropriately trained and proven competent should undertake the use, operation, maintenance or inspection of lifting appliances.
- 6.2. Training may be in house on the job training by an experienced and proven competent crew member or by the equipment manufacturer, external course provider or other external body.
- 6.3. It will be for the employer to decide the most appropriate form of training which is to be provided, having regard to the operation of the lifting appliance and the lifting operation to be undertaken.
- 6.4. Instruction should be given to the yachts personnel to enable them to appreciate factors affecting the safe operation of lifting appliances.
- 6.5. Training and safety information for those on board should include an understanding of the relevant sections of the MCA "Code of Safe Working Practices for Merchant Seafarers".
- 6.6. Records should be kept onboard of the crews' familiarisation and training in the use of lifting gear. This may be included in an initial familiarisation checklist as part of the vessels safety management system.



7. INSPECTIONS AND EXAMINATIONS

7.1. Lifting equipment must be thoroughly examined in a number of situations, including:

- Before first use (unless there is a valid Declaration of Conformity made less than 12 months earlier).
- Where it depends on installation, or re-installation / assembly at another site.
- Where it is exposed to conditions causing deterioration, liable to result in danger.

7.2. OPERATION

7.2.1. Lifting gear must be visually checked before use to ensure it is fit for purpose. Lifting gear must once again be visually checked after use to ensure it has not been compromised by the lifting operation. This can be part of the vessels safety management system and risk assessments carried out onboard, records should be maintained.

7.3. THOROUGH EXAMINATION AND INSPECTION

7.3.1. An annual thorough inspection of all equipment or an accessory for lifting that has been exposed to conditions causing deterioration which is liable to result in dangerous situation shall be carried out by a competent person. The administration advises that all lifting equipment is thoroughly examined annually.

7.3.2. Damaged equipment shall not be used and shall immediately be scrapped, quarantined or repaired.

7.3.3. Equipment with distorted or missing identification tags or with the wrong colour code must be quarantined until it is determined if the equipment can be identified and re-marked. If identification is not possible, then it must be scrapped.

7.3.4. The Administration would advise that the vessel introduces a colour scheme to control and identify lifting gear.

- Black
- Green
- Blue
- Yellow
- Orange

7.3.5. The colour coding is a recommendation and is applicable worldwide unless local rules dictate otherwise. Please note that the colour "orange" is chosen instead of "red".

7.3.6. Red is the general accepted colour for rejected or restricted items.

7.4. FIVE YEARLY TEST AND THOROUGH EXAMINATION:

7.4.1. All the ship's lifting equipment (other than an accessory for lifting) must be tested and thoroughly examined every 5 years by a competent person.

7.4.2. Additional guidance can be found in MGN332(M+F) The merchant ship and fishing vessels (lifting operations and lifting equipment) regulations 2006, The Code of Safe Working Practices for Merchant Seafarers (CoSWP) chapters 19.05 and 19.19.



8. MARKING

- 8.1. Each lifting appliance and every piece of loose gear shall be clearly marked with its Safe Working Load and a unique ID that links the equipment to its certificate.
- 8.2. Where the Safe Working Load (SWL) of any equipment or accessory depends on its configuration, the information provided on the SWL must reflect all potential configurations (for example, where the hook of an engine hoist can be moved to different positions, the SWL should be shown for each position).
- 8.3. In some cases, the information should be kept with the lifting machinery, e.g. the rated capacity indicator fitted to a crane, showing the operator the SWL for any of the crane's permitted lifting configurations.
- 8.4. Accessories must also be marked to show any characteristics that might affect their safe use. For example, different sling configurations.
- 8.5. Lifting equipment which is not designed for lifting people - but which might be used this way in error - must be clearly marked to indicate it should not be used to lift people.
- 8.6. It is recommended a coloured strip should be attached to the loose gear, with the colour code of the year. Care should be taken to ensure that the marking does not interfere or degrade the lifting equipment.
- 8.7. It is recommended that the vessel assigns a specified date with a set overlap period to ensure that at every year when the loose lifting gear has had its annual inspection it has been marked with the new colour code of the year.
- 8.8. Alternatively, all equipment is sent to a competent shoreside testing provider for marking and certification.
- 8.9. If the yacht is equipped with a passerelle and/or gangway the SWL should be displayed from a position where it can be observed prior to embarkation.

