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S T A T U T O R Y I N S T R U M E N T S

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**2014 No. 0000**

**MERCHANT SHIPPING**

**SAFETY**

**The Merchant Shipping (Boatmasters' Qualifications, Crew and  
Hours of Work) Regulations 2014**

*Made* - - - - - \*\*\*

*Laid before Parliament* \*\*\*

*Coming into force* - - - *6th April 2014*

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The Secretary of State for Transport, in exercise of the powers conferred by sections 47(1), 85(1), (3), (5) to (7), 86(1) and (2) and 307(1) of the Merchant Shipping Act 1995(a), makes the following Regulations:

The Secretary of State is satisfied, for the purposes of section 47(2) of that Act, that it is necessary or expedient in the interests of safety to make the Regulations in so far as they specify standards of competence to be attained and other conditions to be satisfied by officers and other seamen.

The Secretary of State, in so far as the Regulations are safety regulations(b), has consulted the persons referred to in section 86(4) and, in so far as the Regulations are made under section 47, has consulted with the organisations referred to in section 306(4) of that Act(c).

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(a) 1995 c.21. Section 85 was amended by the Merchant Shipping and Maritime Security Act 1997 (c.28), section 8 and Schedule 7, Part I, and by the British Overseas Territories Act 2002 (c. 8), section 2(3). Sections 85 and 86 were applied to hovercraft by virtue of article 4 of the Hovercraft (Application of Enactments) Order 1989 (S.I. 1989/1350).

(b) For the meaning of "safety regulations" see section 85(1) of the Act.

(c) Section 306(4) was amended by the Merchant Shipping and Maritime Security Act 1997 (c. 28), section 29(1) and Schedule 6, paragraph 18.

# PART 1

## INTRODUCTORY PROVISIONS

### **Citation and commencement**

1. These Regulations may be cited as the Merchant Shipping (Boatmasters' Qualifications, Crew and Hours of Work) Regulations 2014 and come into force on 6th April 2014.

### **Revocations**

2. The following Regulations are revoked—

- (a) the Merchant Shipping (Inland Waterway and Limited Coastal Operations) (Boatmasters' Qualifications and Hours of Work) Regulations 2006(a); and
- (b) the Merchant Shipping (Local Passenger Vessels) (Crew) Regulations 2006(b).

### **Amendments to the Merchant Shipping (Fees) Regulations 2006**

3.—(1) The Merchant Shipping (Fees) Regulations 2006(c) are amended as follows.

(2) In Part 5 of Schedule 1 (Boatmasters' Licences and Certificates)—

- (a) omit paragraph (a);
- (b) in paragraph (b) substitute “the Merchant Shipping (Boatmasters' Qualifications, Crew and Hours of Work) Regulations 2014” for “the Merchant Shipping (Inland Waterway and Limited Coastal Operations) (Boatmasters' Qualifications and Hours of Work) Regulations 2006”; and
- (c) in the Table of Fees omit item 5(c) (a boatmaster's licence issued under the 1993 Regulations).

### **Interpretation: general**

4.—(1) In these Regulations—

“the Act” means the Merchant Shipping Act 1995;

“the 2006 Regulations” mean the Merchant Shipping (Inland Waterway and Limited Coastal Operations) (Boatmasters' Qualifications and Hours of Work) Regulations 2006;

“the Crew Regulations” mean the Merchant Shipping (Local Passenger Vessels) (Crew) Regulations 2006;

“boatmaster” has the meaning given in regulation 7;

“boatmaster's certificate” means a certificate issued—

- (a) in the United Kingdom, by the Secretary of State under Part 2, or
- (b) in an EEA State other than the United Kingdom, by a competent authority of that state, in accordance with Council Directive 96/50/EC of 23rd July 1996 on the harmonisation of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community(d);

“boatmaster's licence” means a licence issued by the Secretary of State under Part 2;

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(a) S.I. 2006/ 3223, as amended by S.I. 2012/1659.

(b) S.I. 2006/3224.

(c) S.I. 2006/2055, as amended by S.I. 2006/3225; there is another amending instrument, which is not relevant.

(d) OJ L235, 17.9.96, p.31. The directive was applied to the European Economic Area by a Decision of the EEA Joint Committee of 1st May 1997 (OJ No. L424, 4.9.97, p.70) and amended by Regulation (EC) 1882/2003 of the EU Parliament and Council of 29th September 2003 (OJ No. L284, 31.10.03, p.1).

“crew” includes every person, other than a master or a pilot, employed or engaged in any capacity on board a vessel;

“EEA State” means a Member State, Norway, Iceland or Liechtenstein;

“immediate family”, in relation to a user of a pleasure vessel, means—

- (a) the husband, wife or civil partner of the individual,
- (b) the brother, sister, ancestor or lineal descendant of the individual, and
- (c) the brother, sister, ancestor or lineal descendant of the individual’s husband, wife or civil partner;

“MCA” means the Maritime and Coastguard Agency, an executive agency of the Department for Transport;

“master” includes every person (except a pilot) having command or charge of a vessel;

“Merchant Shipping Notice” means a notice described as such and issued by the MCA, and a reference to a particular Merchant Shipping Notice includes a reference to a Merchant Shipping Notice amending or replacing that Notice which is stated to be considered by the Secretary of State to be relevant from time to time;

“mile” means a nautical mile of 1852 metres;

“passenger” means any person carried in a vessel other than—

- (a) the master, a member of the crew or other person employed or engaged in any capacity on board the vessel on the business of the vessel,
- (b) a person on board the vessel in pursuance of an obligation laid upon the master to carry shipwrecked, distressed or other persons or by reason of any circumstance that neither the master nor the owner could have prevented or forestalled, and
- (c) a child under one year old;

“passenger ship” means a vessel carrying more than 12 passengers;

“pilot” means a person not belonging to a vessel who has the conduct of the vessel;

“pleasure vessel” means—

- (a) a vessel which is—
  - (i) wholly owned or operated on bareboat charter terms by an individual and used only for the sport or pleasure of that individual, the individual’s immediate family and friends, or
  - (ii) wholly owned or operated on bareboat charter terms by a body corporate and used only for the sport or pleasure of employees or officers of the body corporate, or the immediate family or friends of those persons,

and which is on a voyage for which the owner is not paid for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage; or

- (b) a vessel which is wholly owned or operated on bareboat charter terms by or on behalf of a members’ club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of that club or their immediate family, and for the use of which any charges levied are paid into club funds and applied for the general use of the club,

and for the use of which no payments other than those mentioned above are made by or on behalf of the users of the vessel, other than by the owner;

“sea” does not include waters of category A, B, C or D (and “seagoing” is to be construed accordingly);

“non-United Kingdom ship” has the meaning given in section 307 of the Act;

“United Kingdom ship” has the same meaning as “United Kingdom ship” in section 85(2) of the Act;

“vessel” has the same meaning as “ship” in the Act(a);

“voyage” includes an excursion.

(2) In these Regulations, a reference to waters of a specified category is a reference to—

(a) waters of that category as specified under or by virtue of the Merchant Shipping (Categorisation of Waters) Regulations 1992(b), and

(b) waters in the United Kingdom having the characteristics of waters of that category but not specified as such under or by virtue of those Regulations.

(3) In these Regulations, vessels are classified in accordance with Table 1—

**Table 1**

**Classification of vessels**

<i>(1) Class of vessels</i>	<i>(2) Description of operations and waters</i>
<i>Vessels which are passenger ships</i>	
Class IV	Vessels engaged only on voyages in waters of category A, B, C or D
Class V	Vessels engaged only on voyages in waters of category A, B or C
Class VI	Vessels carrying not more than 250 passengers engaged in voyages to sea or in waters of category A, B, C or D, in favourable weather and during restricted periods, in the course of which the vessels are at no time more than 15 miles (exclusive of waters of category A, B, C or D) from their point of departure or more than 3 miles from land
Class VI(A)	Vessels carrying not more than 50 passengers engaged on voyages over a distance of not more than 6 miles to or from isolated communities on the islands or coasts of the United Kingdom and in the course of which they are never more than 3 miles from land
<i>Vessels which are not passenger ships</i>	
Class IX(A)	Vessels other than passenger ships and tankers which do not proceed to sea
Class IX(A)(T)	Tankers which do not proceed to sea

(4) In Table 1—

“favourable weather” means fine, clear, settled weather with a sea state such as to cause only moderate rolling or pitching;

“restricted period” means a time during the period commencing on 1st April and ending on 31st October which—

(a) in the case of a vessel fitted with navigation lights conforming to the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996(c), is between one hour before sunrise and one hour after sunset, and

(b) in the case of any other vessel, is between sunrise and sunset.

(a) “ship” is defined in section 313(1) of the Act.

(b) S.I. 1992/2356, in which category A, B, C and D waters are defined by reference to MSN M1504. M1504 has been superseded and the current MSN defining the four types of categorised waters is MSN 1827 (M).

(c) S.I. 1996/75, amended by S.I. 2004/302.

(5) A reference to—

- (a) a boatmaster’s licence of any class (with or without a reference to an endorsement), or
- (b) an endorsement of any class,

is a reference to a licence or endorsement of that class as specified in Table 2 in regulation 15.

(6) A reference to a boatmaster’s certificate of any group is a reference to a certificate of that group as specified in Table 7 in regulation 30.

### **Extension of provisions to non-United Kingdom ships**

**5.**—(1) The following provisions extend to the vessels and persons specified in paragraph (2) while they are engaged on voyages of a kind mentioned in regulation 7(3)—

- (a) sections 47 to 50 and 52 of the Act (manning of vessels, production of certificates of qualification, etc), in so far as they have not already been so extended, and
- (b) Parts 2 and 6 of these Regulations.

(2) The vessels and persons are—

- (a) non-United Kingdom ships of Classes IV, V, VI, VI(A), IX(A) and IX(A)(T), other than pleasure vessels, and
- (b) the masters employed in those vessels.

