

SMALL COMMERCIAL VESSELS CODE FOR GUERNSEY AND SARK

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PREAMBLE

The aim of this Code is to prescribe standards of construction, manning and emergency equipment for small commercial vessels operating from a harbour within Guernsey and Sark, other than a vessel operating solely within the territorial seas of Sark. The Code is given legal effect by the Merchant Shipping (Commercial Vessels) (Safety and Crewing) (Guernsey and Sark) Regulations, 2019, which creates criminal offences in respect of breaches of, and non-compliance with, the Code.

The Code has been developed by the States of Guernsey Harbour Master, in consultation with the appropriate authorities in Sark. In most cases, it points directly to appropriate United Kingdom (UK) Codes that shall be followed. Any additional requirements that fall outside of the UK codes are clearly referenced. It should be noted, that any additional requirements will be equal to or greater than the standards required in the UK Codes.

The builder, owner/operator and master of the vessel, as appropriate, shall take all reasonable measures to ensure that the vessel is constructed, maintained and operated in accordance with the requirements of this Code and is suitable for the purpose intended, having full regard to the area the vessel will be operating in.

The Code is subdivided into 3 sections. Section A applies to all Code vessels; Section B applies only to vessels carrying more than 12 passengers; and Section C applies only to vessels carrying 12 passengers or under.

It is important to stress that, whilst all reasonable measures may have been taken to ensure a safe vessel, total safety can never be guaranteed.

Compliance with the Code in no way removes the need for vessels and masters to comply with any other applicable legislation.

The operation of small commercial vessels outside of Guernsey and Sark waters is not covered by this Code and operators should consult the appropriate administration for further information.

1. APPLICATION AND INTERPRETATION

1.1 Application

- 1.1.1 Subject to 1.1.2, this Code applies to vessels of less than 24m in length within the territorial seas of Guernsey and Sark:
- i. operating commercially from a harbour within Guernsey and Sark, other than a vessel operating solely within the territorial seas of Sark;
 - ii. operated by or on behalf of the States of Guernsey and the Chief Pleas of Sark (which expression includes, for the purposes of the provisions in this Code, vessels operated by and on behalf of the salaried police force of the Island of Guernsey, and Customs and Excise);
- 1.1.2 The Code does not apply to:
- i. fishing or pleasure vessels;
 - ii. a vessel holding a valid international Passenger Ship Safety Certificate issued under the provisions of the International Convention on the Safety of Life at Sea, 1974, as amended from time to time (SOLAS);
 - iii. a boat forming part of a vessel's lifesaving equipment that is used to carry passengers in emergencies, during emergency exercises and as a tender between vessel and shore for not more than 72 hours;
 - iv. Vessels engaged in pilotage services, as identified by the Harbour Master, provided that a valid survey declaration is submitted to the Harbour Master when required;
 - v. Personal watercraft (PWC)
- 1.1.3 Unless otherwise specified, the Code applies to both new and existing vessels. Those items specified for new vessels may, where appropriate, be applied to existing vessels.

1.2 Definitions

“Accident” has the same meaning as in the Merchant Shipping (Accident Reporting and Investigation) (Bailiwick of Guernsey) Regulations 2009,

“Administration” means the States' Trading Supervisory Board. The Administration is the States of Guernsey body which ensures the efficient management, operation and maintenance of States unincorporated trading concerns/commercial interests, of which Guernsey Harbours is one,

“Approved” means approved by, or on behalf of, or otherwise acceptable to the Harbour Master under Merchant Shipping legislation, unless otherwise specified in this Code,

“Certifying Authority” means one of the organisations authorised by the Administration to undertake survey and certification work,

“Code” means this Code unless another Code is specified,

“Crew” means a person employed or engaged in any capacity on board a vessel in the business of the vessel,

“Dangerous Goods” are items as defined by the IMO International Dangerous Goods (IMDG) Code,

“Daylight” means between one hour before sunrise and one hour after sunset,

“Draught” or “Draft” unless stated otherwise, means the vertical distance from the underside of keel amidships to the deepest subdivision load waterline or freeboard mark, as appropriate,

