Maritime & Coastguard Agency

MERCHANT SHIPPING NOTICE

MSN 1859 (M+F)

Training & Certification Guidance: UK Requirements for Engineer Officers on Large Yachts (over 24m).

Notice to all Owners, Masters, Engineer Officers and Crews of Commercially and Privately Operated Yachts and Sail Training Vessels, and those concerned with Maritime Training.

This notice replaces MGN 156 (M)

Summary

This Merchant Shipping Notice (MSN) sets out and explains the regulatory requirements regarding the implementation of training elements applicable under Chapter III and Article IX, of the STCW Convention and Code. It outlines the certification structure and examination and training requirements for yacht engineer officers. The route for yacht certification is structured to provide a progressive career path for those in the industry to achieve yacht restricted engineer qualifications. It also details the requirements to obtain engineering qualifications to work on yachts under 750 kW or yachts operating within 150 nautical miles from a safe haven.

This MSN covers:

1. Introduction
2. Engineering Yacht Certificate Structure
3. Mandatory Requirements for Engineers Working on Yachts
4. Alternative Route
5. Yacht Service Requirements
6. Ancillary and Safety Course Certification
7. Approved Education and Training Schemes
8. Medical Fitness and Eyesight Standards
9. Conversions to Yacht Certificates of Competency
10. Application Procedure
11. Notice of Eligibility (NOE)
12. MCA Oral Examination
13. The Issue of Your Certificate of Competency
14. Fraudulent Certificates and Seagoing Service
15. Manning Requirements for Yachts

Please note that the Revalidation of all Certificates of Competency is covered in MSN 1861.

1. Introduction

1.1 The Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015 implement the requirements of the International Convention and Code on Standards of Training, Certification and Watch-keeping (STCW) 1978, as amended (referred to in this MSN as the 'STCW Convention' and 'STCW Code' respectively), including the provisions prescribing the mandatory minimum requirements for the certification of yacht restricted engineer officers.

1.2 Article IX of the STCW Convention allows an administration to adopt alternative arrangements of education and training for special types of ships and trades. The MCA has utilised this alternative arrangement to create a structure for yacht restricted Certificates of Competency.

1.3 Engineer officers serving in all UK registered yachts and sail training vessels of 24 metres and over in load line length and under 3000 GT must be qualified in accordance with either this MSN or MSN 1857.

1.4 Candidates meeting the requirements will be issued with an STCW Certificate of Competency (**CoC**) limited to service in yachts and sail training vessels.

1.5 To obtain a United Kingdom STCW Certificate of Competency you must:

- Meet the minimum age requirement;
- Complete the minimum period of seagoing service;
- Undertake the required ancillary technical and safety training;
- Complete the appropriate programme(s) of education and training, meeting the minimum vocational and academic standard;
- Meet medical standards (including eyesight);
- Pass an oral examination conducted by an MCA examiner.

If you are considering a seagoing career it is strongly advised that you have a medical and sight test, which includes testing of colour and visual acuity, before starting training. **Please refer to section 8 of this MSN.**

1.6 Prior to joining your first vessel for your first sea voyage you will need to hold:

- A valid ENG1 (medical fitness certificate) or accepted equivalent;
- Personal Survival Techniques (STCW Code – Table A-VI/1-1);
- Fire Prevention and Fire Fighting (STCW Code – Table A-VI/1-2);
- Elementary First Aid (STCW Code – Table A-VI/1-3);
- Personal Safety and Social Responsibilities (STCW Code - Table A-VI/1-4);
- Security Awareness (STCW)[1].

1.7 **All references to Certificates of Competency in this MSN pertain to those issued by the MCA, unless otherwise stated.**

[1] If you are to serve on ships to which the International Ship and Port Facility (ISPS) Code applies, you must hold a Security Awareness certificate (STCW A-VI/6- 4). If you are assigned designated security duties aboard a vessel you must obtain a Designated Security Duties certificate (STCW A-VI/6 - 6 to 8). Please refer to MSN 1865.

1.8 **Relevant organisations:**

SQA in relation to yachts: The Scottish Qualifications Authority is a national accreditation and awarding body for qualifications other than degrees. As an awarding body the SQA:

- Devises and develops qualifications;
- Validates qualifications (makes sure they are well written and meet the needs of learners and tutors);
- Reviews qualifications to ensure they are up to date;
- Arranges for, assists in, and carries out, the assessment of candidates taking SQA qualifications;
- Quality-assures education and training establishments which offer SQA qualifications;
- Issues certificates to candidates.

2. Engineering Yacht Certificate Structure

The manning scales for engineer officers to be carried in motor or sailing yachts and sail training vessels are laid down in section 15 of this MSN.

2.1 Non STCW certification

Approved Engine Course (AEC): This certificate is issued directly by MCA-approved training providers. The training is a prerequisite to obtaining a Marine Engine Operators License (MEOL) for yachts. This certificate can be used on small yachts as per section 15 of this MSN.

Marine Engine Operators License (MEOL) Yacht: This certificate can be used on yachts as per section 15 of this MSN.

The MEOL Yacht and AEC are non STCW certificates. While the MCA recognises these qualifications for use on yachts in areas specified in section 15 of this MSN, it cannot guarantee recognition internationally. If you hold either of these certificates you should check the certification requirements of the local Port State Control Administration prior to entering their jurisdiction.

2.2 STCW yacht certification

The following Certificates of Competency (CoC) will be issued under the authority of the STCW Convention to engineer officers restricted to yachts.

2.3 Chief Engineer, STCW Convention regulation III/3, Certificate of Competency - Yacht 4 (Y4)

The 'Y4' Certificate of Competency will carry the following capacity and limitations:

- Chief Engineer commercially and privately operated yachts and sail training vessels less than 200 GT and less than 1,500 kW propulsion power;
- Second Engineer commercially and privately operated yachts and sail training vessels less than 500 GT and less than 3,000 kW propulsion power;
- OOW Engineering commercially and privately operated yachts and sail training vessels only less than 3,000 GT and less than 9,000 kW propulsion power.

2.4 **Chief Engineer, STCW Convention regulation III/3, Certificate of Competency - Yacht 3 (Y3)**

The 'Y3' Certificate of Competency will carry the following capacity and limitations:

- Chief Engineer commercially and privately operated yachts and sail training vessels less than 500 GT and less than 3,000 kW propulsion power;
- Second Engineer commercially and privately operated yachts and sail training vessels less than 3,000 GT and less than 3,000 kW propulsion power;
- OOW Engineering commercially and privately operated yachts and sail training vessels only less than 3,000 GT and less than 9,000 kW propulsion power;

2.5 **Chief Engineer, STCW Convention regulation III/2, Certificate of Competency - Yacht 2 (Y2**)

The 'Y2' Certificate of Competency will carry the following capacity and limitations:

- Chief Engineer commercially and privately operated yachts and sail training vessels less than 3,000 GT and less than 3,000 kW propulsion power;
- Second Engineer commercially and privately operated yachts and sail training vessels less than 3,000 GT and less than 6,000 kW propulsion power;
- OOW Engineering commercially and privately operated yachts and sail training vessels only less than 3,000 GT and less than 9,000 kW propulsion power.

2.6 **Chief Engineer, STCW Convention regulation III/2, Certificate of Competency - Yacht (Y1)**

The 'Y1' Certificate of Competency will carry the following capacity and limitations:

- Chief Engineer commercially and privately operated yachts and sail training vessels less than 3,000 GT and less than 9,000 kW propulsion power;
- Second Engineer commercially and privately operated yachts and sail training vessels less than 3,000 GT and less than 9,000 kW propulsion power;
- OOW Engineering commercially and privately operated yachts and sail training vessels only less than 3,000 GT and less than 9,000 kW propulsion power.

2.7 Yacht engineer officer Certificates of Competency (CoC) will carry the following STCW functions:

- Controlling the operation of the ship and care for persons on board (function 3);
- Marine Engineering (function 4);
- Electrical, electronic and control engineering (function 5);
- Maintenance and repair (function 6).

These will be at the granted at Management level and identified as an "M" on the Certificate of Competency.

3. Mandatory Requirements for Engineers Working on Yachts

3.1 A summary flow chart showing the requirements for the yacht certification system can be found in **Annex A.**

3.2 Approved Engine Course Certificate (AEC)

To obtain this certificate you must:

(a) Be at least 18 years of age;
(b) Successfully complete an MCA-Approved Engine Course (AEC) of at least 30 hours in duration. The syllabus is available on our website, please search www.gov.uk for "yacht syllabus".

3.3 Marine Engine Operators License (MEOL) yacht

To obtain this certificate you must:

(a) Be at least 19 years of age;
(b) Since the age of 16 have completed either:

- 36 months' service as a dual purpose deck/engineer officer responsible for the maintenance and servicing of yachts of 200 kW or more in propulsion power**. At least 50% of this time must have been spent in the in the engine room; or**
- 24 months' service as a yacht engineer responsible for system maintenance on yachts of 200 kW or more in propulsion power;

(c) Hold the applicable ancillary certificates listed in section 6**;**
(d) Hold an AEC Certificate;
(e) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(f) Pass the MCA oral examination for "MEOL Y" (syllabus in Annex B).

