



INSTRUCTIONS FOR THE GUIDANCE OF SURVEYORS ON
CREW QUALIFICATIONS AND TRAINING

MSIS27.14

Rev 04.24



PREFACE

- 0.1 These Marine Survey Instructions for the Guidance of Surveyors (MSIS) are not legal requirements in themselves. They may refer to statutory requirements elsewhere. They do represent the MCA policy for MCA surveyors to follow.
- 0.2 If for reasons of practicality, for instance, these cannot be followed then the surveyor must seek at least an equivalent arrangement, based on information from the owner/operator. Whenever possible guidance should be sought from either Principal Consultant Surveyors or Survey Operation Branch, in order to maintain consistency between Marine Offices.

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RECENT AMENDMENTS

The amendments made in the most recent publication are shown below, amendments made in previous publications are shown in the document Amendment History.

Version Number	Status / Change	Date	Author Reviewer	Content Approver	Next Review Date/Expiry Date
10.21	<ul style="list-style-type: none"> Includes details of Seafish Cards acceptable as proof of training and enforcement action to take if Safety Awareness course not undertaken 	10.21	D Fenner	G Stone	10.23
10.23	<ul style="list-style-type: none"> 14.7.4: One row incorrectly stated 'Over' 750 KW and should have read 'Under'. This line and the other line for 'Under' have been deleted as there are no requirements for under 750 KW for Engineer Officers. 	10.23	K Hodgson	L Page	10.24
04.24	<ul style="list-style-type: none"> Clarify Seafish photo card is issued when person has completed all new entrant courses and Safety Awareness and Risk Assessment for Experienced fishers 	02.24	D Fenner	L Page	02.25

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14.1 THE PRINCIPLE STATUTORY PROVISIONS CONCERNING FISHING VESSEL

Crew Qualifications and Training are contained in:

- The Merchant Shipping (Crew Agreements, Lists of Crew and Discharge of Seamen) (Fishing Vessels) Regulations 1972 SI No 919, amended by;
 - [S.I. 1983 No. 478](#); and
 - [S.I. 1979 No. 1519](#).
- The Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1984 SI No 1115, as amended by;
 - [S.I. 1995 No. 1428](#); and
 - [S.I. 1998 No. 1013](#)
- The Fishing Vessels (Safety Training) Regulations 1989 SI No 126, as amended by;
 - [S.I. 2004 No. 2169](#)
- The Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Employment of Young Persons) Regulations 1998 SI No 2411, as amended by;
 - [S.I. 2002 No. 2125](#)
- [Section 55](#) - Merchant Shipping Act 1995

14.2 SUPPLEMENTARY GUIDANCE, INSTRUCTIONS AND INFORMATION FOR FISHING VESSELS IS CONTAINED IN CURRENT MERCHANT SHIPPING NOTICES (MSNs), MARINE GUIDANCE NOTES (MGNS) AND MARINE INFORMATION NOTES (MINS) AND SURVEYOR ADVICE NOTICES (SANS). THESE CURRENTLY ARE RELEVANT;

- [MSN 1157](#) Issues of certificates of service under the terms of Regulation 8(2) of the Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1984;
- [MSN 1367](#) Fishermen's safety training;
- [MSN 1723](#) (F) Issue of Certificates of Service to Fishermen;
- [MSN 1745](#) (M+F) Seafarer Vision Test: Deck/Dual Career Personnel - Merchant Navy and Fishing Vessels;
- [MSN 1871](#) (F) - The Fishing Vessels Code of Practice for the Safety of Small Fishing Vessels;

- [MSN 1872](#) (F) - The Fishing Vessels Code of Practice for the Safe Working Practice and Use of Fishing Vessels of 15m LOA to less than 24m Registered Length;
- [MSN 1873](#) (F) - The Fishing Vessels Code of Practice for the Safe Construction and Use of Fishing Vessels of 24m Registered Length and over
- [MSN 1825](#) (F) - Certificates of Equivalent Competency: Fishing Vessels Training & Certification Guidance Part F2;
- [MGN 88](#) (M+F) Implementation of EC Directive 94/33. Merchant Shipping and Fishing Vessels (Health & Safety at Work) (Employment of Young Persons) Regulations;
- [MGN 411](#) (M+F) - Training and Certification Requirements for the Crew of Fishing Vessels and their applicability to Small Commercial Vessels and Large Yachts;
- [MGN 570 \(F\)](#) – Fishing Vessels: Emergency Drills;
- [MGN 571 \(F\)](#) Fishing Vessels: Prevention of Man Overboard; and
- [MSIS 27 Chapter 11](#)