9. CERTIFICATION

- 9.1. Lifting appliances in general, at each delivery includes a maker's certificate. The vessel should ensure the lifting gear has a certificate or evidence that it has been manufactured to appropriate standard has an identification tag showing an approval number or symbol, a unique identification number (serial number) and safe working load.
- 9.2. Following any test and thorough examination a certificate set out in the format displayed in the CoSWP, shall be issued by the person completing the work.



10. RECORD KEEPING AND LIFTING REGISTER

- 10.1. Records and service history shall be kept of equipment, including dates when and where it is brought into use, its safe working load, in service survey, inspections, thorough examinations, certification required by the regulation any repairs, modifications, tests and examinations carried out.
- 10.2. All yachts are required to maintain a register of lifting appliances and loose gear in a form based on the model recommended by the International Labour Organization and shown at Annex 19.02 of the CoSWP.
- 10.3. Register of lifting appliances and loose gear is essential to comply with flag state, class and industry standards. The vessel must always have a complete register of the lifting appliances and the loose lifting gear on board.
- 10.4. It is recommended for the assistance in control of the loose lifting gear, auditing, surveying and inspection that the register should contain as minimum following information about the individual appliances and loose items:
 - Unique ID/Serial Number
 - Certificate number
 - SWL (Safe Working Limit) / WLL (Working Load Limit)
 - Type of Inspection (Initial/6 month/Annual/5 Year)
 - Last inspection date
 - Date taken in use
 - Declaration (I certify that on the date to which I have appended my signature, was thoroughly examined and no defects affecting its safe working condition were found other than those remarked (date and signature)
 - Remarks (to be dated and signed, shall include, reference to areas of concern, defects or repairs)
 - Gear stowage location



11. LIFTING EQUIPMENT FOR LIFTING PERSONS

- 11.1.1. The design of lifting equipment for lifting of persons should be reviewed to ensure that risks to persons using the equipment are reduced to as low as reasonably practicable.
- 11.1.2. Where equipment is to be used to lift people, it should be marked to indicate the number of people that can be lifted in addition to the SWL of the equipment.
- 11.1.3. All equipment suitable for lifting of persons must be certified as such through compliance with a recognised national or international standard to the satisfaction of the Administration and clearly marked 'SUITABLE FOR LIFTING PERSONS'. Any equipment not marked in this way should not be used for this purpose.
- 11.1.4. It should be ensured that:
- All hazards associated with the lifting of persons are assessed.
 - All risks associated with the lifting of persons are addressed in a risk assessment.
 - Lifting equipment for lifting of persons continues to meet appropriate specifications.

11.2. TESTING AND MAINTENANCE

- 11.2.1. Annual and 5 Yearly Testing and maintenance of man-riding cranes shall be in accordance with original manufactures instructions.
- 11.2.2. Equipment used for lifting persons including gangways and passerelle must be thoroughly inspected and certificated by a responsible person at intervals not exceeding six months.

11.3. OPERATIONS

- 11.3.1. Operations of the man-riding cranes and other lifting appliances shall:
- be in accordance with the original equipment manufacturer's operating instructions.
 - be within any restrictions set by the original equipment manufacturer or
 - Recognised Organisation approving the equipment.
 - Display operating instructions locally to any controls along with any restrictions stated by the administration.