3.4 Chief Engineer, STCW Convention regulation, III/3, Certificate of Competency - Yacht 4 (Y4)

To obtain this Certificate of Competency you must:

(a) Be at least 19 years of age;
(b) Since the age of 16 have completed either:

- 42 months' service as a yacht engineer, with a minimum of 12 months on yachts of 350 kW or more in propulsion power which inclusive of at least 6 months' actual seagoing service; **or**
- 12 months' service as a yacht engineer, on yachts of 350 kW or more in propulsion power, while holding a yacht MEOL or Merchant Navy MEOL, which includes at least 6 months actual seagoing service; **or**
- 6 months' service as a yacht engineer, of 350 kW or more in propulsion power while, holding a Merchant Navy SMEOL, which includes at least 3 months' actual seagoing service;

(c) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- SQA Marine Diesel Engineering;

- SQA Auxiliary Equipment;
- SQA Operational Procedures, Basic Hotel Services and Ship Construction;

(d) Hold the applicable ancillary technical and safety course certificates listed in section 6;
(e) Hold a MCA approved Yachts Skills training certificate;
(f) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(g) Pass the MCA oral examination for "Y4" (syllabus in Annex B).

3.5 **Chief Engineer, STCW Convention regulation III/3, Certificate of Competency - Yacht 3 (Y3)**

To obtain this Certificate of Competency you must:

(a) Be at least 19 years of age;
(b) Since the age of 16 have completed either:

- 9 months' service as a yacht engineer, on yachts of 350 kW or more in propulsion power, while holding a Yacht 4 Certificate of Competency, which includes at least 3 months' actual seagoing service; **or**
- 51 months' service as a yacht engineer, of which at least 21 months must be on yachts of 350 kW or more in propulsion power, which includes at least 9 months' actual seagoing service;

(c) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- Marine Diesel Engineering[2];
- Auxiliary Equipment[2];
- Operational Procedures, Basic Hotel Services and Ship Construction[2];
- Chief Engineer Statutory and Operational Requirements;

(d) Hold the applicable ancillary certificates listed in section 6;
(e) Hold an MCA-approved Yachts Skills Training Certificate[2];
(f) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(g) Pass the MCA oral examination for "Yacht 3" (syllabus in Annex B).

3.6 **Chief Engineer, STCW Convention regulation III/2, Certificate of Competency - Yacht 2 (Y2)**

To obtain this Certificate of Competency you must:

(a) Have completed either:

- 24 months' service as a yacht engineer, on yachts of 350 kW or more in propulsion power, while holding a Yacht 4 Certificate of Competency, which includes at least 12 months' actual seagoing service; **or**
- 15 months' service as a yacht engineer, on yachts of 350 kW or more in propulsion power, while holding a Yacht 3 Certificate of Competency, which includes at least 9 months' actual seagoing service;

[2] Not required if you hold a Y4 Certificate of Competency.

(b) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- General Engineering Science (GES) I & II;
- Applied Marine Engineering;
- Chief Engineer Statutory and Operational Requirements[3];
- Advanced Hotel Services;

(c) Hold the applicable ancillary certificates listed in section 6;
(d) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(e) Pass the MCA oral examination for "Yacht 2" (syllabus in Annex B).

3.7 **Chief Engineer, STCW Convention regulation III/2, Certificate of Competency - Yacht 1 (Y1)**

To obtain this Certificate of Competency you must:

(a) Have completed either:

- 12 months' service as a yacht engineer, on motor yachts of 1500 kW or more in propulsion power and at least 500 GT, while holding a Y2 Certificate of Competency; **or**
- 12 months' service as a yacht engineer, on sailing yachts of 1500 kW or more in propulsion power and at least 1000 GT, while holding a Y2 Certificate of Competency;

(b) Hold the applicable ancillary certificates listed in section 6;
(c) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(d) Pass the MCA oral examination for "Yacht 1" (syllabus in Annex B).

4. Alternative Route

4.1 This route is available for candidates who have completed suitable engineering apprenticeships and for those who are qualified engineers. This will include:

- Graduate, Higher National Diploma/Certificate (HND/C) holders (in an engineering discipline) that at least covers 2subjects of the following six subjects: Mathematics; Engineering Drawing (mechanical); Applied Mechanics; Applied Heat; Electro-technology and Naval Architecture)[4];
- Royal Navy Engineers[5];
- Those who have completed suitable engineering apprenticeships[6].

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[3] Not required if you hold a Y3 Certificate of Competency.

[4] The MCA will recognise a graduate level engineering qualification completed from any country, providing the qualification is found comparable to the British bachelor degree standard shown by the UK National Academic Recognition Information Centre (UK NARIC**,** www.naric.org.uk). The MCA will only accept relevant EU engineering diploma qualifications if the qualification is comparable to the British Higher National Diploma (HND) standard shown by the UK NARIC.

[5] For yacht certification the MCA will recognise naval service from engineers who served in the Australian, New Zealand and South African Navies in the same manner as it does for those who have served as an engineer in the British Royal Navy.

[6] For yacht certification the MCA will accept engineering apprenticeships from EU countries, Australia, New Zealand and South Africa in the same way as it accepts UK apprenticeships, provided the national

4.2 If you intend to follow this route to achieve an MCA yacht restricted Certificate of Competency, you must first apply for a Letter of Initial Assessment (LIA) from the Seafarer Training and Certification Branch. This will specify the guidance and requirements for achieving your first and subsequent Certificates of Competency. The LIA application form is available from the MCA website: www.gov.uk and search "MSF 4352".

4.3 You will be able to progress through the yacht Certificate of Competency structure as a Marine Engineer Officer after completing the required training, education and yacht service outlined in your Letter of Initial Assessment.

5. Yacht Service Requirements

Before being considered for an MCA oral examination you are required to provide evidence of having completed the full amount of qualifying yacht service applicable to the Certificate of Competency you are applying for.

At least 6 months of the qualifying yacht service must have been performed within the 5 years immediately preceding the MCA's receipt of your application.

Service may be performed in vessels of any flag.

Yacht service must be in the Engine department, onboard yachts, reckoned from the date of engagement to the date of discharge. Yacht service is counted as the time spent on the vessel and excludes leave and other non-working time. A minimum of 4 hours of working duty in 24 hours would count as one full day of service.

Candidates who are serving in a dual engine and deck capacity will have their service counted at a rate of 50%.

5.1 Actual seagoing service

Actual seagoing service must be performed on yachts proceeding to sea and in transit. Proceeding to sea means, beyond the categorised waters around the coast of the United Kingdom or beyond the harbour limits for waters outside the United Kingdom.

Actual seagoing service must be in the engine department onboard yachts. A minimum of 4 hours of working duty in 24 hours would count as 1 full day of actual service.

5.2 Yard Time

You can include up to 90 days' yard time towards the yacht service requirement for each Certificate of Competency listed in section 3 of this MSN. Yard time cannot be counted as 'actual seagoing service'.

5.3 Calculating yacht and actual service

A month is defined as a calendar month or 30 days if made up of periods less than 1 month.

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maritime administration can confirm that the apprenticeship would be accepted for entry to their own Merchant Navy EOOW Certificate of Competency (STCW, Reg III/1, unlimited) training programme.

5.4 **Recording yacht service**

You are expected to provide evidence of having completed the full amount of qualifying yacht service and actual seagoing service for a Certificate of Competency before being considered for an oral examination. All service required must be completed and verified to the satisfaction of the MCA. Where there are doubts about the service claimed or it cannot be verified as described below, it will only be accepted upon written confirmation by some responsible person (yacht owner or operator) having personal knowledge of the facts to be established, to the satisfaction of the MCA.

You will be required to present documentary proof of yacht service for each Certificate of Competency you apply for.

Yacht service **and** actual seagoing service must be documented in one of the following:

- Merchant Navy discharge book supported by yacht service testimonials (Annex C); **or**
- Certificates of discharge (Annex D) supported by yacht service testimonials; **or**
- Professional Yachtsmen's Association (**PYA**) Service Record Book; **or**
- Similar MCA-approved service record book.

All columns of the yacht service testimonial must be duly filled in and this document must be signed, stamped and dated by the Master or Chief Engineer officer of the ships on which the qualifying sea service has been performed. In exceptional circumstances, a testimonial may be signed by a responsible engineer superintendent of the company. **The MCA will not accept self-certificated seagoing service.**

Seafarers who, after having signed crew agreements, have neglected to join their vessels, or, who after having joined have left their ships other than upon discharge, or, who have committed misconduct onboard, will be required to produce satisfactory proof of 2 years' subsequent onboard yacht service with good conduct at sea prior to being issued an NOE or Certificate of Competency. This period maybe reduced at the discretion of the MCA.

6. Ancillary and Safety Course Certification

6.1 The ancillary technical and safety courses that are required for the issue of each Certificate of Competency are contained in the table below. On successful completion of each course you will be issued with an STCW certificate of proficiency.

The ancillary technical courses form part of the education and training specified in section; A-III/1 and A-III/2 of the STCW Code. The safety courses form part of the mandatory training for emergency, occupational safety, security, medical care and survival functions specified in chapter A-VI of the STCW Code.

You must successfully complete **all** of the required ancillary technical and safety training applicable to the Certificate of Competency you are applying for.