14.3 GENERAL;

14.3.1 Nobody should go to sea in a registered Fishing Vessel (FV) unless they are suitably qualified. However, at times, media and other organisations may wish to use fishing vessels. In these circumstances, surveyors should refer to [MSIS 27 Chapter 1 Annexes 13 to 15](#) and [MGN 604](#) or any superseding document. It is also known that fishing vessels often carry family and friends as passengers. Whilst there is no restriction on fishing vessels carrying passengers whilst fishing, It is strongly recommended that individuals, for example members of the family and in particular children, are not carried during fishing vessel operations. Passengers of any description can be a significant and unnecessary distraction and may affect the safe operation of the vessel. If the intention is to conduct a commercial operation, followed by a private, non-commercial trip, it is strongly recommended that the vessel should return to port to collect any passengers after completing the commercial operation.

14.3.2 Where passengers, either individuals or those from organisations, are carried, items that the skipper should brief the passengers on are provided in Annex 1 of [MGN 604](#) and conduct a risk assessment (see 14.7.6.5 below).

14.3.3 Qualifications are required for officers and crew and are dependent on a range of factors including; a vessel's; size, engine power output and area of employment, and in terms of the crew whether they are new to fishing, their age and their experience.

14.3.4 Responsibility for ensuring the crew are qualified is jointly held by the owner and skipper.

14.3.5 The regulations state the minimum level of qualification required. In order to maintain competency fisherman should be encouraged wherever possible to update/ refresh their qualifications particularly for medical and navigation courses.

14.4 EVIDENCE OF QUALIFICATIONS/ TRAINING;

14.4.1 Original documentary evidence must be provided as evidence of Certificate of Competency (CoC)/ completion of training courses. It is strongly recommended that the owner/ skipper maintain a log of certificates/ qualifications for the crew and be prepared to produce this at survey/ inspection.

14.4.2 Seafarer Standards / Register of Seaman and Shipping (RSS) should be able to verify a UK Certificate of Competency. This can also be done through the MCA's intranet using the Seafarer Documentation Service (SDS).

14.4.3 Seafish Group Training Associations or Seafish's main office in Grimsby may be able to verify courses completed under the auspices of Seafish although only if the course has been completed in the past 10 years. Telephone 01472 252300 or by email at training@seafish.co.uk.

14.4.4 A **New Entrant** photo card confirms completion of basic Sea Survival, Fire Fighting, First Aid and Health & Safety training; if the card was issued less than two years ago, the holder will not need to provide evidence of having completed the 1-day Safety Awareness & Risk Assessment course for experienced fishermen. However, if has been issued more than 2 years ago and they have more than 2 years' service onboard a fishing vessel, they will also need to provide evidence of having completed the 1-day Safety Awareness & Risk Assessment for experienced fishers.

14.4.5 The Seafish Experienced Fisher Card will provide evidence of completing all the basic safety training courses and the 1-day Safety Awareness and Risk Assessment Course for experienced fishers. Alternatively the fisher should provide course certificates.

14.4.6 The date of completing Sea Survival training is perhaps the best proxy indicator for when someone started fishing to identify if the fisher should have completed the 1-day Safety Awareness and Risk Assessment course.

14.4.7. Below are pictures of how the New Entrant and Experienced Fishers Cards should look:

Example of Experienced
Fisher Seafish Card

Example of New
Entrant Fisher Card



14.4.6 In all cases (officers or crew) the onus is on the owner/ skipper/ individual crew member to provide evidence of their qualification/training.

14.4.7 If any qualification/ certificate appears fraudulent then Enforcement Unit should be notified.

14.5 Lack of Qualifications;

14.5.1 Lack of qualifications at survey/ inspection should be dealt with through enforcement actions.

14.5.2 Improvement notices are the best way to deal with missing basic safety courses however if the crew member has not completed basic sea survival, or if an officer does not have the appropriate CoC then a prohibition notice is required to prevent the individual from going to sea.

