

# Isle of Man Ship Registry Manx Shipping Notice



## Pleasure vessel manning

Ref. MSN 033  
Issued: Jan 2019

### 1. Introduction

SOLAS Chapter V Regulation 14 is applicable to all ships including pleasure vessels. This SOLAS regulation requires that a vessel's flag Administration maintain or adopt measures for the purpose of ensuring that all ships are sufficiently and efficiently manned.

In order to meet this obligation, the Isle of Man Merchant Shipping (Manning and STCW) Regulations require that pleasure vessels of 24m in Load Line length and above comply with the minimum manning requirements specified in this MSN. While there is no inspection or certification regime for pleasure vessel manning, it is an offence for a pleasure vessel to proceed to sea without being manned in accordance with this MSN which may result in the prosecution of the owner. Should the vessel be involved in an accident while inadequately manned, the risk of prosecution is increased.

The manning scales and related notes are stated in the Appendix to this MSN. Any request for deviation from the requirements must be submitted to the Isle of Man Ship Registry for consideration and agreement.

### 2. Reference material

#### Documents referred to in this MSN:

- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, up to and including the 2010 Manila Amendments (STCW Convention);
- MSN 1859 (M+F) Training & Certification Guidance: UK Requirements for Engineer Officers on Large Yachts (over 24m), published by the Maritime & Coastguard Agency.

Most Regulations and notices are available on the Isle of Man Government website: [www.iomshipregistry.com](http://www.iomshipregistry.com) or by contacting [marine.survey@gov.im](mailto:marine.survey@gov.im)

*Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.*



## Appendix: Manning and seafarers' certification

Tables 1 & 2 detail the Isle of Man requirements and Table 3 clarifies the equivalent engineers' certification for each position.

Manning requirements for pleasure yachts of 3000GT and over will be considered on a case-by-case basis.

**Table 1 - PLEASURE YACHTS <500GT and <3000kW**

Miles from a safe haven	<200GT	200 - 499GT
<b>Up to 60</b>	YM Offshore	Master (Y)
		Coastal Skipper
	Engineer (AEC)	Chief Engineer (Y4)
		Engineer (AEC)
	One Yacht Rating	Two Yacht Ratings

Miles from a safe haven	<200GT	200 - 499GT
<b>Up to 150</b>	YM Offshore	Master (Y)
		YM Offshore
	Engineer (MEOL (Y))	Chief Engineer (Y3)
		Engineer (MEOL (Y))
	One Yacht Rating	Two Yacht Ratings

Miles from a safe haven	<200GT	200 - 499GT
<b>Over 150</b>	YM Ocean	Master (Y)
	YM Offshore	OOW (Y)
	Chief Engineer (Y4)	YM Offshore
	Engineer (MEOL (Y))	Chief Engineer (Y3)
		Chief Engineer (Y4)
	Two Yacht Rating	Two Yacht Ratings

**NOTE** - see engineers' qualifications as detailed in **Table 3** for specific details of **additional requirements and agreed equivalents**.

### Abbreviations

Master (Y)	-	Master (Yacht)
YM Ocean	-	RYA/DTP Yachtmaster ocean with commercial endorsement
YM Offshore	-	RYA/DTP Yachtmaster offshore with commercial endorsement
OOW(Y)	-	Officer of the Watch (Yacht)
MEOL(Y)	-	Marine Engine Operator License (Yacht)
AEC	-	Approved Engine Course Certificate



**Table 2 - PLEASURE YACHTS 500GT - 3000GT**

Miles from a safe haven	500 - 3000GT <3000kW	500 - 3000GT 3000kW to <6000kW	500 - 3000GT 6000kW to <9000kW
Up to 60	Master (Y)	Master (Y)	Master (Y)
	OOW (Y)	OOW (Y)	OOW (Y)
	Chief Engineer (Y3)	Chief Engineer (Y2)	Chief Engineer (Y1)
	MEOL (Y)	MEOL (Y)	MEOL (Y)
	Two yacht ratings	Two yacht ratings	Two yacht ratings