Ancillary Course Certificate	MEOL Y	Y4 & Y3	Y2 & Y1	STCW Reference	Updating required
Personal Survival Techniques [a]	Yes	Yes	Yes	A-V1/1-1	•
Fire Prevention and Fire Fighting [a]	Yes	Yes	Yes	A-VI/1-2	•
Elementary First Aid [a]	Yes	Yes	Yes	A-V1/1-3	
Personal Safety and Social Responsibility [a]	Yes	Yes	Yes	A-V1/1-4	
Proficiency in Survival Craft and Rescue Boats [b]	Yes	Yes	Yes	A-V1/2	•
Advanced Fire Fighting [b]	Yes	Yes	Yes	A-VI/3	•
Medical First Aid [b]	Yes	Yes	Yes	A-V1/4-1	
High Voltage (operational) [c]	N/A	Optional		A-III/1	
High Voltage (management) [c]	N/A	N/A	Optional	A-III/2	
HELM (operational) [c]		Yes		A-III/1	
HELM (management) [c]			Yes	A-III/2	

- From 01 January 2017 you will be required to provide documentary evidence of either completing the training course or updating your training within the preceding 5 years for all Certificate of Competency applications. To satisfy Port State Control requirements you will need to hold evidence onboard your vessel of completing or updating your training within the last 5 years. For further information relating to STCW course certificates, including their validity, please refer to MSN 1865.

For the issue of a Certificate of Competency:

a - The MCA will accept certificates issued under the authority of any IMO 'White List' country.
b - The MCA will accept certificates issued under the authority of any EU Member State, as well as; Canada, New Zealand and South Africa[7].
c - Certificates must be MCA-approved.

[7] The MCA will accept these certificates of proficiency issued by India and Pakistan up until 01 January 2017. After this date the MCA may accept some certificates of proficiency issued by DG Shipping-approved training providers, for details please refer to our website, search www.gov.uk for "MCA ATP".

For yacht Certificates of Competency only: Non-STCW Advanced Sea Survival may be accepted in lieu of Proficiency in Survival Craft and Rescue Boats, however, if you take this non-STCW course your Certificate of Competency will be endorsed with the following limitation:

"Not for use on ships equipped with davit launched lifeboats"

Non-STCW Advanced Sea Survival must be updated every 5 years in line with Proficiency in Survival Craft and Rescue Boats.

6.2 Human Element and Leadership and Management (HELM)

The HELM course forms part of the education and training required to obtain a UK Certificate of Competency. HELM aims to provide you with the leadership and managerial skills required by the STCW code.

6.3 High Voltage (HV)

The high voltage course forms part of the education and training required to obtain a UK Certificate of Competency. A high voltage (over 1000V) system is where voltage is generated and distributed at high voltage or transformed to and distributed at high voltage. It does not include systems where high voltage is utilised locally e.g. ignition systems, radio transmission, radar and other navigational equipment.

You will not be required to obtain this certificate if you do not intend to work on ships with high voltage systems. If you do not submit a course completion Certificate your Certificate of Competency will not be valid for service on ships fitted with high voltage (over 1000V) systems after 31st December 2016.

6.4 Further Information

Further information about: Personal Survival Techniques, Fire Prevention and Fire Fighting, Elementary First Aid, Personal Safety and Social Responsibility, Proficiency in Survival Craft and Rescue Boats, Advanced Fire Fighting, Medical First Aid, Medical Care and other required shipboard courses can be found in MSN 1865.

7. Approved Education and Training Schemes

7.1 Nautical colleges offering education and training modules leading to the issue of Certificates of Competency must be approved by the MCA. The MCA will ensure that these modules meet the STCW regulatory requirements applicable to yacht operations. For details of how to gain approval, please refer to Annex E.

7.2 The MCA will monitor and audit all nautical colleges that offer training and education leading to the issue of an STCW Certificate of Competency.

7.3 Examinations for training modules may only be conducted at MCA-approved centres. Written examination papers will be set and marked by the SQA only.

7.4 To ensure learning outcomes can be successfully delivered, the MCA requires a classroom attendance rate of at least 90%.

7.5 SQA college modules last for 3 years. The corresponding SQA Examination must be completed within this time or the full course must be repeated. All yacht SQA examination certificates are valid for 3 years. The SQA examination pass certificates must be in date at the time of the issue of the Certificate of Competency. GES I and II have no expiry date.

7.6 The contact details for the nautical colleges offering MCA approved yacht training modules are available from the MCA website: www.gov.uk and search “nautical colleges”.

7.7 The syllabuses for the training modules and the associated written examinations are available from MCA website: www.gov.uk “MCA yacht syllabus”.

8 Medical Fitness and Eyesight Standards

8.1 For any Certificate of Competency, you must meet the medical fitness and eyesight standards as required by the Merchant Shipping (Maritime Labour Convention)(Medical Certification) Regulations 2010 (S.I. 2010/737), or any subsequent amendment. Details on the application of those regulations are found in MSN 1839 (M), or any subsequent amendment.

8.2 The seafarer medical examination includes a sight test for both colour vision and visual acuity. Failure to meet the statutory requirements will mean that an unrestricted medical certificate cannot be issued. **If you are considering a seagoing career it is strongly advised that you have a medical and sight test, which includes testing of both colour and visual acuity, before you start the training**. You can arrange a separate sight test with a local optometrist by taking along an Application for Seafarer Vision Test Form (MSF 4100). The form can be obtained by contacting an MCA Marine Office or the MCA Seafarer Health and Safety Branch: seafarer.s&h@mcga.gov.uk

8.3 For any Certificate of Competency you must produce a valid medical fitness certificate, either:

(a) The UK medical fitness certificate, currently known as an ENG 1, issued by a MCA-approved medical practitioner; **or**
(b) A certificate issued by the administration of any country whose medical fitness certificate is recognised as equivalent to the UK ENG 1.

Updated lists are available from the MCA website.

8.4 The medical fitness certificate must specify the date of examination, the period of validity and any restriction applied.

9 Conversions to Yacht Certificates of Competency

A full list of conversions to yacht Certificates of Competency can be located in **Annex F.**

10 Application Procedure

10.1 The application form, MSF 4278, details the procedure, process and fee to obtain a Certificate of Competency. You must complete this and submit it to the MCA with the applicable fee and documents listed in the form.

10.2 The application form is available to download from our website, go to www.gov.uk and search “MSF 4278”.

10.3 If you are required to pass an MCA oral examination and you meet the requirements specified on the application form, you will be issued with a Notice of Eligibility (NOE).

10.4 You must submit your original MCA approved log book or discharge book with your initial application. All other supporting documentation must be original or in the form of an attested photocopy. Attested copies must be clear and to scale. We can only accept attestation by:

- MCA-approved nautical colleges;
- MCA-approved yacht training centres;
- MCA-approved yacht companies;
- An MCA surveyor.

Colleges, training centres and companies must apply in writing to obtain MCA approval.

11 Notice of Eligibility (NOE)

11.1 You will be issued with an NOE once you have met the requirements specified below. The NOE will allow you to book an oral examination at an MCA Marine Office and provide you with a list of any outstanding documents that you will need to submit prior to the issue of your Certificate of Competency. You must submit evidence of meeting all the criteria applicable to the Certificate for Competency you are applying for, so, always cross-reference your NOE requirements with the relevant section of this MSN and any subsequent publications.

11.2 At least 6 months of the qualifying seagoing service must have been performed within the 5 years immediately preceding the issue of an NOE.

11.3 **Prior to the issue of your NOE you must submit:**

- The applicable fee;
- An ENG1 (medical fitness certificate) or accepted equivalent[8];
- A passport (attested copy only);
- 2 passport-size photos attested by a counter signatory;
- Proof of the required yacht and watchkeeping service, applicable to the Certificate of Competency you are applying for.

11.4 **For a first UK Certificate of Competency you must also submit your** STCW Basic Safety Training certificates:

- Personal Survival Techniques (STCW Code – Table A-VI/1-1);
- Fire Prevention and Fire Fighting (STCW Code – Table A-VI/1-2);
- Elementary First Aid (STCW Code – Table A-VI/1-3);
- Personal Safety and Social Responsibilities (STCW Code - Table A-VI/1-4).

11.5 NOE's are valid for 5 years from the date of issue. The date of issue will be stamped on your NOE. Once this period has elapsed[9] you must make a new application with the supporting documentation and the applicable fee.

[8] To go to sea you must have obtained a valid medical fitness certificate. Whilst this may have expired when you apply for your NOE, it must be valid at the time when we issue your Certificate of Competency.

[9] If you do not pass your oral exam within this timescale, your application will be rejected and the appropriate fee will be taken.

12 MCA Oral Examination

12.1 You must take your current passport (with visa if applicable) to the oral examination as a means of identification.

12.2 It is recommended that you complete all of the education and training before attempting the oral examination as this will provide you with the knowledge upon which the examination is based.

12.3 The MCA Examiner will record the result of your oral examination on your NOE.

12.4 **Your oral examination pass is valid for a period of 3 years.** This must be in date at the time of the issue of your Certificate of Competency. The NOE must be returned to the MCA with any outstanding documentary evidence.

12.5 If you fail your oral examination you will need to apply to the MCA for another NOE and pay an additional fee. Details of how to do this can be found on the NOE.

12.6 If a candidate fails an oral examination, re-sits may be taken at the following intervals:

- **Second attempt** - at least 2 weeks after the initial examination
- **Third attempt** - at least 2 weeks after the second attempt
- **Subsequent attempts** - at least 3 months after the previous attempt

12.7 Time periods between examinations can be reduced at the discretion of the MCA Examiner. Where a candidate exhibits a lack of basic competency across the syllabus or makes fundamental errors in areas of safety, the examiner may impose a seagoing service penalty which the candidate must complete before re-sitting the examination.