Qualification/ Training	Action required	Remarks
CoC not held	Prohibition Notice	On the individual and possibly on the vessel if owners does not replace the unqualified individual
CEC not held	Improvement Notice	On the individual giving 28 days to apply for a CEC and undertake a UKLAP if not already held.
Sea Survival Basic safety Course	Prohibition Notice	Fishermen must not proceed to sea on a registered FV without this one day course
Other Basic Safety Courses	Improvement Notice	Individuals should be given a period of time (generally no more than 3 months) to complete these courses.

Experienced Fishermen Safety Awareness and Risk Assessment	Improvement Notice	Individuals should be given a period of time (generally no more than 3 months) to complete these courses.
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14.5.3 Detention should not be used as the owner/ skipper always has the option of finding replacement/ qualified crew, in which case detention rapidly becomes unnecessary. By using improvement or prohibition notices the enforcement action is more specific and can be related directly to the lack of qualifications of a named crew member.

14.5.4 The following table gives the appropriate enforcement action to be followed;

14.6 SAFE MANNING;

14.6.1 Surveyors should stress that the minimum manning requirements for officers for FVs greater than 16.5m (registered length) are just that; MINIMUM, all vessels need to ensure that the manning level means that a safe navigational watch can be maintained at all times at sea. With the exception of vessels of less than 24m operating in the limited area, only persons holding a Certificate of Competency as a Deck Officer or a 5 day Bridge Watchkeeping Course shall be in charge of a navigational watch. When deciding on watchkeeping arrangements for fishing vessels of less than 24m operating in the limited area, the requirements of MGN 313(F) – Keeping a Safe Navigational

Watch must be also followed. Uncertificated watchkeepers must be experienced, capable and have been instructed in their duties.

14.6.2 The following factors must be taken into account when deciding on watchkeeping duties on all vessels:

- The wheelhouse must not be left unattended at any time;
- The weather conditions, visibility and time of day. Although the size of the crew and the wheelhouse may not permit a continuous two person watch, two people must always be on watch during the hours of darkness and in poor weather conditions;
- The proximity of navigational hazards and any other hazards which may require additional navigational duties to be undertaken;
- The use and operational condition of navigational aids such as radar, echo sounder, automatic pilot, and position-fixing equipment; AND
- Any unusual demands on the navigational watch that may arise as a result of fishing operations.

14.6.3 Failure to keep a safe watch could mean that a vessel could breach colregs.

14.7 QUALIFICATIONS/ TRAINING REQUIRED FOR EACH VESSEL;

14.7.1 Deck Officers Qualifications;

Area	Fishing Length of Vessel	Minimum number of qualified Deck Officers		
		Class 1 (Fishing Vessel)	Class 2 (Fishing Vessel)	Class 3 (Fishing Vessel)
Unlimited	40 metres and over	2	1	Not applicable
Unlimited	Under 40 Metres	1	1	Not applicable
Limited	30 metres and over	1	1	Not applicable
Limited	24 metres or more but under 30 metres	-	1	1
Limited	16.5m or more but under 24m	-	1	-

Note: 1.the vessel’s length is the vessel’s registered length.

Note 2. The limited area means any location within the area bounded by a line from a point on the Norwegian coast in latitude 62° N due west to a point 62° N 3° W; thence to a point 58° N 10° W;; thence to a point 53° N 12 ° W; thence to a point 49°N 12° W; thence to a point 46° 30’N 6° W and thence due East to the French coast;

14.7.2 Certificated Deck Officers are not required to show proof of having attended the three basic courses (Sea Survival, Fire-Fighting & Prevention, and First Aid) as these are already covered by their CoC, but they are required to have completed a one day Safety Awareness **and Risk Assessment course for experienced fishers.**

14.7.3 Fishermen are allowed to complete the Class 2 Deck Certificate if they have not completed the basic Health and Safety course, but only if they have completed the Safety Awareness **and Risk Assessment course for experienced fishers.** Fishermen will not be required to complete the basic Health and Safety course if they have undertaken the Safety Awareness **and Risk Assessment course for experienced fishers.**

14.7.4 Engineer Officers Qualifications;

Power Output	Minimum number of qualified Engineering Officers		
	Class 1 (Fishing Vessel)	Class 2 (Fishing Vessel)	5 Day Engineer room Watchkeepers course ¹ (See note 3)
Under 750 KW	-	-	-
Over 750 KW	-	-	-
Over 750 KW	1	1	-
Over 750 KW	1	-	1

Note 1: Power Output means the power output declared on the vessel’s Registration certificate (declared MCEP).

