**Yacht Manning Guidance**

**Safe Manning of Yachts:** The principles of Safe Manning and the requirements for the issue of a Safe Manning Document are set out in [MSN 1868 Amendment 1](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1125572/Merchant_Shipping_Notice_1868__Amendment_1_.pdf).

**The new manning requirements should ensure that holders of Yacht Certificate of Competency (CoC) issued under MSN 1859 will be able to continue working on UK and other Red Ensign Group (REG) registered yachts.** For the vast majority of yachts, the new manning requirements allow for the carriage of an Engineer officer of the Watch (EOOW) in place of a Second Engineer.

**Engineering Manning Proposal:** Following on from discussions with industry, two Engineering Manning Guidance tables were created (see below) by the MCA and the other REG members. This document will hopefully offer flexibility for yacht owners and consistency amongst REG flagged yachts, while considering the regulatory requirements of the STCW Convention. However, REG members have their own authority to set their own manning levels, therefore the tables should be treated as guidance.

**Existing UK issued Safe Manning Documents:** These will be continued to be recognised by the MCA and definitions for Yacht CoCs listed on these can be found in MSN 1859 (Amendment 1). However, we can amend the Safe Manning Document on request if the yacht faces issues from other Port State Control Administrations.

**Manning and CoCs:** The position held onboard by the seafarer must be reflected by the capacity and limitations in their CoC. The exception is where a vessel is under 500 GT and not a passenger ship (where SOLAS and STCW do not apply) and that operate within the near-coastal area (up to 150 miles from a Safe Haven). For these non-Convention sized vessels, we have allowed for holder of MCA issued non-STCW certificates to take on the role as an Engineer Officer, as per the manning table. While the MCA approves these non-STCW certificates for use on UK vessels, we cannot guarantee recognition internationally. If you hold a non-STCW certificate, you should check the certification requirements of the local Port State Control Administration prior to entering their jurisdiction.

**Higher Level or Merchants CoCs:** The manning tables state the lowest CoC or non-STCW Certificate that you must hold to take up this position onboard a yacht. If you hold a higher-level Yacht CoC or Merchant CoC then you can operate in that role onboard the vessel.

**Yacht CoCs issued as per MSN 1859:** If your Yacht CoC previously allowed you to operate at a higher level than your stated capacity and limitations, due to the Manning Table in MSN 1859, then please refer to the ‘Additional Notes’ section of this documents to see what equivalent endorsement you can be issued with. This should allow you to keep working in this position onboard a yacht. Holders of these Yacht CoCs that wish to operate at this level must apply to the MCA to have this capacity and limitation added to their CoC.

**Conversions:** Holders of Merchant CoCs or Yacht CoCs wishing to convert to a Small Vessels CoC to work on yachts should refer to section 7 of [MIN 642.](https://www.gov.uk/government/publications/min-642-mf-engineer-officer-small-vessel-certificate-of-competency-guidance)

For any additional CoC endorsement, upgrade or conversion you must complete the following application form: [MSF 4100](https://www.gov.uk/government/publications/certificate-of-competency-engineering-msf-4900).

|  |  |  |
| --- | --- | --- |
|   |  | **Motor Yachts Manning yachts under 500 GT** |
| **Area** | Rank | <200 GT<1500kW | <200 GT<3000kW | <500 GT<3000kW | <500 GT<6000kW |
| **Up to 60 Miles form a Safe Haven** | Chief Engineer | AEC 1a | AEC 1 and 2 orMEOL(Y/SV) a | Chief Engineer less than 500 GT, less than 3,000kW VII & III/3 | Chief Engineer less than 500 GT, less than 3,000kW with a Chief Engineer less than 500 GT, less than 6,000kW, near coastal endorsementVII & III/3 |
| Assistant Engineer | N/A | N/A | AECa | AECa |
| **Up to 150 Miles from a Safe Haven** | Chief Engineer | MEOL(Y/SV) a | Chief Engineer less than 500 GTa, less than 3,000kW VII & III/3 | Chief Engineer less than500 GT, less than 3,000kWVII & III/3 | Chief Engineer less than 500 GT, less than 3,000kW, with a Chief Engineer less than 500 GT, less than 6,000kW, near coastal endorsementVII & III/3 |
| Assistant Engineer | N/A | AECa | MEOL (Y/SV)a | MEOL (Y/SV)a |
| **Unlimited** | Chief Engineer | Chief Engineer less than 500 GT, less than 3,000kWVII & III/3 | Chief Engineer less than 500 GT, less than 3,000kWVII & III/3 | Chief Engineer less than 500 GT, less than 3,000kWVII & III/3 | Chief Engineer less than 3,000 GT, less than 9,000kW VII & III/2 |
| EOOW | N/A | N/A | Engineer Office of the Watch Less than 3,000 GT, less than 9,000kW VII & III/1 | Engineer Office of the Watch Less than 3,000 GT, less than 9,000kW VII & III/1 |
| Assistant Engineer | MEOL (Y)a | MEOL (Y)a | N/A | N/A |