12.8 Further information about the oral examination syllabus can be found in Annex B or any subsequent publication.

13 The Issue of Your Certificate of Competency

13.1 At least 6 months of the qualifying seagoing service must have been performed within the 5 years immediately preceding the issue of your Certificate of Competency. A Certificate of Competency will not be issued until the MCA has received all the documentary evidence confirming you have met the required standard.

13.2 **Your SQA written examination passes (apart from GES I and II) and MCA oral examination must be passed within 3 years prior to the date of the issue of your Certificate of Competency.**

13.3 Once issued, your Certificate of Competency will be valid for a period of 5 years from the date that the qualifying conditions were met. Your ENG1 seafarer medical (or equivalent) must be valid at the time we issue your Certificate of Competency. Any outstanding fees must be received by the MCA before a Certificate of Competency can be issued.

13.4 **You must check you meet the current regulatory requirements when you make an initial application AND at the time you submit your NOE pass for the issue of your Certificate of Competency.**

13.5 Further information and guidance is available from our website go to www.gov.uk and search “Yacht Engine CoC”.

14 Fraudulent Certificates and Seagoing Service

14.1 The MCA checks that all of the information you submit in support of your application is accurate and true. We:

- Verify all Certificates of Competency and Watchkeeping certificates issued by foreign administrations;
- Check and verify ancillary and safety course certificates;
- Verify sea service testimonials and discharge book entries;

14.2 If you submit fraudulent seagoing service records or certificates we will not allow you to proceed with your application. We reserve the right not to let you apply again until after a period specified by the MCA's Chief Examiner.

14.3 We may also refer your application to the MCA Enforcement Branch who may decide to proceed against you in court.

15 Manning Requirements for Yachts

15.1 The manning requirements are the minimum permitted and it is strongly recommended that additional officers are carried where necessary in order to prevent fatigue, particularly in periods of intensive operations. The manning scale is for commercially and privately operated yachts over 24 metres in length. **Vessels of 500 GT or more are required to have a Safe Manning document, please refer to MSN 1868.**

15.2 **Motor yachts less than 500 GT**

		Motor Yachts			
Area	**Rank**	**<200 GT <1500 kW**	**<200 GT <3000 kW**	**<500 GT <3000 kW**	**<500 GT <6000 kW**
Up to 60 Miles form a Safe Haven	**Chief Engineer**	AEC[a]	AEC[a b] or MEOL(Y) [a]	Y3 or Y4[b]	Y1 or Y2[b] or Y3[b]
	Assistant Engineer	N/A	N/A	AEC[a]	AEC[a]
Up to 150 Miles from a Safe Haven	**Chief Engineer**	Y4[a] or MEOL(Y)[a b]	Y3[a] or Y4[a b]	Y3	Y1 or Y2[b] or Y3[b]
	Assistant Engineer	N/A	AEC[a]	MEOL (Y)[a]	MEOL (Y)[a]
Over 150 Miles from a Safe Haven	**Chief Engineer**	Y4	Y4[b] or Y3	Y3	Y1or Y2[b] or Y3[b]
	Second Engineer	N/A	N/A	Y4[a]	Y3[a] or Y4[ab]
	Assistant Engineer	MEOL (Y)[a]	MEOL (Y)[a]	N/A	N/A

(a) Can be dual purpose (deck/eng) other than the Master if the yacht has been assigned a classification society UMS (Unmanned Machinery Spaces) notation or fulfils the following criteria:

- It has full bridge control of main engine manoeuvring;
- It is fitted with high level bilge alarms in machinery space;
- The engine room alarm system, including the fire alarm if fitted, is relayed to the accommodation and/or the bridge.

(b) Certificate holder is required to have an approved engine manufacturer's course appropriate to the engine type and power range.

15.3 **Motor yachts 500 GT and over, less than 3000 GT**

	Motor Yachts			
Area	**Rank**	**< 3000GT < 3000 kW**	**<3000 GT <6000 kW**	**<3000 GT < 9000 kW**
Up to 60 miles from a Safe Haven	**Chief Engineer**	Y3	Y2[b]	Y1
	Assistant Engineer	MEOL (Y)[a]	MEOL (Y)[a]	MEOL (Y)[a]
Up to 150 miles from a Safe Haven	**Chief Engineer**	Y2	Y2[b]	Y1
	Second Engineer	Y3	Y3[b]	Y2[b]
	Assistant Engineer	N/A	N/A	N/A
Over 150 miles from a Safe Haven	**Chief Engineer**	Y2	Y1	Y1
	Second Engineer	Y3	Y3[b]	Y2[b]
	Assistant Engineer	N/A	N/A	N/A

a) Can be dual purpose (deck/eng) other than the Master if the yacht has been assigned a classification society UMS (Unmanned Machinery Spaces) notation or fulfils the following criteria:

- It has full bridge control of main engine manoeuvring;
- It is fitted with high level bilge alarms in machinery space;
- The engine room alarm system, including the fire alarm if fitted, is relayed to the accommodation and/or the bridge.

b) Certificate holder is required to have an approved engine manufacturer's course appropriate to the engine type and power range.

15.4 **Sailing yachts**

		Sailing Yachts			
Area	**Rank**	**<200 GT <750 kW**	**<500 GT <1500 kW**	**<1000 GT <1500 kW**	**<3000 GT <9000 kW**
Up to 60 miles from a Safe Haven	**Chief Engineer**	AEC[a]	Y4[a]	Y3[a]	Y2[ab]
	Assistant Engineer	N/A	AEC[a]	AEC[a]	AEC[a]
Up to 150 miles from a Safe Haven	**Chief Engineer**	MEOL (Y)[a]	Y3[a]	Y3[a]	Y2[ab]
	Assistant Engineer	N/A	MEOL (Y)[a]	MEOL (Y)[a]	MEOL (Y)[a]
Over 150 miles from a Safe Haven	**Chief Engineer**	MEOL (Y)[a]	Y3[a]	Y3[a]	Y1
	Second Engineer	N/A	N/A	N/A	Y3[ab]
	Assistant Engineer	N/A	MEOL (Y)[a]	MEOL (Y)[a]	N/A

(a) Can be dual purpose (deck/eng), other than the Master, if the yacht has been assigned a classification society UMS (Unmanned Machinery Spaces) notation or fulfils the following criteria:

- It has full bridge control of main engine manoeuvring;
- It is fitted with high level bilge alarms in machinery space;
- The engine room alarm system, including the fire alarm if fitted, is relayed to the accommodation and/or the bridge.

(b) Certificate holder is required to have an approved engine manufacturer's course appropriate to the engine type and power range.

(c) Vessels of more than 500 GT are required to have a Safe Manning document.

Merchant MEOLs and SMEOL

If you hold a Marine Engineers Operator Licence (MEOL) you will be eligible to serve as a Chief Engineer Officer on vessels of less than 750 kW in propulsion power operating within the UK near coastal area (150 miles from a safe haven). If you hold a Senior Marine Engineer Operator Licence (SMEOL) you will be eligible to serve as a Chief Engineer Officer on vessels of less than 750 kW power without area restrictions. **You should always check with the relevant government administration that the MEOL or SMEOL can be used within their trading areas.** Details of how to obtain an MEOL or and SMEOL can be found in MSN 1857.

More Information

Seafarer Training and Certification
Maritime and Coastguard Agency
Bay 2/11
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel : +44 (0) 23 8032 9(see our website or application forms for number)
Fax : +44 (0) 23 8032 9N/A
e-mail: engineering@mcga.gov.uk