11.4. MAN RIDING TENDERS

- 11.4.1. Man riding tenders and leisure equipment should meet only the structural strength and load testing requirements of LSA appliances.
- 11.4.2. When "man riding" during launching operations, the minimum number of persons necessary for safe launching should be present in the craft being launched.
- 11.4.3. Man riding tenders and leisure equipment should be thoroughly inspected and certificated by a competent person at intervals not exceeding twelve months taking in to account the maintenance and testing requirements of IMO MSC.1/Circ.1206/Rev.1



12. LIFE SAVING APPLIANCE LIFTING EQUIPMENT

12.1. General

- 12.1.1. SWL - Safe working load, cargo equipment requires 1.25 static proof load test (depending on the size and type of appliance CoSWP Ch19.05).
- 12.1.2. MWL - Maximum working load, is the weight of the empty boat, engine, fuel, equipment and the boats maximum full complement (2 persons for <500GT Yachts).
- 12.1.3. WLL - Working Load Limit, is defined by a 2.2 times proof load factory test and factors of safety as stated by ch6.1.1.6. of the LSA code. This test does not need to be completed onboard the yacht, but the structural members of the deck must be of sufficient strength to ensure a factor of safety 4.5 times the WLL. It is important to note the 2.2 test does not apply to the brake or the boat.
- 12.1.4. Where the vessel utilises LSA equipment for dual use the lifting appliance shall meet the requirements of both LOLER (lifting operations and lifting equipment regulations) and LSA (life saving appliance) regulations.
- 12.1.5. The launching appliance shall be sized as a minimum for the approved Maximum Working Load, MWL, (the weight of the empty boat, engine, fuel, equipment and the boat's maximum launch and recovery complement).
- 12.1.6. The launching appliance and its attachments, other than winch brakes, shall be of sufficient strength to withstand a factory static proof load test of not less than 2.2 times the WLL with the appliance in the full outboard position. The appliance should not be deformed or damaged. Winches with the brakes applied should be tested by applying a static load of 1.5 times the WLL.
- 12.1.7. Where the SWL is less than the WLL the owner can increase the SWL up to the WLL by arranging an approved service provider to complete a static proof load test as per CoSWP Ch19.05.
- 12.1.8. If the owner wished to replace the tender with one exceeding the current MWL they shall provide evidence the WLL is not exceeded.
- 12.1.9. Where repair, modification or alteration of a lifting appliance has taken place the owner shall provide proof the WLL has been maintained and then arrange an approved lifting company/service provider to complete a 1.1 dynamic load test and thorough examination, witnessed by the administration.
- 12.1.10. A responsible person shall ensure manufacturers recommended maintenance instructions are followed and all maintenance is documented and certificated as required.
- 12.1.11. Refer to IMO MSC.1/Circ.1206/Rev.1 the LSA code and REG yacht code for further guidance.



Annual Testing and Maintenance

- 12.1.12. A competent person shall conduct an annual thorough examination of any lifting equipment in association with Life Saving lifting appliances such as davits, davit foundation, winches, hook and wires. This inspection should also include any lifting gear associated with a boat, lifting points, strops and securing arrangements. Where an item requires servicing, replacement or renewal the work must be completed by an authorised service provider
- 12.1.13. A responsible person should ensure a wire replacement regime is in place following manufacturers recommendations. Falls used in launching shall be inspected periodically with special regard for areas passing through sheaves and renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier.
- 12.1.14. When the use of a rope such as Dyneema is utilised, it shall be replaced within 18 months, unless the manufacturer recommends less.
- 12.1.15. A responsible person shall ensure an operational test is completed annually. This test will involve lowering the boat empty of personnel at full speed and then abruptly apply the brake. On completion of the test all lifting equipment and appliances should be re-inspected to ensure it remains fit for purpose.

12.2. Initial and Five Yearly Testing and Maintenance

- 12.2.1. At installation and every 5 years, the responsible person should arrange for an Approved Service Provider to complete a full inspection of the launching appliances and equipment which shall include the davit, davit foundation, hook and wires including dismantling the winch and checking the brake, all control and power systems including hydraulic connections hoses and accumulators.
- 12.2.2. The Approved Service Provider shall carry out dynamic load test witnessed by the administration or approved responsible organisation. This test shall involve adding weight to the boat, to a total of 1.1 x MWL, weight of the empty boat, engine, fuel, equipment and the boats maximum full complement (2 persons for vessels under 500GT). The test shall involve lowering the boat at full speed and applying the brake abruptly. On completion of the test the service provider shall reinspect all equipment to ensure it remains fit for purpose.
- 12.2.3. The purpose of this test is to provide assurance in the whole appliance and attachments from davit foundation to boat. If any component is altered or replaced the administration should be contacted to determine if the appliance requires retesting.
- 12.2.4. The Owner/Builder can propose to carry out the dynamic test of the davit using a water-bag in place of the boat. This is acceptable on a case by case basis. However, this test must be accompanied by a static load test ashore of the boat. This test involves loading the boat with weights to represent the total load imparted by the dynamic test and simply suspending it.