## **PART 2**

### **BOATMASTERS’ QUALIFICATIONS**

#### *General*

#### **Part 2: Interpretation**

**6.**—(1) In this Part—

“authorised pilot” means a person authorised in accordance with section 3 of the Pilotage Act 1987(a);

“bareboat charter terms” has the meaning given in section 17(11) of the Act;

“cargo” means all the things which are transported on a vessel, except fuel for the vessel, solid or liquid ballast, consumables to be used on board, the permanent outfit and equipment of the vessel, stores and spare gear for the vessel, the personal baggage and belongings of the crew and any passengers and the equipment necessary for or related to the activities being undertaken by the vessel;

“chemical tanker” means a vessel constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (2007 Edition) published by the International Maritime Organization (b) as amended from time to time;

“competent navigation authority” means a person in whom is vested, under any enactment, a power or duty to manage navigation in any part of United Kingdom waters;

“dangerous goods” means the substances, materials and articles covered by the International Maritime Dangerous Goods Code (2012 Edition incorporating Amendment 36-12) (c) published by the International Maritime Organization as amended from time to time other than those which are oil, chemical and liquefied gas cargo;

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(a) 1987 c. 21. Section 3 was amended by S.I. 2001/2237, 2002/808, 2003/1230 and 2006/1031.

(b) ISBN 9789280142266

(c) ISBN 9789280115611

“fast craft” means a vessel capable of a maximum speed when fully laden of at least 20 knots (where “maximum speed” means the speed achieved at the maximum continuous rating of the vessel’s propulsion machinery);

“general cargo” means any cargo other than oil, chemical and liquefied gas cargo but includes packaged dangerous goods;

“limited coastal area” means an area of sea where the vessel is neither more than 15 miles (exclusive of waters of category A, B, C or D) from its point of departure nor more than 3 miles from land;

“liquefied gas carrier” means a vessel constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (1993 Edition) (a), published by the International Maritime Organization, as amended from time to time;

“load line length” means the greater of the following distances measured at the waterline—

- (a) 96% of the total length of the vessel on a waterline at 85% of the least moulded depth measured from the top of the keel, or
- (b) the length from the foreside of the stem of the vessel to the axis of the rudder stock on that waterline,

(and, for the purpose of determining those lengths, where a vessel is designed with a rake of keel the waterline is to be treated as parallel to the designed waterline);

“normal duties”, in relation to the holder of a boatmaster’s licence or boatmaster’s certificate or a Rhine navigation licence, means the duties normally performed by a person holding a boatmaster’s licence (with or without endorsement) or boatmaster’s certificate of the relevant class or a Rhine navigation licence, as the case may be;

“oil tanker” means a vessel constructed and used for the carriage of petroleum and petroleum products in bulk;

“pilotage direction” has the meaning given in section 7(1) of the Pilotage Act 1987;

“pilotage exemption certificate” has the meaning given in section 8(1) of the Pilotage Act 1987(b);

“Port of London area” means the waters within the Port of London described in Table 5 in regulation 25 (and includes, unless the context otherwise requires, a part of those waters);

“prescribed fee” means the fee prescribed by the Secretary of State under section 302 of the Act;

“qualifying service” means service which has been undertaken—

- (a) in the United Kingdom or in another EEA State,
- (b) in an appropriate deck capacity, and
- (c) in appropriate waters on vessels of a type appropriate to the class of boatmaster’s licence or endorsement or boatmaster’s certificate applied for;

“qualifying service time has the meaning given in regulation 20(1);

“relevant local knowledge” means knowledge of local regulations and other navigation requirements and of the hazards, other features and situations specific to an area of water which affect safe navigation in that area;

“relevant local knowledge endorsement” means an endorsement authorising operations in specified waters (or in a specified part of the waters) for which relevant local knowledge is required;

“relevant medical condition” means a medical condition or disability which affects a person’s ability to perform normal duties;

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(a) ISBN 9789280112771

(b) Section 8(1) was amended by the Marine Navigation Act 2013 (c. 23), sections 2 and 3.



“Rhine navigation licence” means a licence issued in accordance with the revised Convention for Rhine Navigation<sup>(a)</sup>;

“Ro-Ro vessel” means a vessel in which vehicles or cargo can be loaded or unloaded in a horizontal direction;

“small commercial vessel” means a vessel which is neither a pleasure vessel nor a passenger ship and which is—

- (a) less than 24 metres in load line length, or
- (b) of less than 150 tons, where the keel was laid, or where the vessel was at a similar stage of construction, before 21st July 1968,

(and “similar stage of construction” means a stage at which construction identifiable with a specific vessel has begun and assembly of that vessel comprising at least 1% of the estimated mass of all structural material has commenced);

“specialist towing and pushing operations” means operations involving the towing or pushing of vessels, including ship towage with tugs (other than emergency towing assistance and rigid pushing operations on waters of category A or B or waters of category C if not linked to other waters);

“supplementary licence” means a licence issued under regulation 34; and

“UK certificate” has the meaning given in regulation 29.

*Persons and vessels to which Part 2 applies*

### **Application of Part 2**

7.—(1) Subject to regulations 8 and 9, this Part applies to a person serving as a master of a vessel of a kind mentioned in paragraph (2) engaged on a voyage of a kind mentioned in paragraph (3) (“a boatmaster”).

(2) The vessels are United Kingdom and non-United Kingdom ships of Classes IV, V, VI, VI(A), IX(A) and IX(A)(T), other than pleasure vessels.

(3) The voyages are—

- (a) a voyage in waters of category A, B, C or D, and
- (b) a voyage to sea within United Kingdom waters in the courses of which the vessel is never more than 15 miles (exclusive of waters of category A, B, C or D) from its point of departure or more than 3 miles from land.

### **Exemptions from Part 2: small commercial vessels and holders of STCW certificates**

8.—(1) This Part does not apply to a person serving as—

- (a) the master of a certificated small commercial vessel who holds an appropriate SCV Code qualification;
- (b) the master of a seagoing vessel, other than a pleasure vessel, who holds an appropriate STCW Class II/2 or 3 Certificate other than an STCW Class II/3 Certificate (Master, Category D) or an Inshore Tug Certificate.

(2) In this regulation—

“certificated”, in relation to a small commercial vessel, means complying with the requirements as to the possession and display of a certificate contained in the SCV Regulations;

“Inshore Tug Certificate” means—

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(a) Revised Convention for Rhine Navigation of 17 October 1868, as amended by the Strasbourg Convention of 20 November 1963 and Protocols of 25 October 1972, 17 October 1979 and 25 April 1989.

(a) a Certificate of Competency (Master) (Inshore Tugs) issued by the Secretary of State in accordance with Regulation II/3.6 of Chapter II of the Annex to the STCW Convention, or

(b) a Certificate of Equivalent Competency issued in recognition of a certificate issued by another Party to the STCW Convention equivalent to that Certificate of Competency;

“SCV Code qualification” means a qualification specified in a code of practice for the safety of seagoing small commercial vessels which satisfies a requirement as to the manning of vessels imposed by the SCV Regulations;

“SCV Regulations” means the Merchant Shipping (Small Workboats and Pilot Boats) Regulations 1998(a) and the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998(b);

“STCW Class II/2 or 3 Certificate” means—

(c) a Certificate of Competency for a person acting in the capacity of master of a vessel issued by the Secretary of State in accordance with Regulation II/2 or II/3 of Chapter II of the Annex to the STCW Convention, or

(d) a Certificate of Equivalent Competency issued in recognition of a certificate issued by another Party to the STCW Convention equivalent to that Certificate of Competency;

“STCW Class II/3 Certificate (Master, Category D)” means—

(a) a Certificate of Competency for a person acting in the capacity of master of a vessel of less than 500 tonnes gross tonnage in waters up to category D issued by the Secretary of State in accordance with Regulation II/3.6 of Chapter II of the Annex to the STCW Convention, or

(b) a Certificate of Equivalent Competency issued in recognition of a certificate issued by another Party to the STCW Convention equivalent to that Certificate of Competency;

“STCW Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended, including the Final Act of the Conference of Parties dated 25th June 2010(c).

## **Exemptions from Part 2: general**

**9.** This Part does not apply to a person serving as a master of a vessel specified by the Secretary of State under section 48 of the Act as exempt from these Regulations.

### *Boatmasters’ qualifications: general*

## **Qualifications which must be held by masters**

**10.—**(1) Subject to regulations 11 to 13, a boatmaster is not qualified to serve as a master of a vessel unless that boatmaster holds—

(a) a boatmaster’s licence of the Tier and level specified in column (1) of Table 2 in Regulation 15 which authorises that person to serve as master of the vessel being navigated in the category of waters in which it is being navigated, together with—

(i) the endorsements listed in Table 2 in regulation 15, or an equivalent qualification specified in a Merchant Shipping Notice, which are required to authorise that person to serve as a master on that vessel or engage in operations which the vessel is undertaking, and

(ii) unless regulation 13 applies, the relevant local knowledge endorsements which are required by regulation 18 to authorise the master to navigate the waters being navigated;

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(a) S.I. 1998/1609.

(b) S.I. 1998/2771, amended by S.I. 2000/482, 2002/1473, 2005/2114 and 2013/1785.

(c) Published by the International Maritime Organization, Third Consolidated Edition 2011 ISBN 9789280115284

- (b) a boatmaster's certificate of a class specified in column (1) of Table 7 in regulation 30 which authorises that person to serve as a master of the vessel which is being navigated in the category of waters on which it is being navigated;
- (c) a Rhine navigation licence appropriate to the vessel which is being navigated; or
- (d) such other qualification, in such circumstances and subject to such conditions, as may be specified in a Merchant Shipping Notice.