General Inquiries: infoline@mcga.gov.uk

MCA Website Address: www.dft.gov.uk/mca

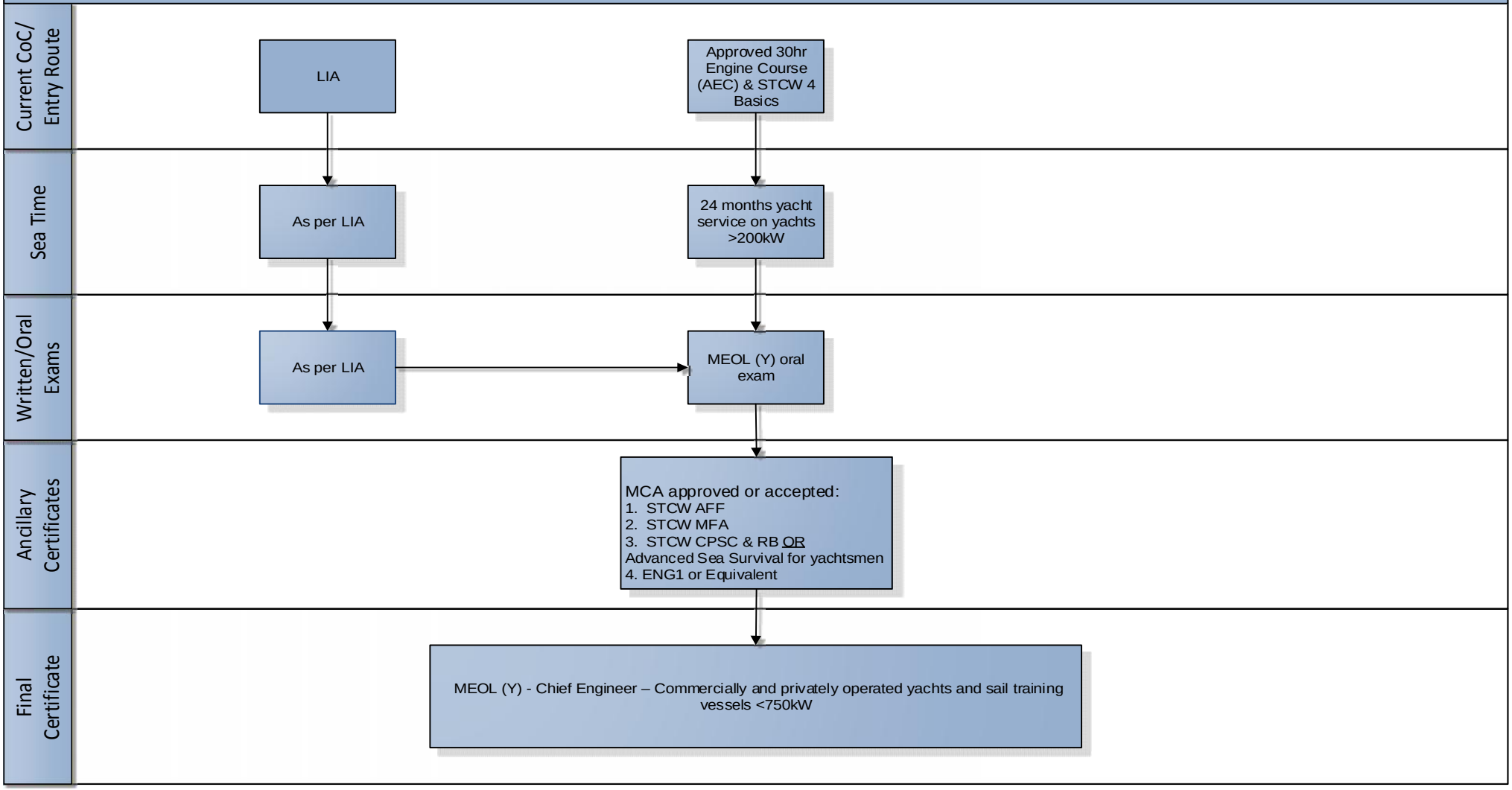
File Ref: N/A

Published: June 2015
Please note that all addresses and
telephone numbers are correct at time of publishing

Safer Lives, Safer Ships, Cleaner Seas

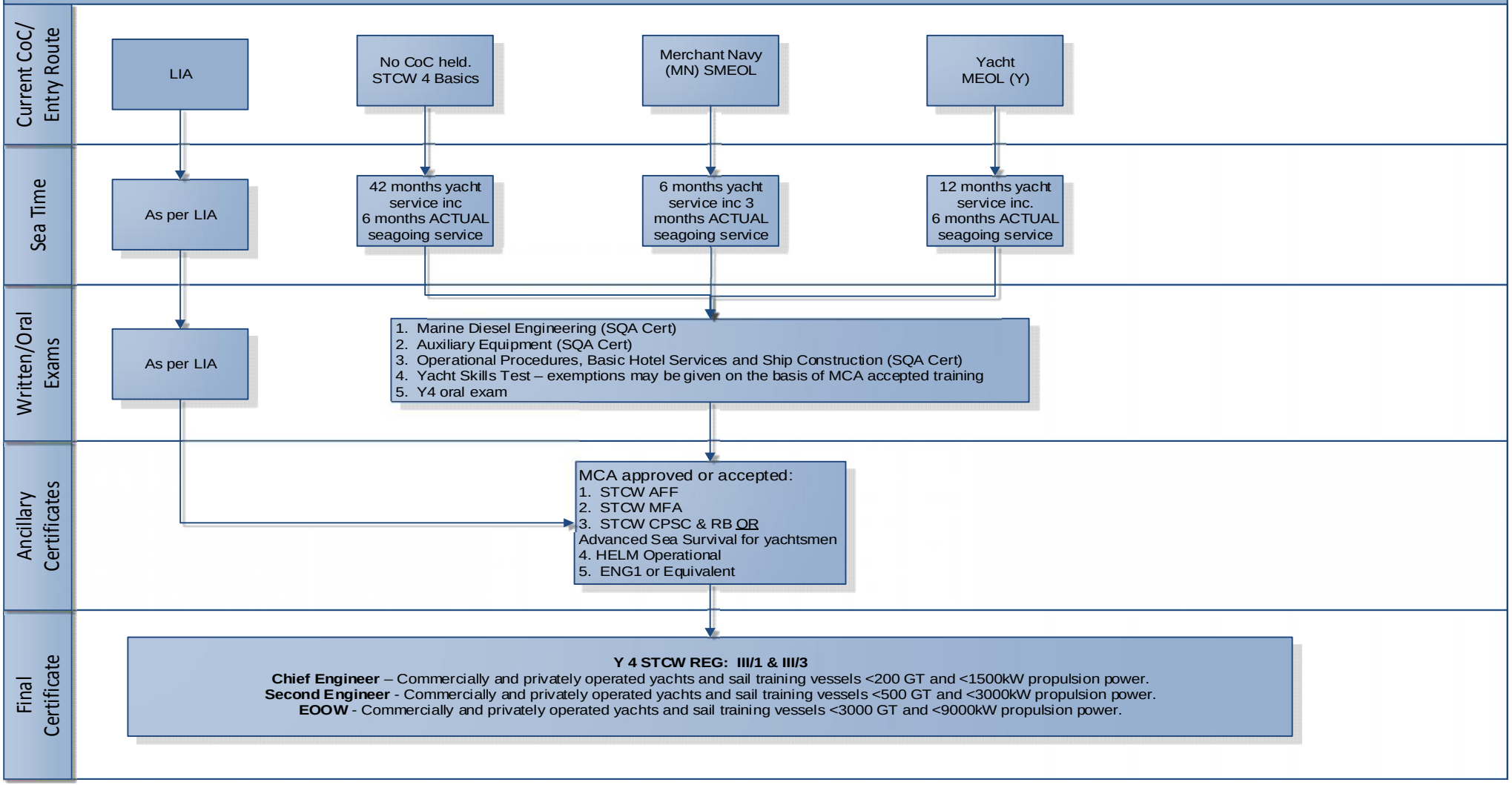
Marine Engine Operators Licence - MEOL (Y) **Annex A. i**

Please note this flowchart is designed as a summary, you must refer to section 3.3 of this MSN.



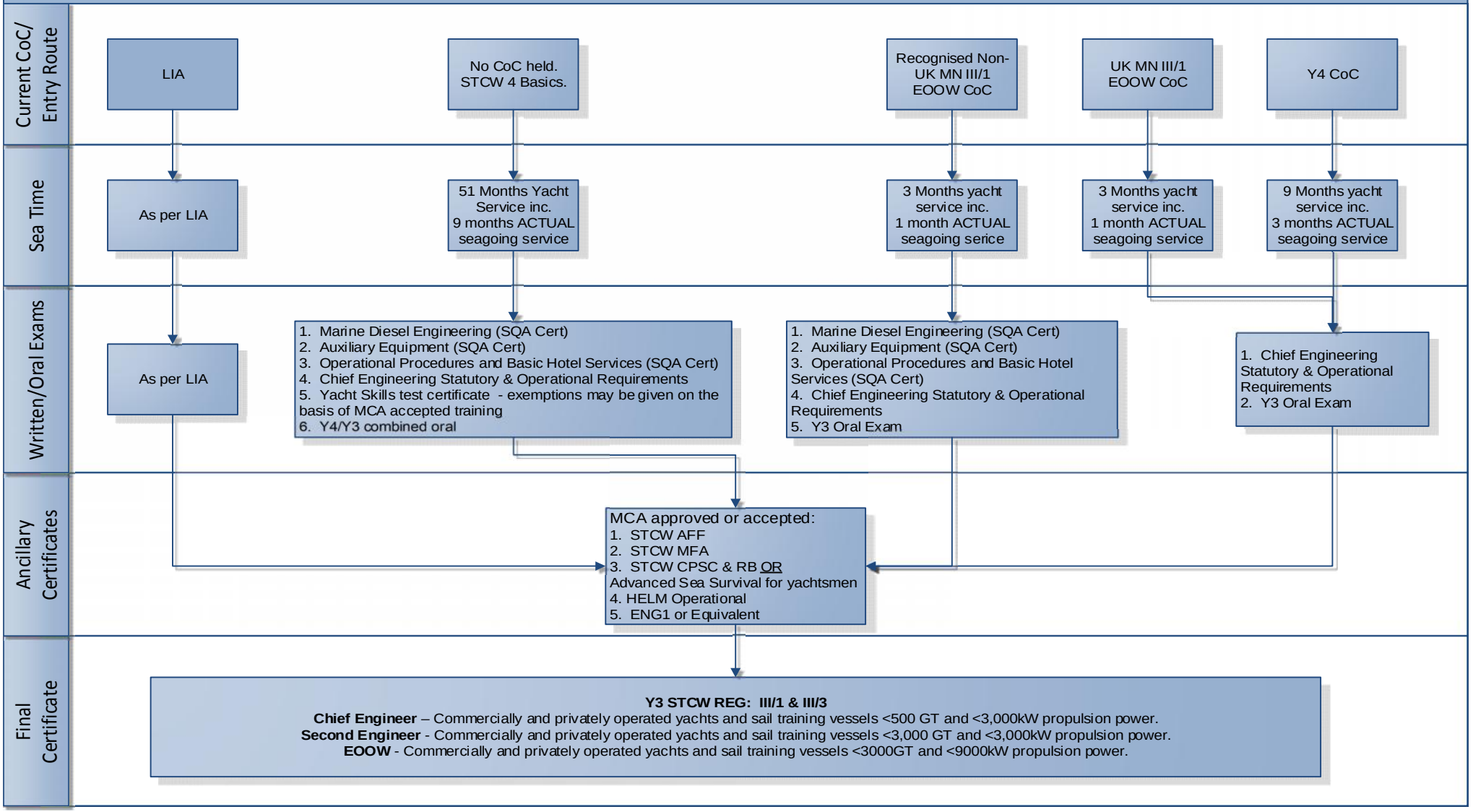
III/1 & III/3 Yacht 4 – Commercially and Privately Operated Yachts and Sail Training Vessels <200 GT and <1500kW **Annex A. ii**

Please note this flowchart is designed as a summary, you must refer to section 3.4 of this MSN.