Miles from a safe haven	500-3000GT <3000kW	500-3000GT 3000kW to <6000kW	500-3000GT 6000kW to <9000kW
Up to 150	Master (Y)	Master (Y)	Master (Y)
	Chief Mate (Y)	Chief Mate (Y)	Chief Mate (Y)
	Chief Engineer (Y2)	Chief Engineer (Y2)	Chief Engineer (Y1)
	Chief Engineer (Y3)	Chief Engineer (Y3)	Chief Engineer (Y2)
	Two yacht ratings	Two yacht ratings	Two yacht ratings

Miles from a safe haven	500-3000GT <3000kW	500-3000GT 3000kW to <6000kW	500-3000GT 6000kW to <9000kW
Over 150	Master (Y)	Master (Y)	Master (Y)
	Chief Mate (Y)	Chief Mate (Y)	Chief Mate (Y)
	OOW (Y)	OOW (Y)	OOW (Y)
	Chief Engineer (Y2)	Chief Engineer (Y1)	Chief Engineer (Y1)
	Chief Engineer (Y3)	Chief Engineer (Y3)	Chief Engineer (Y1)
	Two yacht ratings	Two yacht ratings	Two yacht ratings

NOTE - see engineers' qualifications as detailed in **Table 3** for specific details of **additional requirements and agreed equivalents**.

**Abbreviations**

- Master (Y) - Master (Yacht)
- YM Ocean - RYA/DTP Yachtmaster Ocean with commercial endorsement
- YM Offshore - RYA/DTP Yachtmaster Offshore with commercial endorsement
- OOW(Y) - Officer of the Watch (Yacht)
- MEOL(Y) - Marine Engine Operator License (Yacht)
- AEC - Approved Engine Course Certificate



**Table 3**  
**ENGINEER'S REQUIRED MINIMUM CERTIFICATION FOR PLEASURE MOTOR AND SAILING YACHTS**

Area – miles from a safe haven	POSITION	<200GT	<200GT	200-499GT	200-499GT	500-2999GT		
		<1500kW	<3000kW	< 3000kW	> 3000kW	<3000kW	<6000kW	<9000kW
≤60	Chief engineer	AEC a	AEC a,b MEOL a	Y3 / Y4 b MN III/1 MN 2/E III/3	Y3 c / Y4 b,c MN III/1 MN 2/E III/3	Y3 MN C/E III/3	Y2b MN C/E III/3 MN 2/E III/2 c	Y1 MN C/E III/2 MN 2/E III/2 c
	Second/assistant engineer	N/A	N/A	AEC a	AEC a,c	MEOL a MN III/1	MEOL a MN III/1	MEOL a MN III/1
≤150	Chief engineer	MEOL a,b Y4 a	MEOL a,b Y4 a	Y3 MN 2/E III/3	Y3 c MN 2/E III/3	Y2 MN C/E III/3 MN 2/E III/2 c	Y2b MN C/E III/3 MN 2/E III/2 c	Y1 MN C/E III/2 MN 2/E III/2 c
	Second/assistant engineer	N/A	N/A	MEOL a	MEOL a,c	Y3 MN III/1 MN 2/E III/3	Y3 b MN III/1 MN 2/E III/3	Y2 b MN 2/E III/2
>150	Chief engineer	Y4 MN 2/E III/3	Y4 b / Y3 MN 2/E III/3	Y3 MN C/E III/3	Y3 c MN C/E III/3	Y2 MN C/E III/3 MN 2/E III/2 c	Y1 MN C/E III/2 MN 2/E III/2 c	Y1 MN C/E III/2 MN 2/E III/2 c
	Second/assistant engineer	MEOL a	MEOL a	Y4 a MN III/1 MN 2/E III/3	Y4 a,c MN III/1 MN 2/E III/3	Y3 MN III/1 MN 2/E III/3	Y3 b MN 2/E III/3 b	Y1/Y2 b MN 2/E III/2