(2) For the purposes of section 49 (prohibition of going to sea undermanned), and 52 (unqualified persons going to sea as qualified officers or seamen) of the Act, a person does not contravene this regulation while that person —

- (a) is navigating a vessel as part of the qualifying service required under regulations 20 to 26 or 32 under the direction of a person who is qualified in accordance with this regulation,
- (b) is undergoing a practical test of seamanship and vessel handling skill which is—
  - (i) conducted on board a vessel of a kind reasonably representative of the class of vessel the command of which the licence or endorsement would authorise, and
  - (ii) in waters appropriate to that class of licence or endorsement, or
- (c) is authorised to serve as master of a vessel under regulation 54.

### **Vessels to which a pilotage direction applies**

**11.** Where a pilotage direction applies to a vessel, a boatmaster is not qualified to serve as master unless—

- (a) the boatmaster—
  - (i) is an authorised pilot, or
  - (ii) holds a pilotage exemption certificate issued by the competent navigation authority; or
- (b) the vessel is carrying an authorised pilot.

### **Restrictions on holders of a Rhine navigation licence**

**12.** — A boatmaster holding a Rhine navigation licence is not qualified to serve as a master of—

- (a) a vessel at sea, or
- (b) any vessel in waters where (if the boatmaster held a boatmaster's licence) a relevant local knowledge endorsement would be required under regulations 10(1)(a)(ii) and 18, unless—
  - (i) authorised to do so by virtue of a supplementary licence,
  - (ii) the boatmaster—
    - (aa) is an authorised pilot, or
    - (bb) holds a pilotage exemption certificate issued by the competent navigation authority; or
  - (iii) the vessel is carrying an authorised pilot.

### **Relevant local knowledge endorsements and authorised pilots**

**13.**—(1) This regulation applies to a boatmaster who—

- (a) is required by regulation 10(1)(a)(ii) to hold a relevant local knowledge endorsement;
- (b) is the holder of a boatmaster's certificate who is required by regulation 30(2) to hold a certificate attesting knowledge of local navigation requirements;
- (c) is the holder of a Rhine navigation licence who, if that person held a boatmaster's licence, would be required by regulation 10(1)(a)(ii) to hold a relevant local knowledge endorsement; or

(d) in any other circumstances, would be required to hold a relevant local knowledge endorsement if that person held a boatmaster’s licence.

(2) A boatmaster to whom this regulation applies is qualified to serve as a master of a vessel engaged on a voyage in waters where a relevant local knowledge endorsement is or would be required, where—

- (a) that person is an authorised pilot for all those waters,
- (b) that person holds a pilotage exemption certificate issued by the competent navigation authority in relation to all those waters, or
- (c) the vessel is carrying an authorised pilot for all those waters.

*Boatmasters’ qualifications: medical fitness*

**Boatmaster to be medically fit**

14. A boatmaster may not serve as a master of a vessel to which this Part applies unless medically fit to perform normal duties.

*Boatmasters’ licences*

**Boatmasters’ licences: authorised operations**

15.—(1) Subject to regulations 16 to 18, a class of boatmasters’ licence or endorsement specified in column (1) of Table 2 authorises a person to serve as a master—

- (a) of a vessel of a description,
- (b) for the purposes of operations of a type, and
- (c) in the waters,

specified in column (2).

(2) In this regulation “adjacent waters” means waters which flow naturally into category C and D waters and where the particular operating area for the licence includes non-tidal category A or B waters.

**Table 2**

**Boatmasters’ licences: classes and endorsements**

<i>(1) Class of licence and endorsement</i>	<i>(2) Vessel operations and waters for which licence and endorsement is valid</i>
<b>A. Tier 1 boatmaster’s licences</b>	
<b>A.1 Tier 1 boatmaster’s licences without endorsements</b>	
Tier 1 (level 1) without endorsement	Vessel operations: (i) vessel operations for which an endorsement is not required (but including emergency towing assistance or rigid pushing operations). Waters: (i) waters of categories A and B and (ii) waters of category C if not linked to any other waters, except waters where a relevant local knowledge endorsement is required.
Tier 1 (Level 2) without endorsement	Vessel operations: (i) vessel operations for which an endorsement is not required (but including emergency towing assistance or rigid pushing operations in waters of category A or B or waters of category C if not linked to any other waters). Waters: all waters appropriate to the class of vessel except waters where a relevant local

	knowledge endorsement is required.
<b>A.2 Endorsements required on a Tier 1 boatmaster's licence</b>	
A passenger operations (general) endorsement	Vessel operations: operation of passenger ships carrying not more than 250 passengers. Waters: waters otherwise authorised.
A large passenger vessel endorsement	Vessel operations: operation of passenger ships carrying (i) not more than 250 passengers and (ii) more than 250 passengers. Waters: waters of categories A, B, C and D.
A towing and pushing endorsement	Vessel operations: vessels engaged in specialist towing and pushing operations Waters: as otherwise authorised.
A cargo endorsement	Vessel operations: operations involving the carriage of general and bulk cargo. Waters: as otherwise authorised.
An oil cargo endorsement	Vessel operations: operation of an oil tanker. Waters: as otherwise authorised.
A chemical cargo endorsement	Vessel operations: operation of a chemical tanker. Waters: as otherwise authorised.
A liquefied gas cargo endorsement	Vessel operations: operation of a liquefied gas carrier. Waters: as otherwise authorised.
A dredging endorsement	Vessel operations: vessels engaged in dredging operations. Waters: as otherwise authorised.
A radar endorsement	Vessel operations: operations which are otherwise authorised and the vessel is navigated using radar. Waters: as otherwise authorised.
A Ro-Ro endorsement	Vessel operations: operation of a Ro-Ro vessel. Waters: waters of categories C and D and the limited coastal area.
A fast craft endorsement	Vessel operations: operation of a fast craft. Waters: as otherwise authorised.
A relevant local knowledge endorsement	Vessel operations: as otherwise authorised. Waters: those local waters specified in Column (1) of Table 3 in Regulation 18 to which the endorsement relates.
<b>B Tier 2 boatmaster's licences</b>	
Tier 2 (Level 1) (passenger-carrying operations)	Vessel operations: passenger-carrying operations on vessels on which the licence holder has completed the qualifying service. Waters: (a) category A canals, and (b) such (i) other waters of categories A and B, and (ii) category C waters, if not linked to any other waters, which (having regard to the nature and length of the licence holder's qualifying service) are specified in the licence.
Tier 2 (Level 1) (other operations)	Vessel operations: vessels and operations, other

	<p>than passenger-carrying operations, on which the licence holder has completed the qualifying service.</p> <p>Waters: (a) category A canals, and  (b) such (i) other waters of categories A and B, and  (ii) category C waters, if not linked to any other waters  which (having regard to the nature and length of the licence holder's qualifying service) are specified in the licence .</p>
Tier 2 (Level 2) (passenger carrying operations)	<p>Vessel operations: (i) passenger-carrying operations on vessels carrying not more than 250 passengers on which the licence holder has completed the qualifying service.</p> <p>Waters: category C and/or D waters (excluding the River Thames below Teddington Lock) and/or the limited coastal area and including adjacent category A and/or B waters which are specified in the licence.</p>
Tier 2 (Level 2) (other operations)	<p>Vessel operations: vessels and operations, other than passenger-carrying operations, on which the licence holder has completed the qualifying service.</p> <p>Waters: category C and/or D waters (excluding the River Thames below Teddington Lock) and/or the limited coastal area and including adjacent waters of category A and/or B which are specified in the licence.</p>

**Cargo endorsements**

16.—(1) This regulation applies to—

- (i) a cargo endorsement,
- (ii) an oil cargo endorsement,
- (iii) a chemical cargo endorsement, or
- (iv) a liquefied gas cargo endorsement.

(2) An endorsement to which this regulation applies held by a person under the age of 21 does not authorise its holder to serve as master on a vessel if its overall length exceeds 40 metres (“overall length” being the maximum length of the vessel including all fixed installations such as parts of the steering system or power plant and mechanical or similar devices).

**Fast craft endorsements**

17. A fast craft endorsement may be limited—

- (a) to a specified description of vessel,
- (b) to navigation on voyages following a specified route, or
- (c) both to a specified description of vessel and to navigation on voyages following a specified route.

## Relevant local knowledge endorsement

18. Unless regulation 13 applies, a relevant local knowledge endorsement is required for any operations (other than operations necessary to deal with an emergency) in the waters listed in Table 3.

**Table 3**

### Boatmasters' licences: relevant local knowledge requirements

<i>(1) Port or harbour area</i>	<i>(2) Extent of waters where a relevant local knowledge endorsement is required</i>
Bristol Port	The River Avon from Ashton Swing Bridge to the mouth of the Avon and King Road from Portishead Point to the port limits to the North and West
Caernafon and Menai Strait	From the Southern Limit specified in the Menai Strait Pilotage District Pilotage Directions, that is an imaginary line joining positions 53°09.6'N 004°25.7'W (Malltraeth Bay); 53°05.0'N 004°32.15'W (Caernafon Bay) and 53°00.55'N 004°23.58'W (afon Hen, Clynnog) to a line drawn between Bangor Pier and Garth-y-Don
Dee Conservancy	From an imaginary straight line connecting Point of Ayr (National Grid reference point SJ 12268519) and Hilbre Point (National Grid reference point SJ 20298843) to the Airbus Load-out Facility at Broughton
Dover Harbour	The harbour and the sea within a distance of one mile from the seaward limits of the harbour
Fowey Harbour	The upper estuary, north of Upper Carne Point
Gloucester Harbour	The Severn estuary from the harbour limits at Goldcliff to the weirs at Maisemore, Lanthony (Gloucester) on the tidal River Severn, and to Bigsweir Bridge on the tidal River Wye.
Medway	The waters within a line from Garrison Point to Grain Tower then west to shore-line and from the east limits of the Port of Sheerness to Rochester Bridge including the Swale as far as Shellness.
Port of Liverpool	The River Mersey from a straight line drawn between the Perch Rock Lighthouse and Gladstone River Entrance West Bullnose, south to a straight line drawn between the East Bullnose of Eastham 50' Lock and the West Bullnose of Stalbridge (Garston) Lock
Port of London	The River Thames from Putney Bridge to the eastern limit of the Thames Barrier Control Zone (currently Margaretness)
Padstow Harbour	The waters within a line joining Stepper Point, Gulland Rock and Pentire Point
Portsmouth Harbour	The waters between No 4 Bar Buoy and a line drawn from No 98 Pile to Whale Island.
Isles of Scilly	The waters within a line drawn from Bishop Rock Lighthouse to Scilly Rock, Round Island, White Island, Hanjague and around the South East of St Mary's.