Note 2: The limited area means any location within the area bounded by a line from a point on the Norwegian coast in latitude 62° N due west to a point 62° N 3° W; thence to a point 58° N 10° W;; thence to a point 53° N 12 ° W; thence to a point 49°N 12° W; thence to a point 46° 30’N 6° W and thence due East to the French coast;

Note 3: There is a general exemption in place for the carriage of engineers; dated 20th Oct 2009 which permits vessels over 750KW in the limited area to only have to carry 1 x class 1 engineer providing an additional engineer is carried who has 3 months experience in that ship, has undertaken all the safety courses required and completed the 5 day engine room watchkeepers course.

14.7.5 Certificated Engineer Officers are not required to show proof of having attended the three basic courses (Sea Survival, Fire-Fighting and Prevention, and First Aid) as these are already covered by their CoC, but they are required to have completed a one day Safety Awareness and Risk Assessment course for experienced fishers.

14.7.6 Crew Training/ Qualifications;

14.7.6.1 The Fishing Vessels (Safety Training) Regulations 1989 came into force on the 1st March 1989; these require the crew who are “employed or engaged on a fishing vessel registered in the United Kingdom” to have after 1st March 1993 completed courses in Fire Fighting and Prevention, First Aid and Survival at Sea.

14.7.6.2 In addition an amendment to these regulations requires that officers and “experienced fishermen²” require a certificate certifying that they have completed Safety Awareness and Risk

¹ - There is a general exemption in place for the carriage of engineers; dated 20th Oct 2009 which permits vessels over 750KW in the limited area to only have to carry 1 x class 1 engineer providing an additional engineer is carried who has 3 months experience in that ship, has undertaken all the safety courses required and completed the 5 day engine room watchkeepers course.

² . “experienced fisherman” means a fisherman who has not less than two years service working on board fishing vessels.

Assessment course for experienced fishers. The amendment also requires those who are not officers or experienced to have also to have completed a course in basic health and safety.

14.7.6.3 Following the discovery that many experienced fishermen who joined the UK fishing industry after the 1 January 2005 have not completed the mandatory Basic Health and Safety Training course, the MCA has decided that;

- .1 Fishermen who joined a UK fishing vessel for the first time after 1 January 2005 and before 1 June 2014 and did not undertake the Basic Health and Safety course do not have to complete this course provided that they;
 - a) have completed the Safety Awareness and Risk Assessment course **for experienced fishers**; and
 - b) can demonstrate the date of joining a UK vessel prior to 2014 to the satisfaction of an MCA surveyor.
- .2 Fishermen who joined a UK fishing vessel for the first time after 1 June 2014 and did not undertake the UK Basic Health and Safety course must complete this course within a time specified by an MCA surveyor. This applies regardless of whether the fishermen holds the Safety Awareness and Risk Assessment Course **for experienced fishers**.

14.7.6.4 Fisherman who have less than two years' service working on board fishing vessels can skipper a vessel. However they should comply with the Safety Training Regulations and have all four initial courses.

14.7.6.5 Surveyors should inform those fishermen who do not qualify as experienced fishermen but who are skippering vessels of the following in order to emphasis the risks involved:

- that the vessel stability is assessed using the requirements of MSN1871 Amendment No.2.

[MSN1871 Amendment No.2 Code of Practice for the Safety of Small Fishing Vessels of less than 15m Length Overall](#)

- If the vessel is to be engaged in potting please see attached guide published by Seafish.

http://www.seafish.org/media/Publications/SeafishIndustryAdvisoryNoteFS45PottingSafety_201101.pdf

14.7.6.6. These 3 tables summarise the mandatory requirements;

New Entrants – (For the first time employed as a working fisherman)	
1 day Basic Sea Survival	<i>This is required to have been taken prior to starting as a fisherman</i>
1 day Basic Fire-fighting & Prevention	<i>This must be taken within 3 months of starting work as a fisherman</i>
1 day Basic First Aid	<i>This must be taken within 3 months of starting work as a fisherman</i>
1 day Basic Health & Safety**	<i>This must be taken within 3 months of starting work as a fisherman</i>