|  |  |  |
| --- | --- | --- |
|  |  | **Manning yachts 500 GT - 3,000 GT, up to 9,000kW** |
| **Area** | Rank | **500 GT - 3,000 GT, up to 6,000kW** | **500 GT - 3,000 GT, up to 9,000kW** |
| **Up to 60 Miles form a Safe Haven** | Chief Engineer | Less than 3,000 GT, less than 9,000kW VII & III/2 | Less than 3,000 GT, less than 9,000kW VII & III/2 |
| Assistant Engineer | MEOL (Y/SV) or MEOL | MEOL (Y/SV) or MEOL |
| **Up to 150 Miles from a Safe Haven** | Chief Engineer | Less than 3,000 GT, less than 9,000kW VII & III/2 | Less than 3,000 GT, less than 9,000kW VII & III/2 |
| EOOW | Engineer Officer of the Watch Less than 3,000 GT, less than 9,000kW VII & III/1 | Engineer Officer of the Watch Less than 3,000 GT, less than 9,000kW VII & III/1 |
| **Unlimited** | Chief Engineer | Less than 3,000 GT, less than 9,000kW VII & III/2 | Less than 3,000 GT, less than 9,000kW VII & III/2 |
| Second Engineer | NA | Chief Engineer less than 500 GT, less than 3,000kW VII & III/3 with a Second Engineer less than 3,000 GT, less than 9,000kW VII & III/2 |
| EOOW | Engineer Officer of the Watch Less than 3,000 GT, less than 9,000kW VII & III/1 | NA |

1. 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.

**Additional Notes:**

1. **UK/MCA approach to Small Yachts with Large Engines:**

The MCA will take a pragmatic approach to vessels under 300 GT operating within a short range (up to 60NM from a safe haven). The following will be considered when prescribing the manning levels for these vessels.

1. The vessels intended operating hours during day light operations and/or night operations.
2. The vessels restricted operation as per weather conditions up to BF4 (wind force up to BF4 only).
3. If the vessel has full redundancy regarding the main propulsion
4. Factors like UMS and firefighting arrangements.
5. Shore side support and maintenance protocols. Resources regarding shore side support will also be considered.
6. The completion of an engine manufacturers course, if applicable and successfully completed, will also be considered in support of an SMD.

This section is for UK registered yachts only. The other REG members may have separate arrangements for smaller yachts (those below 500 GT) that have large engines and operate less than 60NM from a Safe Haven

1. **Requirements for Additional Endorsements:**

To obtain the following additional endorsements: Chief Engineer less than 500 GT, less than 6,000kW, up to 150 miles from a Safe Haven endorsement and a Second Engineer less than 3,000 GT, less than 9,000kW (STCW VII & III/2) you must:

* Hold a Chief Engineer less than 500 GT, less than 3,000kW CoC (section 4.9 of [MSN 1904](https://www.gov.uk/government/publications/msn-1904-mf-uk-requirements-for-engineer-officer-small-vessel-certificate-of-competency)).
* Have obtained at least 12 months onboard service as an officer, as defined in section of MSN 1904
* Have requested that the additional endorsements are added to your CoC at the time when you apply for a Chief Engineer less than 500 GT, less than 3,000kW CoC application **OR** you make an application for an upgrade to these endorsements after you have obtained your 500 GT, less than 3,000kW CoC.
1. **Additional endorsements that can be requested by the holder of a Yacht CoC listed in section 2 of MSN 1859 (Amendment 1):**

**Y4 Chief Engineer:** Chief Engineer less than 500 GT, less than 3,000kW, up to 60 miles from a Safe Haven, CoC (6 months onboard service as an officer while holding a Y4 CoC).

**Y3 Chief Engineer:** Chief Engineer less than 3,000 GT, less than 3,000kW, up to 60 miles from a Safe Haven, CoC

**Y3 Chief Engineer;** Chief Engineer less than 500 GT, less than 6,000kW, up to 150 miles from a Safe Haven, CoC

**Y2 Chief Engineer:** Chief Engineer less than 3,000 GT, less than 6,000kW, up to 150 miles from a Safe Haven, CoC

1. **Additional endorsements that can be requested by the holder of a EOOW III/1 CoC listed in section 2 of MSN 1857 (Amendment 1):**

**EOOW III/1, Unlimited (Merchant):** Second Engineer III/2,SV less than 3,000 GT**,** less than9,000 kW (6 months onboard service as an officer while holding an EOOW III/1 CoC (UK)).