**Applications for boatmasters' licences and endorsements**

**19.**—(1) An application for a boatmaster's licence or an endorsement of a licence—

- (a) must be in such form and contain, or be accompanied by, such particulars and documents as may be specified in a Merchant Shipping Notice, and
- (b) must be accompanied by the prescribed fee.

(2) The Secretary of State may in particular specify, as a document required to support an application, the written record of the applicant's service and experience.

**Boatmasters' licences and endorsements: minimum requirements**

**20.**—(1) The Secretary of State may not issue a boatmaster's licence or an endorsement of a class specified in column (1) of Table 4 unless satisfied that a boatmaster applying for the licence or endorsement ("the applicant")—

- (a) is of or above the minimum age specified in relation to that class of licence or endorsement in column (2) of Table 4;
- (b) has completed in aggregate a period of qualifying service (the "qualifying service time") not less than that (if any) specified in column (3) of Table 4 in relation to that class of licence or endorsement;
- (c) meets the conditions concerning qualifying service specified in regulation 21;
- (d) is medically fit to perform normal duties; and
- (e) has the practical skills and knowledge specified in a Merchant Shipping Notice as being necessary for a holder of that class of licence or endorsement.

(2) In order to be satisfied that an applicant has the specified practical skills and knowledge, the Secretary of State may require an applicant to be assessed—

- (a) in accordance with arrangements specified in a Merchant Shipping Notice; and
- (b) by a person ("an examiner") who is—
  - (i) appointed for that purpose by the Secretary of State, or
  - (ii) appointed by a person approved by the Secretary of State for the purpose of approving examiners.

(3) If required to undertake an assessment, the applicant must—

- (a) provide such information and documents as may be specified in a Merchant Shipping Notice; and
- (b) pay to the Secretary of State the prescribed fee.

**Table 4****Minimum ages and qualifying service time for boatmasters' licences and endorsements**

<i>(1) Class of licence or endorsement</i>	<i>(2) Minimum age</i>	<i>(3) Qualifying service time</i>	<i>(4) Minimum qualifying period</i>
Tier 1 (Level 1) without endorsement	18	120 days	12 months
Tier 1 (Level 2) without endorsement	18	240 days	24 months
A passenger operations (general) endorsement: for waters of category A and B only	21	60 days	6 months



A passenger operations (general) endorsement: for waters of category C and D and in a limited coastal area	21	120 days	12 months
A large passenger vessel endorsement	22	60 days together with the period specified in regulation 22	6 months
A towing and pushing endorsement: for waters of category A and B only	21	60 days	6 months
A towing and pushing endorsement: for waters of category C and D	21	120 days	12 months
A cargo endorsement	18	60 days	6 months
An oil cargo endorsement	18	60 days	6 months
A chemical cargo endorsement	18	60 days	6 months
A liquefied gas cargo endorsement	18	60 days	6 months
A dredging endorsement	18	60 days	6 months
A fast craft endorsement	21	The period specified in regulation 23	N/a
A radar endorsement	18	Nil	N/a
A Ro-Ro endorsement	18	60 days	6 months
A local knowledge endorsement	18	None, unless regulation 25 applies	N/a
Tier 2 (Level 1) (passenger-carrying operations): vessels carrying not more than 100 passengers	18	The period specified in regulation 26	N/a
Tier 2 (Level 1) (passenger-carrying operations): vessels carrying not more than 250 passengers	20	The period specified in regulation 26	N/a
Tier 2 (Level 1) (passenger-carrying operations): any vessel	21	The period specified in regulation 26	N/a
Tier 2 (Level 1) (other vessels)	18	The period specified in regulation 26	N/a
Tier 2 (Level 2) (passenger-carrying operations): vessels carrying not more than 100 passengers	18	The period specified in regulation 26	N/a
Tier 2 (Level 2) (passenger-carrying operations): vessels	20	The period specified in regulation 26	N/a

carrying not more  
than 250 passengers  
Tier 2 (Level 2) (other 18  
vessels)

The period specified N/a  
in regulation 26

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### **Boatmasters' licences and endorsements: conditions concerning qualifying service**

**21.**—(1) The conditions referred to in regulation 20(1)(c) are that—

- (a) the qualifying service has been undertaken during the period of 5 years ending on the date of the application,
- (b) in relation to the relevant class of licence or endorsement, a period not less than the period (if any) specified in column (4) of Table 4 in regulation 20 (the “minimum qualifying period”) has elapsed between the first day of the qualifying service time and the date of the application, and
- (c) in relation to an endorsement, other than a relevant local knowledge endorsement, at least half the qualifying service time has been undertaken in waters for which the endorsement is to be valid.

(2) Except in the case of an endorsement to which paragraph (3) applies, in calculating the qualifying service time (but not the minimum qualifying period) for the purpose of an application for an endorsement of a Tier 1 licence, the Secretary of State must disregard qualifying service undertaken for the purpose of an application for—

- (i) the licence itself, or
- (ii) another endorsement.

(3) (a) This paragraph applies to—

- (i) a Ro-Ro endorsement,
- (ii) a fast craft endorsement, and
- (iii) a relevant local knowledge endorsement, other than for the Port of London area.

(b) In the case of an endorsement to which this paragraph applies, in calculating the qualifying service time for the purpose of an application for that endorsement, the Secretary of State may take account of the qualifying service undertaken for the purpose of an application for—

- (i) the licence itself, or
- (ii) another endorsement.

### **Large passenger vessel endorsements: additional conditions**

**22.**—(1) A large passenger vessel endorsement may not be issued unless—

- (a) the applicant holds a passenger operations (general) endorsement,
- (b) in addition to the qualifying service time prescribed for the large passenger vessel endorsement, the applicant has served—
  - (i) as master of a passenger ship carrying not more than 250 passengers for an aggregate period of 120 days, or
  - (ii) as mate or in another appropriate deck capacity on board a passenger ship carrying more than 250 passengers for an aggregate period of 120 days; and
- (c) not less than one year has elapsed between the first and last days of the period of service mentioned in paragraph (b).

(2) In this regulation “mate” means the officer next in rank to the master and upon whom command of the ship will fall in the event of the incapacity of the master.

### **Fast craft endorsements: additional conditions**

23. A fast craft endorsement may not be issued unless the applicant—
- (a) holds or at the same time is to be issued with—
    - (i) a cargo endorsement,
    - (ii) a passenger operations (general) endorsement, or
    - (iii) a large passenger vessel endorsement,appropriate to the nature of the vessel and operations being undertaken; and
  - (b) has completed a period of qualifying service specified in a Merchant Shipping Notice as sufficient to justify the issue of the licence —
    - (i) on vessels of the same type as the vessel on which the applicant will normally serve as master, and
    - (ii) on voyages following a route on which that vessel will normally operate.

### **Ro-Ro endorsements: additional conditions**

24. A Ro-Ro endorsement may not be issued unless the applicant holds or at the same time is to be issued with—
- (a) a cargo endorsement, or
  - (b) a passenger operations (general) endorsement, or
  - (c) a large passenger vessel endorsement,
- appropriate to the nature of the vessel and operations being undertaken.

### **Relevant local knowledge endorsements: additional conditions**

- 25.—(1) A relevant local knowledge endorsement in respect of the waters specified in column (1) of Table 5 may not be issued unless—
- (a) the applicant has completed the qualifying service specified in column (2) of that table in relation to those waters, and
  - (b) in the case of an application for a relevant local knowledge endorsement for the Port of London area, the whole of that qualifying service has been undertaken after the expiration of the minimum qualifying period for the issue of a Tier 1 (Level 2) licence.
- (2) In this regulation “Medway”, “Padstow Harbour”, “Port of London area”, “Portsmouth Harbour” and “Isles of Scilly” mean respectively the waters so described in Table 3 in regulation 18.

**Table 5**

#### **Boatmasters’ licences: qualifying service for relevant local knowledge endorsements**

<i>(1) Port or harbour area</i>	<i>(2) Qualifying service required</i>
Medway	Not less than 80 days’ qualifying service with the last day of that service being undertaken not more than 5 years after the first day
Port of London area	Not less than 60 days’ qualifying service, undertaken in varying conditions including trips in different directions and trips during the hours of darkness, with the last day of that service being undertaken not less than 6 months after the first day
Padstow Harbour	6 voyages outward from the harbour and 6 voyages inward to the harbour under the supervision of a person authorised by the Padstow Harbour Authority

Portsmouth Harbour	Not less than 60 days' qualifying service with the last day of that service being undertaken not less than 6 months after the first day
Isles of Scilly	Not less than 60 days' qualifying service with the last day of that service being undertaken not less than 6 months after the first day

### **Tier 2 boatmasters' licences: qualifying service time**

26. The Secretary of State may not issue a Tier 2 boatmaster's licence unless satisfied that, at the date of the application, the applicant has completed a period of qualifying service sufficient to justify the issue of the licence.

### **Boatmasters' licences: disclosure of medical conditions**

27.—(1) A holder of a boatmaster's licence ("the licence holder") who is suffering from a relevant medical condition which has not previously been disclosed must, upon becoming aware of the condition, forthwith notify the Secretary of State in writing of the fact.