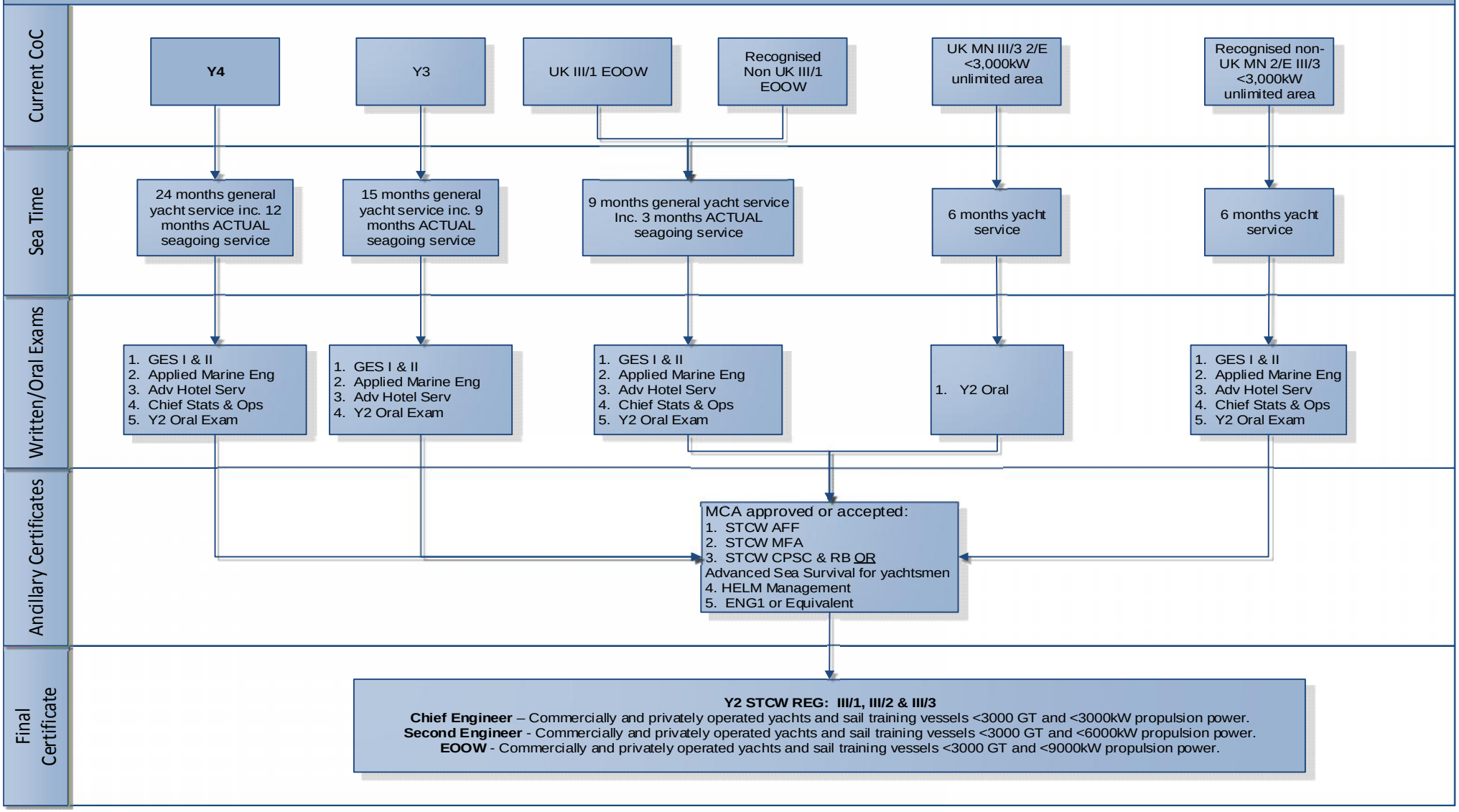
III/1 & III/3 Yacht 3 – Commercially and Privately Operated Yachts and Sail Training Vessels <500 GT and <3000kW **Annex A. iii**

Please note this flowchart is designed as a summary, you must refer to section 3.5 of this MSN or Annex F for conversions.



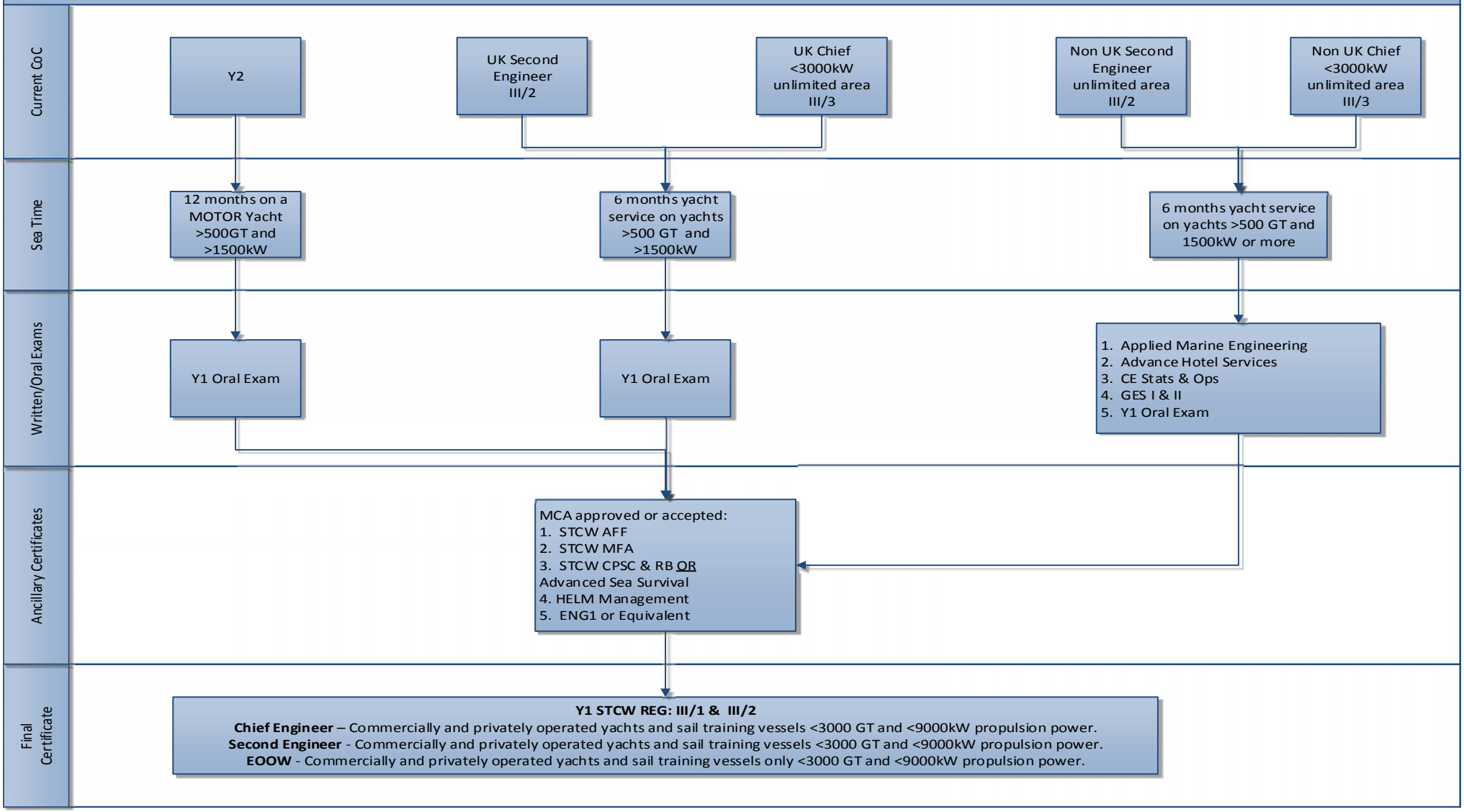
III/1, III/2 & III/3 Yacht 2 – Commercially and Privately Operated Yachts and Sail Training Vessels <3000 GT and <3000kW **Annex A. iv**

Please note this flowchart is designed as a summary, you must refer to section 3.6 of this MSN or Annex F for conversions.



III/1, III/2 Yacht 1 – Commercially and Privately Operated Yachts and Sail Training Vessels <3000 GT and <9000kW **Annex A. v**

Please note this flowchart is designed as a summary, you must refer to section 3.7 of this MSN or Annex F for conversions.