**Notes**

- a) Can be dual purpose (deck/engine) other than the master if the yacht has been assigned UMS notation **or** fulfils the following criteria:
  - the yacht has full bridge control of main engine manoeuvring;
  - the yacht is fitted with high level bilge alarms in machinery space; and
  - 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 engines' type and power range.
- c) In this position, holders of STCW III/2 second engineers' certificates of competency must have their certificates additionally endorsed with Chief Engineer III/2 (<3000GT, <9000kW) and limitation 'Yacht endorsement'



## 1. Engineers

- i. Yachts fitted with two or more engines:
  - a. Yachts <500GT: on request, the Ship Registry may consider accepting chief or second/additional engineers, basing their Certificate of Competency ('CoC') on the output power of a single engine, provided that:
    - there is a simple engine room layout; and
    - the output power of a single engine does not exceed the maximum propulsion power as stated on the engineer's CoC.If this is accepted the Ship Registry will issue a 'letter of comfort'.
  - b. Yachts ≥500GT: total (combined) propulsion power is the deciding factor for the engineer's CoC.
- ii. Definition of Y1 – Y4: the limitations relevant to chief engineers on large yachts are stated on Certificates of Competency issued by the UK MCA and in MSN 1869 (M+F).
- iii. A deck officer with an AEC or MEOL qualification will be accepted for an engineering post requiring that qualification provided he or she is not the master and provided the minimum safe manning numbers are maintained. For yachts designated as short range yachts using the LY3 definition, the manning numbers will be considered on a case-by-case basis to allow the reduction of one crew member as long as the competency levels stipulated in Tables 1 or 2 are maintained.

## 2. Sailing yachts

In addition to the requirements stipulated in Tables 1–3, manning requirements for sailing yachts are as follows:

- i. yachts of <200GT require, as a minimum, an additional navigational watchkeeping officer issued with an RYA Coastal Skipper certificate of competency;
- ii. an additional yacht rating shall be carried so that on yachts:
  - <500GT, a minimum of two yacht ratings is provided; and
  - ≥500GT, a minimum of three yacht ratings is provided;
- iii. on yachts equipped with a system permitting simple centralised sail operation, consideration will be given to reducing the number of yacht ratings stated in (ii) above;
- iv. on application, consideration will be given on a case-by-case basis to accepting engineers with lesser qualifications than those specified for motor yachts.

## 3. All seafarers

### i. Minimum training

All seafarers employed on a yacht must have completed the four basic STCW courses, namely:

- personal survival techniques (STCW A-VI/1.2.1.1);
- fire prevention and firefighting (STCW A-VI/1.2.1.2);
- elementary first aid (STCW A-VI/1.2.1.3); and
- personal safety and social responsibilities (STCW A-VI/1.2.1.4).



The above also outlines what is required to fulfil the role of a yacht rating on an IoM-registered yacht. Yacht ratings are also required to hold a valid medical certificate and the master must be satisfied that the person can fulfil their required roles onboard.

ii. Refresher training

The STCW Manila Amendments require that all seafarers must have evidence of maintaining the required standard of competence for the training listed below every 5 years. The Ship Registry considers this to mean that on or after 1 January 2017 either the full course must have been completed within the previous 5 years or, if the course was completed more than 5 years ago, the relevant refresher training must have been completed within the previous 5 years. The refresher training must be carried out to the satisfaction of an organisation authorised to issue STCW certificates of proficiency and may include additional shoreside training or evidence of relevant sea service.

This new requirement for refresher training applies to the following STCW Certification:

- personal survival techniques;
- fire prevention & firefighting;
- survival craft and rescue boats other than fast rescue boats;
- fast rescue boats;
- advanced firefighting.