(2) If the Secretary of State becomes aware that a licence holder may be suffering from a relevant medical condition the Secretary of State may require the licence holder—

- (a) to undergo, at the licence holder's own expense, an examination by a registered medical practitioner for the purpose of determining whether the licence holder is fit to perform normal duties, and
- (b) to authorise that medical practitioner to provide the Secretary of State with a report of the result of that examination.

(3) If satisfied (whether by virtue of a report received from a registered medical practitioner under paragraph (2) or otherwise) that a licence holder is suffering from a relevant medical condition, the Secretary of State may suspend or revoke the licence.

(4) If satisfied that a licence holder whose licence or endorsement has been suspended or revoked under paragraph (3) is fit to perform the normal duties of a holder of a licence or endorsement of a different class than that suspended or revoked, the Secretary of State may issue a licence or endorsement of that different class.

(5) If a licence holder fails to comply with a requirement made under paragraph (2), the Secretary of State may suspend the licence until such time as the licence holder complies with the requirement.

### **Boatmasters' licences: validity periods and re-validation**

28.—(1) A boatmaster's licence remains in force for a period of 5 years commencing on the date it is issued.

(2) An endorsement of a boatmaster's licence remains in force for the same period as the licence on which it is endorsed.

(3) A holder of a boatmaster's licence may before or within twelve months of the date on which the licence expires, apply to the Secretary of State for the licence and any endorsements to be re-validated.

(4) An application for re-validation of a boatmaster's licence or an endorsement of a licence must—

- (a) be in such form and contain, or be accompanied by, such particulars and documents as may be specified in a Merchant Shipping Notice, and
- (b) must be accompanied by the prescribed fee.

(5) The Secretary of State may not revalidate a licence or endorsement unless satisfied that the applicant—

- (a) has completed in an appropriate deck capacity the number of days service specified in column (2) of Table 6 in respect of the category of licence and endorsements listed in column (1) of that Table during the period of 5 years ending on the date the applicant applies for revalidation, and
- (b) in the case of a relevant local knowledge endorsement, has the practical skills and knowledge of the local navigational requirements necessary for the waters to which the endorsement applies specified in a Merchant Shipping Notice.

(6) An endorsement previously held, other than one listed in Table 6, shall be revalidated automatically upon the Secretary of State revalidating the boatmaster’s licence on which it was previously endorsed.

(7) The Secretary of State may require the applicant to provide evidence of the practical skills and knowledge (or any part of those skills or that knowledge) required in respect of the relevant class of licence or endorsement.

**Table 6**

**Revalidation of boatmasters’ licences and endorsements: qualifying service**

<i>(1) Licence or endorsement</i>	<i>(2) Qualifying service time</i>
Tier 1 boatmaster’s licence	120 days
Tier 2 boatmaster’s licence	50 days
A passenger operations (general) endorsement for waters of category A and B only	30 days
A passenger operations (general) endorsement for waters of category C and D and in a limited coastal area	60 days
A large passenger vessel endorsement	30 days
A towing and pushing endorsement: for waters of category A and B	30 days
A towing and pushing endorsement: for waters of category C and D	60 days
An oil cargo endorsement	30 days
A chemical cargo endorsement	30 days
A liquefied gas cargo endorsement	30 days
A fast craft endorsement	60 days
A Ro-Ro endorsement	30 days

*Boatmasters’ certificates*

**Boatmasters’ certificates: classes of certificate**

29. A boatmaster’s certificate issued by the Secretary of State (a “UK certificate”) must bear the title “Boatmaster’s Certificate” and state whether it is a Group A or Group B certificate.

**Boatmasters’ certificates: authorised operations**

30.—(1) Subject to paragraphs (2) to (4), a class of UK certificate specified in column (1) of Table 7 confers on its holder authority to serve as master of a vessel which is equivalent to that conferred by the class of boatmaster’s licence specified in column (2) of that table.

(2) In waters for which relevant local knowledge is required, a UK certificate does not authorise its holder to undertake any operations (other than operations necessary to deal with an emergency) unless it is a certificate attesting to the holder’s knowledge of local navigation requirements in those waters.

(3) Subject to the limitation specified in paragraph (4), a class of boatmaster’s certificate issued in an EEA State other than the United Kingdom corresponding to a class of UK certificate confers

(4) The limitation is that no certificate authorises its holder to serve as master of a vessel at sea.

**Table 7**

**Boatmasters' certificates: classes of certificate**

<i>(1) Class of certificate</i>	<i>(2) Equivalent class of boatmasters' licence</i>
<b>Group A certificates</b>	
General certificate	Tier 1 (Level 2) with cargo and towing and pushing endorsements.
Certificate attesting competence in radar navigation	Tier 1 (Level 2) with cargo, towing and pushing and radar endorsements
Certificate attesting competence in passenger transport	Tier 1 (Level 2) with cargo, towing and pushing, passenger operations (general) and large passenger vessel endorsements.
Certificate attesting knowledge of local navigation requirements	Tier 1 (Level 2) with cargo and towing and pushing endorsements and a relevant local knowledge endorsement for the waters specified in the certificate.
<b>Group B certificates</b>	
General certificate	Tier 1 (Level 1) with cargo and towing and pushing endorsements
Certificate attesting competence in radar navigation	Tier 1 (Level 1) with cargo, towing and pushing and radar endorsements.
Certificate attesting competence in passenger transport	Tier 1 (Level 1) with cargo, towing and pushing, passenger operations (general) and large passenger vessel endorsements
Certificate attesting knowledge of local navigation requirements	Tier 1 (Level 1) with cargo and towing and pushing endorsements and a relevant local knowledge endorsement for the waters specified in the certificate

**Boatmasters' certificates: applications**

**31.**—(1) An application for a UK certificate must—

- (a) be made to the Secretary of State,
- (b) be in such form and contain, or be accompanied by, such particulars and documents as may be specified in a Merchant Shipping Notice, and
- (c) be accompanied by the prescribed fee.

(2) The Secretary of State may in particular specify, as a document required to support an application, a record of the applicant's service and experience on an appropriate vessel in appropriate waters.

**Boatmasters' certificates: minimum requirements**

**32.**—(1) The Secretary of State may not issue a UK certificate to any person unless satisfied that the person—

- (a) is the holder of —
  - (i) a Tier 1 boatmaster's licence, or
  - (ii) a boatmaster's certificate issued in an EEA State other than the United Kingdom;
- (b) is aged 21;
- (c) is medically fit to perform normal duties;

- (d) has completed in aggregate a period of not less than 480 days' qualifying service;
- (e) a period of not less than four years has elapsed between the first day of the period of qualifying service and the date of the application; and
- (f) in the case of a person who has not previously held a UK certificate, has such practical skills and knowledge necessary for a holder of a certificate of the relevant group as may be specified in a Merchant Shipping Notice.

(2) All qualifying service must be entered on a personal service record and produced to the Secretary of State with the application.

(3) A person holding a boatmaster's certificate issued in an EEA State other than the United Kingdom who is under the age of 21 may not serve as the master of any vessel.

(4) In order to be satisfied that an applicant for a UK Certificate has the specified practical skills and knowledge, the Secretary of State may require an applicant to be assessed—

- (a) in accordance with arrangements specified in a Merchant Shipping Notice; and
- (b) by a person ("an examiner") who is—
  - (i) appointed for that purpose by the Secretary of State, or
  - (ii) appointed by a person approved by the Secretary of State for the purpose of approving examiners.

(5) If required to undertake an assessment, the applicant must—

- (a) provide such information and documents as may be specified in a Merchant Shipping Notice; and
- (b) pay to the Secretary of State the prescribed fee.

**Boatmasters' certificates: medical fitness**

**33.**—(1) Where the holder of a UK certificate is aged 45 or over, the certificate does not authorise the holder to serve as master of any vessel unless a certificate issued by a registered medical practitioner, in a form approved by the Secretary of State, is held satisfying the conditions in paragraph (2).

(2) The conditions are that the certificate—

- (a) states that the person is medically fit to perform normal duties, and
- (b) was issued—
  - (i) in the case of a person aged 64 or under, not more than 5 years ago, or
  - (ii) in the case of a person aged 65 or over, not more than 1 year ago.

(3) Where the holder of a certificate other than a UK certificate is aged 65 or over, the certificate does not authorise the holder to serve as master of any vessel unless a certificate issued by a registered medical practitioner, in a form approved by the Secretary of State, is held satisfying the conditions in paragraph (4).

(4) The conditions are that the certificate—

- (a) states that the person is medically fit to perform normal duties, and
- (b) was issued not more than 1 year ago.

(5) The holder of a boatmaster's certificate who is suffering from a relevant medical condition which has not previously been disclosed must, upon becoming aware of the condition, forthwith notify the Secretary of State in writing of the fact.

(6) If the Secretary of State becomes aware that the holder of a boatmaster's certificate may be suffering from a relevant medical condition, the Secretary of State may require that person—

- (a) to undergo, at their own expense, an examination by a registered medical practitioner for the purpose of determining whether the holder is fit to perform normal duties, and
- (b) to authorise that medical practitioner to provide the Secretary of State with a report of the result of that examination.

(7) If satisfied (whether by virtue of a report received from a registered medical practitioner under paragraph (6) or otherwise) that the holder of a boatmaster's certificate is suffering from a relevant medical condition the Secretary of State may—

- (a) in the case of a UK certificate, suspend or revoke the certificate, or
- (b) in the case of a certificate other than a UK certificate, suspend the certificate in so far as it authorises its holder to serve as master of a vessel in United Kingdom waters.

(8) Where the Secretary of State has suspended or revoked a boatmaster's certificate under paragraph (7) but is satisfied that the person is fit to undertake the normal duties of a holder of a boatmaster's licence (with or without an endorsement) of any class, the Secretary of State may issue a licence of that class.

(9) If the holder of a boatmaster's certificate fails to comply with a requirement made under paragraph (6), the Secretary of State may suspend the certificate in so far as it authorises its holder to serve as master of a vessel in United Kingdom waters until such time as the holder complies with the requirement.