** In some cases a Safety Awareness and Risk Assessment course for experienced fishers can be accepted if the Basic Health and Safety course was not available

Other fishermen – Born on or after 1 March 1954 and who is not a new entrant	
1 day Basic Sea Survival	
1 day Basic Fire-fighting & Prevention	
1 day Basic Health and Safety	
1 day Basic First Aid	
1 day Safety Awareness and Risk Assessment	<i>This course is mandatory for experienced fishermen; defined as those who have been working as a fisherman for two or more years.</i>

Age Exempt Fishermen – Those born before 1 March 1954 have two options regarding the courses they are required to undertake either:	
Option 1	
2 Day course consisting of Basic First Aid and abridged Fire-fighting and Sea Survival	
1 day Safety Awareness and Risk Assessment	<i>This course is mandatory for experienced fishermen; defined as those who have been working as a fisherman for two or more years.</i>
or Option 2	
1 day Basic Sea Survival	
1 day Basic Fire-fighting & Prevention	
1 day Basic First Aid	
1 day Safety Awareness and Risk Assessment	<i>This course is mandatory for experienced fishermen; defined as those who have been working as a fisherman for two or more years.</i>

14.8 CERTIFICATES OF EQUIVALENT COMPETENCY (CECs);

14.8.1 The Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1984, were amended by the Fishing Vessels (Certification of Deck Officers and Engineer Officers) (Amendment) Regulations 1995 to enable skippers who hold certificates issued by certain Maritime Administrations (All European Union Member States, Iceland and Norway) to serve as Skippers on UK-registered fishing vessels as long as all the relevant conditions are satisfied.

14.8.2 Fishing CECs are issued in accordance with [MSN 1825](#), to skippers holding Fishing CoCs issued by other Maritime Administrations where the MCA is satisfied that there are no substantial differences between the standard set by the UK and that represented by the other certificate. A Fishing CEC remains valid only as long as the underlying non-UK Fishing CoC remains valid. At all times the Fishing CoC must be carried with the Fishing CEC and be made available for inspection by duly authorised persons.

14.8.3 The MCA will only issue CECs to skippers who are qualified to a standard equivalent to the standard required by holders of UK CoCs. In addition officers must pass a UKLAP exam.

14.8.4 Skippers applying for a Fishing CEC must take either the oral or written UKLAP Grade1 examination:

- Oral Examination. This is conducted by an MCA examiner using the MCA's syllabus (See 14.8.10 below);

- Written Examination. This is taken by arrangement with SQA (Scottish Qualifications Authority) at one of their UK examination centres or at British Council centres abroad.

14.8.5 As an alternative to the examination route Skippers who are nationals of EU States may gain UKLAP knowledge during a shipboard adaptation period of up to 24 months provided that:

- This is served on board a nominated UK-registered fishing vessel;
- The exact period is at the discretion of the MCA and will be advised on application (as a guide adaptation periods normally vary between two and six months but may be up to 24 months).

14.8.6 A request to serve an adaptation period should be made using form MSF 4206 Application to Serve an Adaptation Period.

14.8.7 In order to serve an adaptation period the Skipper applicant must sail at a lower rank. Applicants will be issued with a temporary Fishing CEC at a lower rank for the duration of the adaptation period.

14.8.8 On completion of the adaptation period an assessment of the candidate must be carried out by the Skipper of the nominated vessel using the UKLAP Grade 1 syllabus as a guide: The Skipper must hold a UK Class 1 Fishing CoC or a full Skippers UK CEC.

14.8.9 The Skipper must complete form [MSF 4271](#) Adaptation Report which will be issued by the MCA to eligible candidates. Adaptation Report forms have serial numbers so must not be photocopied. A full Skipper's CEC will be issued to the candidate once the adaptation period has been completed, and the report form submitted to the MCA and approved.

14.8.10 UKLAP Syllabus is spelt out in Annex 4 to [MSN 1825E](#).

14.8.11 Examination questions should be drawn from the following topics and should assess knowledge and understanding. It should be an 'open book' exam.