Annex B

MCA Oral Examination Syllabuses

Marine Engine Operator Licence Yacht (MEOL Y)

1. Understand the routine associated with taking over and accepting a watch, the duties to be performed during a watch and the routine associated with handing over to the following watch. Watchkeeping includes UMS/bridge control periods of duty.
2. Understand the safety precautions to be observed during a watch or period of duty and the immediate actions to be taken in the event of a fire, accident or malfunction of machinery or systems.
3. Understand the precautions to be taken to reduce the possibility of machinery space fires.
4. Be familiar with the machinery space fire fighting arrangements and their use.
5. Understand the reason for determining voyage needs: fuel, lubricants, water, stores, expendables etc.
6. Understand the necessity for routine maintenance and the reasons for maintaining records of machinery and its performance.
7. Demonstrate the ability to interpret the performance information with respect to defect diagnosis and be able to locate and rectify common faults in main machinery, steering systems and auxiliary equipment.
8. Understand the reasons for preparing the vessel for sea with respect to main machinery, steering systems and auxiliary equipment. Demonstrate the ability to test plant and equipment.
9. Understand the consequences of sailing with certain items of machinery inoperative and the risks involved in doing so.
10. Understand the (Chief Engineer's) responsibilities and duties concerning bunkering or refuelling operations.
11. Understand the routine pumping operations of fuel oil, fresh water and ballast water.
12. Understand bilge pumping operations and use of the oily water separator and the precautions to be observed to prevent environmental pollution.
13. Understand how to prepare, start, couple and change over alternators or generators.
14. Understand how to connect/disconnect shore electrical power.
15. Understand the immediate actions necessary in cases of electrical shock.
16. Understand the principles of ensuring safe entry into tanks and other enclosed spaces and the safe systems of work which must be applied when occupying these spaces.

Chief Engineer Yacht 4 Certificate of Competency - (Y4)

1. Understand the routine associated with taking over and accepting a watch, the duties to be performed during a watch and the routine associated with handing over to the following watch. Watchkeeping includes UMS/bridge control periods of duty.
2. Understand the safety precautions to be observed during a watch or period of duty and the immediate actions to be taken in the event of a fire, accident or malfunction of machinery or systems.
3. Understand the precautions to be taken to reduce the possibility of machinery space fires.
4. Be familiar with the machinery space fire fighting arrangements and their use.
5. Compilation of machinery space log book and understand significance of readings taken.
6. Preparation of main machinery and auxiliary equipment for sea. Testing of plant and equipment.
7. Routine pumping operations of fuel oil, fresh water and ballast water.
8. Use of oily water separator and precautions to be observed to prevent environmental pollution.
9. Preparation, starting, coupling and changeover of alternators or generators.
10. Connection and disconnection of shore electrical power.
11. Immediate action necessary in cases of electrical shock.
12. Location and rectification of common faults in pumps and pumping systems.

13. Location and rectification of common faults in machinery and plant.

Chief Engineer Yacht 3 Certificate of Competency - (Y 3)

1. Understand the reason for determining voyage needs; fuel, lubricants, water, stores, expendables.
2. Understand the necessity for routine maintenance and the reasons for maintaining records of machinery and its performance.
3. Understand the consequences of sailing with certain items of machinery inoperative and the risks involved in doing so.
4. Understand the (Chief Engineer's) responsibilities and duties concerning bunkering or refuelling operations.
5. The methods of dealing with fire on board ship. Prevention of the spread of fire. The organisation and direction of firefighting and lifesaving parties.

Chief Engineer Yacht 2 Certificate of Competency - (Y2)

1. Care and management of steering systems and bow thrusters.
2. Care and management of pumping systems.
3. Care and management of oily water separator equipment.
4. (a) Construction, maintenance and operation of fire-fighting equipment.
   (b) Fire detection and prevention.
5. (a)Codes of safe working practices in machinery spaces.
   (b)The dangers of entering enclosed spaces.
6. Routine operational duties and the effect of legislation on engine room operations.
7. Working principles and constructional details of marine engines, gears, clutches and ancillary equipment.
8. Fuel oil, lubrication oil, and cooling systems of marine engines together with ancillary systems including filters, pumps, heat exchangers and controls.
9. (a) Methods of manoeuvring, including bridge control systems, variable pitch propellers and bow thrusters.
   (a) Emergency controls.
10. Working principles and constructional details of air compressors, air receivers and associated equipment.
11. Operational testing and fault rectification of basic automatic control systems and alarm panels.
12. Assessment of engine power, the running adjustments to maintain performance.
13. Safe and efficient operation and maintenance of marine engines.
14. Understand the reason for determining voyage needs; fuel, lubricants, water, stores, expendables.
15. Understand the necessity for routine maintenance and the reasons for maintaining records of machinery and its performance.
16. Understand the consequences of sailing with certain items of machinery inoperative and the risks involved in doing so.
17. Understand the (Chief Engineer's) responsibilities and duties concerning bunkering or refuelling operations.
18. The methods of dealing with fire on board ship. Prevention of the spread of fire. The organisation and direction of firefighting and lifesaving parties.

Chief Engineer Yacht 1 Certificate of Competency - (Y1)

1. Principles and constructional details of sensing, monitoring and measuring devices associated with marine equipment.
2. Principles involved with the operation, testing and maintenance of propulsive transmission systems, including thrust and shaft bearings, stern tubes and propellers.
3. Principles involved with the operation, testing and maintenance of bilge and ballast pumps, pumping and priming systems including pollution prevention equipment and systems.
4. Principles involved with the operation, testing and maintenance of steering and stabilizing systems including bow thrusters.
5. Principles involved with operation, testing and maintenance of control and alarm systems associated with automatic operation of marine steam plant.
6. Methods of assessment of power, output and efficiency of steam plant and action to be taken to maintain safe and efficient operation of steam plant.
7. Principles involved with the operation, testing and maintenance of:

    - marine diesel engines (trunk type); gearing systems and clutches;
    - starting and reversing systems;
    - cooling and lubrication systems;
    - fuel oil preparation systems;
    - air compressors, receivers and associated equipment;
    - auxiliary diesel engines and associated equipment;
    - control and alarm systems associated with automatic operation of a diesel plant.

8. Methods of assessment of power output and diesel plant efficiency and action to be taken to maintain safe and efficient operation of plant.
9. Methods of testing fuel oil, lubrication oil and cooling water and action to be taken to maintain safe conditions.
10. Codes of Safe Working Practices as published and amended.
11. Types of information issued by the MCA with respect to safety at sea.
12. Legal powers and responsibilities of a chief engineer:

    - precautions against fire or explosions, explosive mixtures and sources of ignition;
    - principles and methods of fire prevention, detection and extinction in all areas of a ship;
    - principles of the operation, testing and maintenance of fire detection and extinguishing systems;
    - principles of the operation, testing and maintenance of fire pumps and associated pumping systems;
    - control and organization of fire and damage control parties.

13. Organisation and control procedures necessary for the safe and efficient operation in the UMS mode.
14. Principles of the operation, testing and maintenance of:

    - alternators, generators, motors, switch gear and batteries;
    - ac and dc distribution systems.

15. Fault finding and rectification of faults in electrical systems.
16. Administration duties of a chief engineer associated with:

    - organisation and training of staff for normal and emergency duties;
    - organisation of temporary and permanent repairs and surveys.

17. Ensuring ship is in seaworthy condition prior to sailing taking into account nature of voyage.
18. Dry docking, hull surveys and repairs.

Annex C

Company Name

Engine Testimonial for
Commercially and privately operated yachts and sail training vessels

Company Address/Contact Details:

Company Address:		
Contact Details:	Tel:	
	E-mail:	

This is to certify that in capacity of Chief Engineer/ Second Engineer/ EOOW/ Rating/ Assistant*:	
Full name:	
Date of Birth:	
Discharge Book/ Passport number:	

has served on:

Name of vessel:		IMO number:	
Type of vessel:		Official number:	
Engine power kW		Gross tonnage:	
Date of joining:		**Date of discharge:**	

The above service includes:

Actual Sea Service of …….. days†
Stand-by Service of …….. days+
Yard Service of …….. days+

Please record the actual watchkeeping/ UMS time undertaken on this voyage:

During the Actual Sea Service the officer was in full charge of an engineering watch or performing UMS duties for not less than 4 out of every 24 hours while the vessel was engaged on voyage giving:

Days

Leave of absence was granted as follows+:	

† Complete as appropriate or if no time write NIL.
*Delete as appropriate.