(10) Where the Secretary of State suspends a boatmaster's certificate other than a UK certificate under paragraph (7)(b), the Secretary of State must inform the competent authority of the EEA State which issued the certificate of—

- (a) the suspension,
- (b) the reason for the suspension, and
- (c) whether a boatmaster's certificate of a different class or a boatmaster's licence has been issued to the holder of the certificate.

#### *Rhine navigation licences*

#### **Rhine navigation licence: supplementary licence**

**34.**—(1) The holder of a Rhine navigation licence who wishes to obtain a supplementary licence authorising the holder to serve as master of a vessel in waters where (if that person were the holder of a boatmaster's licence) a relevant local knowledge endorsement would be required must apply to the Secretary of State and such an application—

- (a) must be in such form and contain, or be accompanied by, such particulars and documents as may be specified in a Merchant Shipping Notice, and
- (b) must be accompanied by the prescribed fee.

(2) The Secretary of State may not issue a supplementary licence to a person applying pursuant to paragraph (1) ("the applicant") unless satisfied that the applicant has the practical skills and knowledge specified in a Merchant Shipping Notice.

(3) In order to be satisfied that an applicant for a supplementary licence has the specified practical skills and knowledge, the Secretary of State may require an applicant to be assessed—

- (a) in accordance with arrangements specified in a Merchant Shipping Notice; and
- (b) by a person ("an examiner") who is—
  - (i) appointed for that purpose by the Secretary of State, or
  - (ii) appointed by a person approved by the Secretary of State for the purpose of approving examiners.

(4) If required to undertake an assessment, the applicant must—

- (a) provide such information and documents as may be specified in a Merchant Shipping Notice; and
- (b) pay to the Secretary of State the prescribed fee.



### **Rhine navigation licences: medical fitness**

**35.**—(1) The holder of a Rhine navigation licence who is suffering from a relevant medical condition which has not previously been disclosed must, upon becoming aware of the condition, forthwith notify the Secretary of State in writing of the fact.

(2) If the Secretary of State becomes aware that the holder of a Rhine navigation licence may be suffering from a relevant medical condition the Secretary of State may require that person—

- (a) to undergo, at their own expense, an examination by a registered medical practitioner for the purpose of determining whether the holder is fit to perform normal duties, and
- (b) to authorise that medical practitioner to provide the Secretary of State with a report of the result of that examination.

(3) If the Secretary of State is satisfied (whether by virtue of a report received from a registered medical practitioner under paragraph (2) or otherwise) that the holder of a Rhine navigation licence is suffering from a relevant medical condition the Secretary of State may suspend the licence in so far as it authorises its holder to serve as master of a vessel in United Kingdom waters.

(4) Where the Secretary of State has suspended a licence under paragraph (3) but is satisfied that the person is fit to undertake the normal duties of a holder of a boatmaster's licence (with or without an endorsement) of any class, the Secretary of State may issue a boatmaster's licence of that class.

(5) If the holder of a Rhine navigation licence fails to comply with a requirement made under paragraph (2), the Secretary of State may suspend the licence in so far as it authorises its holder to serve as master of a vessel in United Kingdom waters until such time as the holder complies with the requirement.

#### *Licensing requirements under local legislation*

### **Licensing under local legislation**

**36.**—(1) Subject to paragraph (2), a local enactment ceases to have effect to the extent that it—

- (a) requires a boatmaster to meet any conditions in order to qualify to serve as master,
- (b) authorises the issue of a licence, certificate or other document permitting a boatmaster to serve as master, or
- (c) confers power to do anything mentioned in paragraph (a) or (b).

(2) Nothing in paragraph (1) affects the operation of any local enactment which authorises the issue of a boatman's licence, or makes provision in connection with the issue of any such licence, where the licence would enable a person to whom this Part applies to meet the condition in regulation 10(1)(d).

(3) In this regulation—

- (a) “boatman's licence” means a licence or other document authorising a person to serve as master of a vessel (whether or not of a specified class) in waters to which the local enactment applies;
- (b) “local enactment” means an enactment contained in—
  - (i) any local Act (other than the Port of London Act 1968**(a)**),
  - (ii) any order, regulations, rules, scheme, bye laws or other instrument made under a local Act, or
  - (iii) any order made under section 14 of the Harbours Act 1964**(b)**;

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(a) 1968 c. xxxii.

(b) 1964 c. 40. Section 14 was amended by: the Transport Act 1981 (c. 56), section 18 and Schedule 6 paragraphs 2, 3, 12 and 14 and Schedule 12, Part II; the Criminal Justice Act 1982 (c. 48), sections 37 and 46; the Transport and Works Act 1992 (c. 42), section 63 and Schedule 3, paragraph 1; the Planning Act 2008 (c. 29), section 36 and Schedule 2, paragraphs 8 and 9; S.I. 2006/1177 and S.I. 2009/1941.

- (c) a reference to serving as master is a reference to serving as master of a vessel on a voyage of a kind mentioned in regulation 7(3).

*Records, surrender and loss of documents*

**Records**

**37.**—(1) Subject to paragraph (2), the Secretary of State must keep a record of—

- (a) every boatmaster's licence (including endorsements) and boatmaster's certificate issued pursuant to these Regulations and currently valid,
- (b) every licence, certificate or other qualification previously held by the holder of a boatmaster's licence or certificate,
- (c) every suspension, cancellation or alteration of those licences, certificates or other qualifications, and
- (d) all examination and assessment evidence, application forms, documents relating to applications (including medical evidence) and other matters affecting current and previous licences, certificates and other qualifications.

(2) The Secretary of State need not retain a record of any document mentioned in paragraph (1)(a) or (b) for a period of more than 10 years after the date when that document expired or otherwise ceased to be valid.

**Surrender of documents**

**38.** Where the Secretary of State issues—

- (a) a boatmaster's licence to a person who already holds a licence of a lower class, or
- (b) a boatmaster's certificate to a person who already holds a certificate of a lower class,

the person to whom the new boatmaster's licence or certificate is issued must immediately surrender the licence or certificate previously held to the Secretary of State or to such person as may be specified in a Merchant Shipping Notice.

**Loss of documents**

**39.** If the holder of a boatmaster's licence or boatmaster's certificate loses it, the Secretary of State must—

- (a) if satisfied that the loss occurred through no fault of the holder, issue a replacement of the licence or certificate to the holder free of charge, or
- (b) if not so satisfied, issue a replacement licence or certificate to the holder on payment of the prescribed fee.

## PART 3

### LOCAL PASSENGER VESSELS: QUALIFICATIONS OF CREW MEMBERS

**Application of Part 3**

**40.** This Part applies to a United Kingdom vessel which is a passenger ship of Class IV, V, VI and VI(A).

**Owner's proposal**

**41.** The owner of a vessel to which this Part applies must give notice in writing to the Secretary of State proposing either that it is appropriate or that it is not appropriate that, when the vessel is engaged on a voyage, a member of the crew should be a holder of—

- (a) a boatmaster's licence of any class,
- (b) a boatmaster's certificate of any class, or
- (c) any other qualification specified in a Merchant Shipping Notice which it would be appropriate for the master of the vessel to hold.

**Secretary of State's approval**

**42.** The Secretary of State may approve the vessel's owner's proposal that—

- (a) a member of the crew must hold a qualification specified in the notice given under regulation 41, or
- (b) that no crew member must hold any such qualification.

**Form of approval**

**43.—**(1) An approval made under regulation 42 may be made subject to conditions.

(2) An approval made under regulation 42 must—

- (a) be recorded in writing,
- (b) specify—
  - (i) the date on which the approval takes effect, and
  - (ii) the conditions (if any) to which it is subject.

(3) A copy of an approval made under regulation 42 must be sent to the vessel's owner.

**Prohibition on proceeding on voyage without approval**

**44.** A vessel to which this Part applies must not proceed on a voyage unless—

- (a) notice has been given to the Secretary of State in accordance with regulation 41,
- (b) the Secretary of State has approved, in accordance with regulation 42, the proposal made in that notice as to which qualifications (if any) should be held by a member of the crew, and
- (c) the vessel is crewed in accordance with that approval.

**PART 4**

**SELF-EMPLOYED MASTERS' HOURS OF WORK**

**Interpretation of Part 4**

**45.—**(1) In this Part—

“craft” means a vessel mentioned in regulation 46(a);

“hovercraft” has the meaning given in section 4(1) of the Hovercraft Act 1968(a);

“rest period” means any time when a master is not on duty;

“working day”, in relation to a master, means either—

- (a) where a period of duty is not followed by a rest period of at least 8 hours, the aggregate of—
  - (i) that and each successive period of duty, and
  - (ii) any intervals between those periods of duty,

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(a) 1968 c. 59.

- until there is a rest period of at least 8 hours; or
  - (b) a period of duty which is followed by a rest period of at least 8 hours.
- (2) In this Part, a master is on duty where the master —
- (a) has nautical responsibility for any craft in circumstances where this Part applies, and
  - (b) is otherwise engaged in work for the purposes of a trade or business carried on by the master, being work in connection with any craft to which this Part applies or with any passenger carried by that craft.

#### **Application of Part 4**

- 46.** This Part applies to a person who—
- (a) is serving as master of either—
    - (i) a United Kingdom ship which is a passenger ship of Class IV, V, VI or VI(A), or
    - (ii) a hovercraft carrying more than 12 passengers, and
  - (b) is not a person to whom the following apply—
    - (i) the Working Time Regulations 1998(a),
    - (ii) the Merchant Shipping (Hours of Work) Regulations 2002(b), or
    - (iii) the Merchant Shipping (Working Time: Inland Waterways) Regulations 2003(c).

#### **The self-employed masters' hours of work code**

**47.**—(1) A master must, so far as is reasonably practicable, be properly rested when first going on duty on any working day.

(2) Subject to paragraphs (5) to (7), a master's working day must not exceed 16 hours.