12.3. Weight of a person 75 kg pre 1 July 2010,
82.5kg post July 2010 MSC 272(85).

12.4. An Approved service provider shall be authorised in accordance with MSC.1/Circ.1277



13. HANDLING OF LOOSE GEAR ON BOARD

- 13.1. It is recommended, for assistance in control of the loose lifting gear, that dedicated protected location(s) for storage is identified on board and in the lifting register. This will make the search and inspection of loose lifting gear much easier, less time consuming and ensures it is protected from potentiality degrading conditions.
- 13.2. Condemned equipment must be removed from the lifting register, lifting gear stations and the quarantine location and be safely disposed of. If possible, the equipment must be cut, disassembled or otherwise destroyed in a way that prevents any chance of future use.

14. GUIDANCE ON MAINTENANCE AND INSPECTIONS

14.1. This list is a guide only and not exhaustive

- When there is any suspicion that any appliance, fixing point or item of equipment may have been subjected to excessive loads, exceeding the Safe Working Load (SWL), or subjected to treatment likely to cause damage, it should be taken out of service until it can be subjected to a thorough examination by a competent person.
- Fixing points should be examined for cracking, deformation including strong bars, backing plates and re-enforcements.
- Greasing should be thorough and frequent, as dry bearings impose additional loads that can lead to failure.
- The condition of all ropes and chains should be checked regularly for wear, damage and corrosion and replaced as necessary.
- Shackles, links and rings should be renewed when wear or damage is evident.
- Structures should be examined frequently for corrosion, cracks, distortion and wear of bearings, securing points, foundations and mounting etc.
- Hollow structures such as gantries or masts should be checked for trapped water inside. If water is found, the structure should be drained, appropriately treated and then sealed.
- There should be regular function tests of controls, stops, brakes, safety devices for hoisting gear etc, preferably before the start of operations.
- Visual inspection for any cracking, wear, tears, corrosion, heat damage, elongation or deformation.
- Safe working limit markings should be legible and correct.
- Securing arrangements such as latches, locking pins, clips etc should not be missing and in good working condition.
- Check markings are legible and correct.
- Dimensions of treaded parts can be checked (length and diameters)
- Check for broken wires in wire stops, wire ropes.
- Inspection of clamping arrangements and orientation
- Ensure bolts and nuts are original manufacturers supply and of sufficient quality
- Check stitching is intact on fibre slings Inspect for chemical damage, fouling and knots Inspect for Ingress of foreign bodies into fibres

The items listed above are illustrative only and the final responsibility for ensuring regular and appropriate maintenance is carried out rests with the employer.



15. REPORTS AND DEFECTS

15.1. Annual inspections, 5-year thorough examinations, new equipment coming in to use or defects shall be recorded.

15.2. A certificate of examination should detail any defects found or include a statement to the effect that the equipment is fit or unfit for continued safe use. The certificate of examination should be retained, and copies made available for inspection as required by users and auditors.

16. SAILING VESSELS

16.1. Where the vessel is a sailing boat and utilises the sailing rigging equipment for lifting the vessel shall be able to provide a rigging service report detailing that the manufacturers recommended service and maintenance requirements have been met and shall follow the applicable regulations and guidance as far as possible. Installation, testing, maintenance and operation of sailing rigging used for lifting operations should in no way be less onerous than required by the Lifting Regulations. The vessel should carry a register of rigging equipment stating SWL, WLL, MWL etc.