14.8.12 A UKLAP Grade one should cover the following;

- Certificates and documents required to be carried on UK-flagged fishing vessels (FV). Period of validity and requirements for maintenance of validity on UK-flagged fishing vessels.
- Role and function of the Maritime and Coastguard Agency (MCA), including:
- Statutory surveys;
- Merchant Shipping Notices (MSNs), Marine Information Notices (MINs) and Marine Guidance Notes (MGNs);
- Registry of Shipping and Seamen;
- HM Coastguard.

- Certificate of British Fishing Vessel Registry:
- Information contained on Certificate of British Fishing Vessel Registry;
- Period of validity of Certificate of British Fishing Vessel Registry;
- Procedure in event of loss or destruction of Certificate of British Fishing Vessel Registry.
- Assistance overseas: role of British Consul to Master/Skipper;
- Documentation required to be presented by crew members when signing on and the procedure for verifying authenticity of UK Fishermen's Certificates;
- Entries to be made in Official Log Book:
 - Dedicated pages;
 - Narrative Section to include disciplinary procedures;
 - Procedure for return to Registry of Shipping and Seamen.
- Crew agreement: engagement and discharge:
 - Format of crew agreement;
 - Role of Skipper as company agent;
 - Procedure for closing an agreement;
 - Law relating to young persons.
- Seaman left behind;
- Death onboard of a crew member;
- Role of Marine Accident Investigation Branch (MAIB):
 - Skipper's role in reporting accidents, collision, fire, grounding, personal injury etc.
- Provision of Health and Safety on UK ships: safety officials, meetings and Code of Safe Working Practices, including risk assessment.

14.8.13 UKLAP exams for fishermen can be conducted in cabins onboard ships. As these exams are 'open book'; having a candidate demonstrate his/ her 'way around; a document / book is part of the exam. The candidate is not expected to speak English; [MSN 1825F](#) says; The MCA expects that there is a common language between officer's on-board UK registered fishing vessels and that individual applicants for a Fishing CEC are not required to provide evidence of knowledge of English Language. However, to maintain the necessary standards of safety, especially for ship/shore

communication and for the understanding of UK Safety Publications, it is the responsibility of the company to ensure that at least one officer on board the fishing vessel is competent in English Language. This means in practice that a UKLAP candidate does not have to speak English, however they do have to understand UK publications so a very basic understanding is required.

14.8.14 The Process for application for a CEC should be done through MCA HQ Seafarer Training and Certification; A seafarer will need to provide his original CoC or an attested copy, a completed application form, 2 photographs, a fee and a UKLAP grade 1 pass certificate. On successful application the seafarer will be issued with a CEC.

14.9 APPROVED TRAINING PROVIDERS BASIC SAFETY COURSES

14.9.1 There are a number of providers of basic safety courses as required by the Fishing Vessels (Safety Training) Regulations 1989 as amended. Some providers offer STCW courses (which are equivalent for Sea Survival, Basic First Aid, Basic Firefighting and Prevention and Basic Health and Safety, but not the Safety Awareness and Risk Assessment course for experienced fishers), and some providers are specifically for fishermen and provide all four basic safety courses (including Safety Awareness and Risk Assessment course for experienced fishers).

14.9.2 The latest list of these fishermen specific providers is held by Seafish (www. Seafish.org.) under the Training section;

‘Approved Training Providers’.

14.9.3 The following list shows which courses are considered by the MCA to be equivalent to the one day basic safety training course required by Fishermen.

Provider/Course	Basic SS	Basic H&S	Basic FF	Basic FA	Safety Awareness
STCW A/1-IV	Yes	No	Yes	Yes	No
RYA/DfT ¹	Yes	No	No	Yes	No
Belgium ²	Yes	No	Yes	Yes	No
Spain ²	Yes	No	Yes	Yes	No
Portugal ²	Yes	No	Yes	Yes	No
Republic of Ireland ²	Yes	No	Yes	Yes	No
The Netherlands ²	Yes	No	Yes	Yes	No
Denmark/Faroe Islands ²	Yes	No	Yes	Yes	No
Iceland ²	Yes	No	Yes	Yes	No
Lithuania ²	Yes	No	Yes	Yes	No
UK Royal Navy ³	Yes	No	Yes	Yes	No

1. Inshore skipper ticket.

2. Fishing Basic Safety Course equivalents

3 On completion of Royal Navy Basic Training

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