(3) Subject to paragraphs (5) to (7), a master must not on any working day have command or charge of a craft for periods amounting in aggregate to more than 10 hours.

(4) Subject to paragraphs (5) to (7), if on any working day a master has been on duty—

- (a) for a period of 6 hours, the end of which does not correspond to the end of the working day, or
- (b) for periods amounting in aggregate to 6 hours without having enjoyed a rest period of at least 30 minutes and the end of the last of those periods does not correspond to the end of the working day,

the master must take a rest period of not less than 30 minutes at the end of that 6-hour period or (as the case may be) at the end of the last of those periods.

(5) The Secretary of State may grant an exemption from all or any of the provisions of this regulation in such circumstances and on such terms (if any) as may be specified in a Merchant Shipping Notice.

(6) An exemption—

- (a) may be granted in respect of one or more craft or a class of craft, and
- (b) may be restricted to specified voyages or operations.

(7) Subject to giving reasonable notice to the person affected, the Secretary of State may alter or cancel an exemption.

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(a) S.I. 1998/1833; the relevant amending instruments are S.I. [1999/3372?], 2002/3128, 2003/1684, 2003/3049, 2004/1713 and 2006/2389.  
(b) S.I. 2002/2125, amended by S.I. 2003/3049, 2004/1469, 2004/1713, 2005/2114 and 2006/3223.  
(c) S.I. 2003/3049, amended by S.I. 2006/3223.

## PART 5

### ENFORCEMENT

#### **Offence: serving while medically unfit**

**48.**—(1) A boatmaster who contravenes regulation 14 is guilty of an offence and is liable on summary conviction to a fine not exceeding level 5 on the standard scale.

(2) The owner of a vessel who causes or permits it to begin a voyage when the person serving as boatmaster is a person who contravenes regulation 14 is guilty of an offence and is liable on summary conviction to a fine not exceeding level 5 on the standard scale.

(3) It is a defence to a charge under this regulation that the person charged took all reasonable steps to avoid commission of the offence.

#### **Offence: failing to disclose a medical condition**

**49.**—(1) A boatmaster who contravenes regulation 27(1), 33(5) or 35(1) is guilty of an offence and is liable on summary conviction to a fine not exceeding level 5 on the standard scale.

(2) The owner of a vessel who causes or permits it to begin a voyage when the person serving as its master is a person who contravenes regulation 27(1), 33(5) or 35(1), is guilty of an offence and liable on summary conviction to a fine not exceeding level 5 on the standard scale.

(3) It is a defence to a charge under this regulation that the person charged took all reasonable steps to avoid commission of the offence.

#### **Offence: proceeding on a voyage without approval**

**50.**—(1) A person serving as master of a vessel to which Part 3 applies is guilty of an offence and liable on summary conviction to a fine not exceeding level 5 on the standard scale if that vessel proceeds on a voyage in contravention of—

- (i) regulation 44, or
- (ii) regulation 58(4).

(2) An owner of a vessel to which Part 3 applies is guilty of an offence and liable on summary conviction to a fine not exceeding level 5 on the standard scale if that vessel proceeds on a voyage in contravention of—

- (i) regulation 44, or
- (ii) regulation 58(4).

(3) It is a defence to a charge under this regulation that the person charged took all reasonable steps to avoid commission of the offence.

#### **Offence: non-compliance with self-employed masters' hours of work code**

**51.**—(1) A person who contravenes a requirement of Part 4 is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

(2) It is a defence for a person charged with an offence under paragraph (1) to prove that there was an unavoidable delay in the completion of a voyage arising out of circumstances which that person could not reasonably have foreseen.

#### **Offences by bodies corporate, Scottish partnerships etc**

**52.**—(1) Where—

- (a) an offence is committed by a body corporate or a partnership (including a limited liability partnership and a Scottish partnership) or other unincorporated association; and

- (b) it is proved that the offence was committed with the consent or connivance of, or was attributable to any neglect on the part of —
  - (i) a relevant individual; or
  - (ii) an individual purporting to act in the capacity of a relevant individual,

the individual as well as the body corporate, partnership or unincorporated association commits an offence and is liable to be proceeded against and punished accordingly.

(2) In paragraph (1), “relevant individual” means—

- (a) in relation to a body corporate—
  - (i) a director, manager, secretary or other similar officer of the body;
  - (ii) where the affairs of the body are managed by its members, a member;
- (b) in relation to a partnership, a partner;
- (c) in relation to an unincorporated association other than a partnership, a person who is concerned in the management or control of the association.

### Detention of vessels

**53.**—(1) Where a person (a “relevant inspector”) mentioned in paragraph (a), (b) or (c) of section 258(1) of the Act (a) (powers to inspect ships and their equipment, etc) is satisfied that an offence under regulation 48, 49 or 50 is being committed in relation to any vessel, the vessel is liable to be detained.

(2) Where a vessel is liable to be detained under paragraph (1), the relevant inspector detaining it must serve on the master of the vessel a detention notice which—

- (a) states that the relevant inspector is of the opinion that an offence under regulation 48, 49 or 50 has been committed,
- (b) specifies the reasons for that opinion, and
- (c) prohibits the vessel from commencing a voyage until a relevant inspector is satisfied it can do so in circumstances where no such offence is committed.

(3) Sections 96(b) and 97 of the Act (arbitration and compensation in connection with detention notices) apply in relation to a detention notice under paragraph (2) as they apply in relation to a detention notice under section 95 (power to detain dangerously unsafe ship) but with the following words omitted from section 96—

- (a) in subsection (1), “in pursuance of section 95(3)(b)”,
- (b) in subsection (3), “to whether the ship was or was not a dangerously unsafe ship”,
- (c) in subsection (5), “as a dangerously unsafe ship”.

(4) Where a vessel is liable to be detained under this regulation, section 284(c) of the Act (enforcing detention of ship) has effect with the following modifications—

- (a) for subsection (1) there is substituted—
  - “(1) Where under the Merchant Shipping (Boatmasters’ Qualifications, Crew and Hours of Work) Regulations 2014 a ship is liable to be detained a relevant inspector may detain the ship.”;
- (b) in subsection (4), for the words from “any of the following” to “any surveyor of ships” there is substituted “any relevant inspector”;

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(a) Section 258(1) was amended by the Merchant Shipping and Maritime Security Act 1997 (c. 28), section 9 and Schedule 1, paragraph 4 and Schedule 7, part 1.

(b) Section 96 was amended by the Arbitration Act 1996 (c. 23), section 107(2) and Schedule 4; the Constitutional Reform Act 2005 (c. 4), section 59(5) and Schedule 11, Part 3, paragraph 5; and the Tribunals, Courts and Enforcement Act 2007 (c. 15), section 50 and Schedule 10, Part 1, paragraph 26.

(c) Section 284 was amended by the Merchant Shipping and Maritime Security Act 1997, section 9 and Schedule 1, paragraph 5.

(c) subsections (6) and (7) are omitted; and

(d) at the end there is inserted—

“(9) In this section, “relevant inspector” means any person mentioned in paragraph (a), (b) or (c) of section 258(1).”

## PART 6

### TRANSITIONAL PROVISIONS

#### **Qualifications held under the 2006 Regulations**

**54.**—(1) This regulation applies to a person who, immediately before these Regulations come into force, holds one or both of the following issued under the 2006 Regulations (“a qualification under the 2006 Regulations”)—

- (a) a boatmaster’s licence with or without an endorsement,
- (b) a boatmaster’s certificate.

(2) Notwithstanding the revocation of the 2006 Regulations, a person to whom this regulation applies is to be treated as qualified to serve as master of a vessel engaged on a voyage authorised by a qualification under the 2006 Regulations until whichever is the earlier of—

- (a) the issue of a new boatmaster’s licence to that person,
- (b) the suspension or revocation of the boatmaster’s licence under regulation 27(3), or
- (c) the expiry of the boatmaster’s licence in accordance with regulation 14(1) of the 2006 Regulations.

(3) This regulation does not entitle a person to serve as master of any vessel at a time when that person is not complying with the terms and conditions of the qualification under the 2006 Regulations.

#### **Holders of an oil and chemical cargo endorsement**

**55.**—(1) This regulation applies to a person who, immediately before these Regulations come into force, holds a Tier 1 boatmaster’s licence with an oil and chemical cargo endorsement issued under the 2006 Regulations.

(2) A person to whom this regulation applies is to be treated as authorised to engage in operations for which an endorsement listed in paragraph (3) is required until whichever is the earlier of—

- (a) the issue of a new boatmaster’s licence to that person,
- (b) the suspension or revocation of the boatmaster’s licence under regulation 27(3), or
- (c) the expiry of the boatmaster’s licence in accordance with regulation 14(1) of the 2006 Regulations.

(3) The endorsements are—

- (a) an oil cargo endorsement;
- (b) a chemical cargo endorsement; and
- (c) a liquefied gas cargo endorsement.

#### **Ro-Ro endorsements**

**56.**—(1) This regulation applies to a person who, immediately before these Regulations come into force —

- (a) holds a Tier 1 Level 2 boatmaster’s licence issued under the 2006 Regulations, and
- (b) has not less than 30 days qualifying service time as master of a Ro-Ro vessel.

(2) A person to whom this regulation applies is to be treated as authorised to engage in operations for which a Ro-Ro endorsement is required until whichever is the earlier of—

- (a) the issue of a new boatmaster’s licence to that person,
- (b) the suspension or revocation of the boatmaster’s licence under regulation 27(3), or
- (c) the expiry of the boatmaster’s licence in accordance with regulation 14(1) of the 2006 Regulations.

### **Medway relevant local knowledge endorsement**

**57.**—(1) This regulation applies to a person who immediately before these Regulations come into force—

- (a) holds a Tier 1 Level 2 boatmaster’s licence issued under the 2006 Regulations, and
- (b) is master of a vessel who has not less than 40 days qualifying service time in the Medway prior to that date.