17. CONCLUSION

17.1. To ensure compliance with lifting gear regulations all yachts shall

- Nominate a suitably qualified responsible person onboard to monitor training of the crew, maintaining procedures, certification and records.
- Maintain a familiarisation record and training plan, detailing operating instructions for each piece of equipment.
- Provide guidance on vessel specific lifting operations.
- Have a procedure in place for inspections and examinations.
- Confirm Marking of all lifting gear.
- Confirm each lifting appliance or loose gear is certified.
- Confirm records and a lifting register is kept up to date.

17.2. It would be recommended that due to the unique environment of a super yacht and nature of the yachting industry, experienced and professional external organisations are utilised to create a yacht lifting management system.



18. REFERENCES

- MGN 560 Life-Saving Appliances - Lifeboats, Rescue Boats, Launching Appliances, Winches and On-load Release Gear - Operational and Test Procedures
- MGN 332 The merchant ship and fishing vessels (lifting operations and lifting equipment) regulations 2006
- MGN 378 Merchant Shipping and Fishing Vessels (Provision and Use of Work Equipment) (Amendment)
- LY3, The large commercial Yacht code
- REG Yacht code
- COSWP Chapter 19
- SI 2006 No. 2184 - The Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006
- EC Directive 2009/104EC
- ILO Occupational Safety and Health (Dock Work) Convention 1979 (No.152).
- Explanatory memorandum to the merchant shipping and fishing vessels (provision and use of work equipment) regulations 2006 S.I. 2006 No. 2183 and The Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006 S.I. 2006 No. 2184
- ILO register of lifting appliances and items of loose gear. Model Form and Certificates as required by Article 25(2) of the ILO Convention concerning Occupational Safety and Health in Dock Work (No. 152), 1979.
- MGN 578 (M) Use of Equipment to Undertake Work Over the Side on Commercial Yachts, Small Commercial Vessels and Load line Vessels.
- IMO Resolution MSC.81 (70)
- IMO MSC 272(85).
- IMO MSC.1/Circ.1277
- IMO MSC.1/Circ.1206/Rev.1



19. DEFINITIONS

- a) Accessory for lifting means lifting equipment for attaching loads to machinery for lifting;
- b) Approved Service Provider means approved by Davit manufacturer, the administration or an approved responsible organisation
- c) Competent Authority means a minister, government department or other authority empowered to issue regulations, orders or other instructions having the force of law.
- d) Competent person means a person possessing the knowledge and experience required for the performance of thorough examinations and tests of lifting appliances and loose gear and who is acceptable to the competent authority.
- e) Inspection means a visual inspection carried out by a responsible person to decide whether, so far as can be ascertained in such manner, the loose gear or sling is safe for continued use.
- f) Lifting Appliance covers all stationary or mobile cargo-handling appliances used on board ship for suspending, raising or lowering loads or moving them from one position to another while suspended or supported and includes attachments used for anchoring, fixing or supporting the equipment
- g) Lifting operation an operation concerned with the lifting or lowering of a load'
- h) Lifting equipment means work equipment used for lifting or lowering loads and includes its attachments used for anchoring, fixing or supporting it
- i) Load is the item or items being lifted, which includes a person or people.
- j) Loose gear means any gear by means of which a load can be attached to lifting equipment, but which does not form an integral part of either the lifting equipment or the load;
- k) Responsible person means a person appointed by the master of the ship or the owner of the gear to be responsible for the performance of inspections and has sufficient knowledge and experience to undertake such inspections.
- l) Thorough examination means a detailed visual examination by a competent person, supplemented if necessary, by other suitable means or measures to arrive at a reliable conclusion as to the safety of the lifting appliance or item of loose gear examined.



What is a competent person?

- A competent person is someone who has appropriate practical and theoretical knowledge and experience of the equipment for which they act as 'competent person'. This knowledge and experience can help them detect defects / weaknesses and assess whether they will affect the continued safe use of the equipment.
- The competent person must be sufficiently independent and impartial to make objective decisions. However, this should not be the same person who performs routine servicing / maintenance, as they would be responsible for assessing their own work.
- A competent person may be employed by a separate company or selected by an employer from their own staff. They should have genuine competence, authority and independence to ensure examinations are properly carried out, so that any recommendations that arise can be made without fear or favour.

More Information

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