Duties and tasks carried out were:	

My report on the service of the officer/ assistant/ rating, during the period stated, is as follows:

Conduct:	
Ability:	
General comments:	

PART 4 – OFFICIAL ENDORSEMENT

Name of Chief Engineer or Master:**		
Position in company:		
CoC number:		
Issuing Administration:		
Signature of Chief Engineer or Master:**		
Date:		**Ship/company stamp:**
**** If you are the Chief Engineer onboard the yacht you must get the Master sign this testimonial. The MCA will not accept self-certificated seagoing service. In exceptional circumstances this testimonial may be signed by a responsible official of the company.**		

Annex D

Maritime and Coastguard Agency (MCA)

YACHT CERTIFICATE OF DISCHARGE

<table>
<tr><th>Surname (Block Capitals)</th><th>Other Names (In Full)</th></tr>
<tr><td></td><td></td></tr>
<tr><th>Passport or Discharge Book Number</th><th>Date and Place of Birth</th></tr>
<tr><td></td><td></td></tr>
<tr><th>Name of Yacht</th><th>Port of Registry</th></tr>
<tr><td></td><td></td></tr>
<tr><th>Official or IMO Number</th><th>Gross Tonnage and kW power of the Engine</th></tr>
<tr><td></td><td></td></tr>
<tr><th>Capacity</th><th>Grade and Number of any CoC</th></tr>
<tr><td></td><td></td></tr>
<tr><th colspan="2">Date and Place of Joining</th><th colspan="2">Date and Place of Leaving</th></tr>
<tr><td colspan="2"></td><td colspan="2"></td></tr>
<tr><th colspan="2">Description of Voyage</th><th colspan="2">Total Time Onboard</th></tr>
<tr><td colspan="2" rowspan="3"></td><td colspan="2"></td></tr>
<tr><td colspan="2">Total Days at Sea</td></tr>
<tr><td colspan="2"></td></tr>
</table>

Signature of Master ……..

Name (Print) ……..

CoC No ……..

Issuing administration ……..

Yacht/ Company stamp:

Date of issue ……/……/…….

Annex E

Approved Yacht Training Providers

The MCA is under no obligation to approve foreign training providers.

All training, assessment and examination must be taken at an MCA-approved training establishment. Details of which centres are approved by MCA to deliver training modules and short course training programmes are available from the Seafarer Training and Certification Branch.

In accordance with STCW Convention regulation I/6, training providers wishing to gain MCA approval to deliver training must have in place a recognised Quality Management System (**QMS**) with appropriate auditing and accreditation. An initial approach to the Seafarer Training and Certification Branch must be made before expending time and resources in developing courses. Please note that even when the MCA visits a training establishment, the issue of a Course Approval Certificate is not foregone conclusion.

To gain approval, a training provider will first have to undergo assessment to ensure that the course or programme meets the standards required by the MCA. Training establishments wishing to obtain approval should make written application to the MCA outlining:

- Course title;
- Lesson plan;
- Course duration;
- Course materials and content;
- Facilities, teaching aids, and equipment;
- Staff qualifications and experience;
- Examination and assessment procedures;
- Monitoring of entry requirements;
- Issue, control, authentication and recording of certification;
- Quality management systems and procedures.

Once these details have been received, reviewed and found to meet the required standards a site evaluation/inspection visit will be made. Full approval will only be granted when the required standards, are deemed to have been fully met at which point a Course Approval Certificate will be issued. The full vetting process will involve the attendance of an MCA surveyor and will incur the costs associated with this.

Thereafter, any changes to the course content/delivery, training facilities and/or equipment, teaching staff, certificates, and/or examination/assessment process must be notified to the MCA. Failure to notify changes to the MCA may result in approval being withdrawn.

Should a training provider wish to deliver a course at a centre other than that approved by the MCA, further approval will be required.

Course approval certificates issued will be valid for a period of not more than 5 years after which time the training provider will have to apply for re-approval. Further, and in order to maintain standards and to satisfy the requirements of the MCA Quality Standards Procedures, all courses and training facilities will be subject to intermediate inspection at intervals of two and a half years plus or minus six months. These processes will involve the attendance of an MCA surveyor and associated costs.

In accordance with STCW Convention regulation I/8, all training providers who deliver training modules will be periodically audited by the MCA against the nautical college requirements listed above.

Annex F

Conversions from a UK Certificate of Competency (CoC) or a non UK CoC

UK Certificate Held	CoC required	Conversion
EOOW Unlimited, III/1, **CoC**	Y3	**A**
EOOW Unlimited, III/1,**CoC**	Y2	**B**
Second Engineer, less than 3000 kW unlimited area, III/3, **CoC**	Y2	**C**
Chief Engineer, less than 3000 kW unlimited area, III/2, **CoC**	Y1	**D**
Second Engineer unlimited, III/2, **CoC**	Y1	**E**
EOOW Unlimited, III/1, **non-UK STCW CoC**	Y3	**F**
EOOW Unlimited, III/1 CEC and Second Engineer, less than 3000 kW, unlimited area, III/2, **non-UK STCW CoC**	Y2	**G**
Second Engineer unlimited, III/2, **non-UK STCW CoC**	Y1	**H**

Conversion A

To convert from an Engineer Officer of the Watch (EOOW) unlimited, III/1, Certificate of Competency to a Y3 Certificate of Competency, you must:

(a) Complete 3 months' service on yachts of 350 kW or more in propulsion power, with at least 1 month actual seagoing service;
(b) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- Chief Engineer Statutory and Operational Requirements;

(c) Apart from HELM (O), hold the applicable ancillary technical and safety course certificates listed in section 6;
(d) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(e) Pass the MCA 'Y3' oral examination (syllabus in Annex B).

Conversion B

To convert from an Engineer Officer of the Watch (EOOW) unlimited, III/1, Certificate of Competency to a 'Y2' Certificate of Competency, you must:

(a) Complete 9 months' service on yachts of 350 kW or more in propulsion power, with at least 3 months' actual seagoing service;
(b) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- General Engineering Science I & II;
- Applied Marine Engineering;
- Chief Engineer Statutory and Operational Requirements;
- Advanced Hotel Services;

(c) Hold the applicable ancillary technical and safety course certificates listed in section 6;
(d) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(e) Pass the MCA 'Y2' oral examination (syllabus in Annex B).

Conversion C

To convert from a Second Engineer, less than 3000 kW unlimited area, III/3, Certificate of Competency to a 'Y2' Certificate of Competency, you must:

(a) Complete 6 months' service as a yacht engineer on yachts of 350 kW or more in propulsion power;
(b) Hold the applicable ancillary technical and safety technical listed in section 6;
(c) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(d) Pass the MCA 'Y2' oral examination (syllabus in Annex B).

Conversion D

To convert from a Chief Engineer less than 3000 kW, unlimited area, III/2, Certificate of Competency to a 'Y1' Certificate of Competency, you must:

(a) Complete 6 months' service as a yacht engineer on yachts of 1500 kW or more in propulsion power and at least 500 GT;
(b) Hold the applicable ancillary technical and safety technical listed in section 6;
(c) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(d) Pass the MCA 'Y1' oral examination (syllabus in Annex B).

Conversion E

To convert from a Second Engineer unlimited, III/2, Certificate of Competency to a 'Y1' Certificate of Competency, you must:

(a) Complete 6 months' service as a yacht engineer on yachts of 1500 kW or more in propulsion power and at least 500 GT;
(b) Hold the applicable ancillary technical and safety course certificates listed in section 6;
(c) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(d) Pass the MCA 'Y1' oral examination (syllabus in Annex B).

Conversions from an non- UK Certificate of Competency

Conversion F

To convert from a non-UK STCW Engineer Officer of the Watch (EOOW) unlimited, III/1, Certificate of Competency to a 'Y3' Certificate of Competency, you must:

(a) Complete 3 months' service as a yacht engineer on yachts of 350 kW or more in propulsion power, with at least 1 months' actual seagoing service;
(b) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- Marine Diesel Engineering;
- Auxiliary Equipment;
- Operational Procedures, Basic Hotel Services and Ship Construction;
- Chief Engineer Statutory and Operational Requirements;

(c) Hold the applicable ancillary technical and safety course certificates listed in section 6;
(d) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(e) Pass the MCA 'Y3' oral examination (syllabus in Annex B).

Conversion G

To convert from a non-UK STCW Engineer Officer of the Watch (EOOW) unlimited, III/1 or Second Engineer, less than 3000 kW unlimited area, III/3, Certificate of Competency to a 'Y2' Certificate of Competency, you must:

(a) Complete either:

- 9 months' service as a yacht engineer on yachts of 350 kW or more in propulsion power, while holding an Engineer Officer of the Watch (EOOW) unlimited, III/1, Certificate of Competency, which includes at least 3 months' actual seagoing service, or
- 6 months' service as a yacht engineer on yachts of 350 kW or more in propulsion power, while holding a Second Engineer, less than 3000 kW unlimited area, III/3, Certificate of Competency which includes at least 2 months' actual seagoing service;

(b) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- General Engineering Science I & II;
- Applied Marine Engineering;
- Chief Engineer Statutory and Operational Requirements;
- Advanced Hotel Services;

(c) Hold an MCA-approved HELM Management level certificate;
(d) Hold the applicable ancillary technical and safety certificates listed in section 6;
(e) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(f) Pass the MCA 'Y2' oral examination (syllabus in Annex B).

Conversion H

To convert from a non-UK STCW Second Engineer unlimited, III/2 or non-UK STCW Chief Engineer less than 3000 GT, unlimited area, III/2 Certificate of Competency to a 'Y1' Certificate of Competency, you must:

(a) Complete 6 months' service as a yacht engineer on yachts of 1500 kW or more in propulsion power and at least 500 GT;
(b) Successfully complete the MCA-approved modules and pass the corresponding SQA examinations for:

- General Engineering Science I & II;
- Applied Marine Engineering;
- Chief Engineer Statutory and Operational Requirements;
- Advanced Hotel Services;

(c) Hold an MCA-approved HELM Management level certificate;
(d) Hold the applicable ancillary technical and safety course certificates listed in section 6;
(e) Hold a valid ENG1 (medical fitness certificate) or accepted equivalent;
(f) Pass the MCA 'Y1' oral examination (syllabus in Annex B).