(2) A person to whom this regulation applies is to be treated as authorised to engage on a voyage in the Medway until whichever is the earlier of—

- (a) the issue of a new boatmaster’s licence to that person,
- (b) the suspension or revocation of the boatmaster’s licence under regulation 27(3), or
- (c) subject to paragraph (3), the expiry of the boatmaster’s licence in accordance with regulation 14(1) of the 2006 Regulations.

(3) The Secretary of State may exempt a person to whom this regulation applies from the requirement to hold a relevant local knowledge endorsement for the Medway for a transitional period where—

- (a) the person holds a boatmaster’s licence which expires after the coming into force of these Regulations and before the 6th April 2015,
- (b) the person applies to revalidate that licence before or upon its expiry, and
- (c) the Secretary of State is satisfied that the person is otherwise qualified to engage on a voyage on the Medway.

(4) In paragraph (4), “transitional period” means such period as the Secretary of State may determine but which must end on 5th April 2015.

(5) In this regulation “Medway” means the waters (or any part of those waters) so described in Table 3 in regulation 18.

### **Approvals under the Crew Regulations**

**58.**—(1) This regulation applies where an approval (a “crewing approval”) has been given by the Secretary of State under—

- (a) regulation 14(2)(b) of the Merchant Shipping (Local Passenger Vessels) (Masters’ Licences and Hours, Manning and Training) Regulations 1993 and continues to have effect by virtue of regulation 5 of the Crew Regulations(a), or
- (b) regulation 4(2)(b) of the Crew Regulations.

(2) A crewing approval continues to have effect as if it were an approval given under regulation 42.

(3) Where a crewing approval was given subject to any conditions, those conditions continue to have effect.

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(a) S.I. 1993/1213. The relevant provisions of the Merchant Shipping (Local Passenger Vessels) (Masters’ Licences and Hours, Manning and Training) Regulations 1993 were revoked by the Crew Regulations, but by virtue of regulation 5 of the Crew Regulations approvals granted under the 1993 Regulations continued to have effect until a date on which an approval under the Crew Regulations took effect.



(4) While a crewing approval has effect, the vessel to which the approval applies must not proceed on a voyage unless it is crewed in accordance with it.

#### **Applications made to the Secretary of State before these Regulations come into force**

**59.**—(1) This regulation applies to an application which, immediately before these Regulations come into force —

- (a) has been made to the Secretary of State under—
  - (i) the 2006 Regulations, or
  - (ii) the Crew Regulations; and
- (b) has not been determined by the Secretary of State.

(2) An application to which this regulation applies is to be determined in accordance with either the 2006 Regulations or the Crew Regulations, as the case may be.

## **PART 7**

### **REVIEW**

#### **Review**

**60.**—(1) The Secretary of State must from time to time —

- (a) carry out a review of these Regulations,
- (b) set out the conclusions of the review in a report, and
- (c) publish the report.

(2) In carrying out the review the Secretary of State must, so far as is reasonable, have regard to how Directive 96/50/ EC is applied in other member States.

(3) The report must in particular—

- (a) set out the objectives intended to be achieved by the regulatory system established by these Regulations,
- (b) assess the extent to which those objectives are achieved, and
- (c) assess whether those objectives remain appropriate and, if so, the extent to which they could be achieved with a system that imposes less regulation.

(4) The first report under this regulation must be published before the end of five years beginning with the day on which these Regulations come into force.

(5) Reports under this regulation are afterwards to be published at intervals not exceeding five years.

(6) In this regulation “Directive 96/50 EC” means Council Directive 96/50 EC of 23 July 1996 on the harmonisation of the conditions for obtaining national boatmasters’ certificates for the carriage of goods and passengers by inland waterway in the Community.

Signed by the authority of the Secretary of State for Transport

*Name*

Date

Department for Transport

## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations, which come into force on 6th April 2014, re-enact the Merchant Shipping (Inland Waterway and Limited Coastal Operations)(Boatmasters' Qualifications and Hours of Work) Regulations 2006 ("the 2006 Regulations") and the Merchant Shipping (Local Passenger Vessels) (Crew) Regulations 2006 ("the Crew Regulations") which concern—

- the qualifications required by masters of vessels, including non-United Kingdom ships, of Classes IV, V, VI, VI(A), IX(A) and IX(A)(T) engaged on voyages in waters of category A, B, C and D and on some limited coastal voyages;
- the qualifications required by members of the crew of local passenger vessels (that is, broadly, UK ships which carry more than 12 passengers and operate only in the above waters); and
- the regulation of the hours of work of self-employed masters of UK passenger vessels of Classes IV, V, VI and VI(A) and hovercraft operating in the same waters.

In addition to drafting amendments, they—

- introduce a new category of boatmaster's licence (a Tier 2 Level 2 licence) for tidal waters;
- make minor changes to the endorsements required to authorise a master of a vessel to carry out certain vessel operations;
- make minor changes to the qualifying service and qualifications required before a licence or endorsement can be issued or revalidated;
- impose a new duty requiring boatmasters to be medically fit to perform normal duties and create an offence where a boatmaster engages on a voyage when not so fit; and
- make provision for the Regulations to be reviewed.

Part 1 and Schedule 1 make provision for general matters, including the revocation of the 2006 Regulations and the Crew Regulations and consequential amendments to the Merchant Shipping (Fees) Regulations 2006.

Part 2 provides that a master of a vessel engaged on a voyage to which this Part applies must hold appropriate qualifications according to the type of vessel and the waters on which the vessel is navigated. Regulations 7 to 9 set out when this Part applies.

Regulation 10 provides that a boatmaster is not qualified to serve as a master unless the boatmaster holds a boatmaster's licence (with endorsements where appropriate), boatmaster's certificate, Rhine navigation licence or other qualifications specified in a Merchant Shipping Notice (MSN xxx). Regulations 11 to 13 make further provision about the qualifications required.

Regulation 14 provides that a boatmaster may not engage on a voyage unless medically fit to perform normal duties.

Regulations 15 to 28 make provision in respect of boatmasters' licences.

Regulations 15 to 18 specify the class of licences and endorsements required to authorise a master to perform particular vessel operations on particular waters, including setting out port or harbour areas for which a local knowledge endorsement is required. Regulation 19 deals with the form of an application for a boatmaster's licence.

Regulations 20 to 26 set out the requirements that must be met in order for a boatmaster to be issued with a boatmaster's licence or endorsement, including the minimum age and qualifying service. The practical skills and knowledge required are specified in MSN xxx. Regulations 22, 23 and 24 make provision for the qualifying service required for endorsements for large passenger vessels, fast craft and Ro-Ro operations; regulation 25 deals with the qualifying service required for relevant local knowledge endorsements in five ports or harbour areas and regulation 26 explains what qualifying service will be required for Tier 2 licences.

Regulation 27 requires a holder of a boatmaster's licence to disclose relevant medical conditions to the Secretary of State. Regulation 28 provides that a boatmaster's licence is valid for five years but can be revalidated, provided that the master meets the conditions for revalidation specified in that regulation [and MSN xxx].

Regulations 29 to 33 make provision for boatmasters' certificates which are qualifications valid throughout the EEA, subject to local requirements and the terms of Council Directive 96/50 EC of 23 July 1996 on the harmonisation of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community. Regulations 34 and 35 make provision enabling holders of Rhine navigation licences to apply for a supplementary licence authorising them to navigate on local waters for which special knowledge is required and imposing medical fitness requirements on licence holders.

Regulation 36 disapplies certain local legislation to the extent that it is inconsistent with these provisions. Regulations 37 to 39 make provision about records and the loss and surrender of licences and certificates.

Part 3 re-enacts the Crew Regulations and requires an owner of a local passenger vessel to which this Part applies to notify the Secretary of State whether an additional member of the crew needs to hold a qualification.

Part 4 re-enacts (with minor amendments) Part 3 of the 2006 Regulations which regulates the hours of work of self-employed masters. Regulation 45 provides for the interpretation of Part 4 and Regulation 46 describes the masters to whom the Part applies. Regulation 47 requires that a master must, so far as is reasonably practicable, be properly rested before coming on duty and establishes the hours which a master is permitted to work on any working day.

Part 5 provides for the enforcement of these Regulations. Regulations 48 to 52 contain offences committed by masters or owners of vessels where: a vessel is operated by a master who is medically unfit (Regulation 48); a relevant medical condition is not disclosed (regulation 49); a vessel sails without an approval under Part 3 (Regulation 50); and there is a contravention of the hours of work requirements (Regulation 51). Regulation 52 makes provision for offences committed by bodies corporate and Scottish partnerships and regulation 53 provides for the detention of vessels.

Part 6 makes transitional provisions for persons holding existing qualifications under the 2006 Regulations and for approvals granted under the Crew Regulations or under the Merchant Shipping (Local Passenger Vessels) (Masters' Licences and Hours, Manning and Training) Regulations 1993, which the Crew Regulations superseded.

Part 7 requires the Secretary of State to review the operation and effects of these Regulations and to publish a report within five years after the Regulations come into force.

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Copies of the STCW Convention and its annexes and amendments, including the STCW Code, the International Code for the Constructions and Equipment of Ships Carrying Dangerous Chemicals in Bulk, the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk and the International Maritime Dangerous Goods Code can be obtained from the International Maritime Organization at 4 Albert Embankment, London SE1 7SR [www.imo.org/publications](http://www.imo.org/publications). Copies of the Revised Convention for Rhine Navigation are available from the Central Commission for the Navigation of the Rhine at Palais du Rhin, 2, Place de la Republique, F-67082 Strasbourg, [www.ccr-zkr.org](http://www.ccr-zkr.org).

A full impact assessment of the effect that this instrument will have on the costs of business and the voluntary sector is published with the Explanatory Memorandum alongside this instrument on [www.legislation.gov.uk](http://www.legislation.gov.uk).