"Favourable weather" means conditions existing throughout a voyage or excursion in which the effects either individually or in combination of swell, height of waves, strength of wind and visibility cause no hazard to the safety of the vessel, including handling ability. In making a judgement on favourable weather, the master should have due regard to official weather forecasts for the service area of the vessel or to weather information for the area which may be available from the Coastguard or similar coastal safety organisation,

“Fishing vessel” means a vessel used for, or in connection with fishing for sea fish other than a vessel used (or intended to be used) for fishing otherwise than for profit; and for the purposes of this definition sea fish include shellfish (including

crustaceans and molluscs of any kind), salmon (including any fish of the salmon species) and any species of trout which migrates to and from the sea. For the avoidance of any doubt, “fishing vessel” means a vessel with a valid GU number thereby listed on the Guernsey Fishing Vessel Register. However, the Code shall apply to a registered fishing vessel when acting as a fishing charter vessel (i.e. carrying fee paying passengers for fishing) or when carrying passengers for any other reason,

“Freeboard” means the distance measured vertically downwards from the lowest point of the upper edge of the weather deck to the waterline in still water or, for an open boat, the distance measured vertically downwards from the lowest point of the gunwale to the waterline,

“Harbour Master” means the States of Guernsey Harbour Master

“Length” means the overall length from the foreside of the foremost fixed permanent structure to the aftside of the aftermost fixed permanent structure of the vessel. With regard to rigid inflatable boats, or boats fitted with a buoyant collar, length should be taken from the foremost part of tube or collar, to the aft most part of the tube or collar,

“Master” or “Boatmaster” includes every person (except a pilot) having command or charge of a vessel. More details relating to the licensing, qualifications and examinations for Boatmasters are included in Section A9.0 and relevant Annexes,

“Machinery space” means any space which contains propelling machinery; boilers; oil fuel units; steam, internal combustion engines; generators and major electrical machinery; oil filling station; refrigerating , stabilizing, ventilation and air conditioning machinery (but not spaces containing domestic fridges); and similar spaces, and trunks to such spaces,

“Marine Guidance Note” (MGN) means a note described as such and issued by the MCA,

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

“Merchant Shipping Notice” (MSN) means a notice described as such and issued by the MCA,

“New vessel” for the purpose of this Code means a vessel in respect of which there does not exist, on the date that this Code comes into force, a valid Code

Compliance Certificate or Passenger Vessel Code Compliance Certificate issued by the Administration. Any vessel may be treated as an “existing vessel” if it has previously been certificated as a Passenger Vessel and it was laid up on a day that falls within the period of five years prior to the date this Code enters into force in respect of which the Harbour Master has issued a determination in writing to the effect that the vessel cannot reasonably be expected to comply with the mandatory safety requirements; and it is made subject to an initial Passenger Vessel survey under this Code and in respect of which, in consequence of the completion of that survey, a Passenger Certificate was issued not more than five years after the day it was laid up or two years after the date this Code enters into force, whichever is the earlier,

“Open vessel” for the purpose of this Code means a vessel which is:

- not fitted with a watertight deck; or
- is fitted with a watertight deck over part of its length; or
- is fitted with a watertight deck over the whole of its length but the freeboard to the deck does not meet the minimum requirement for freeboard,

"Passenger" means any person carried on a vessel except:

- a member of the vessel’s crew (as defined above),
- a person on board the vessel either in pursuance of the obligation laid upon the Master to carry shipwrecked, distressed or other persons, or by reason of any circumstance that neither the Master nor the owner nor the charterer (if any) could have prevented or forestalled,
- a child of under one year of age,

"Passenger deck" means any deck space to which passengers have access,

“Personal watercraft (PWC)” means any boat or craft commonly known as a jet ski, wet bike, water scooter or fun craft or by any other like description and any other power-driven boat or craft steered by means of a handlebar operated linkage system or by altering the relationship between the body weight of any person on the boat or craft and the boat or craft itself,

“Pleasure vessel” means

- a) a vessel which –
 - a. is owned by an individual, and
 - b. at the time it is being used –
 - i. is used only for the sport or pleasure of the owner or the immediate family or friends of the owner, and

- ii. is on a free voyage or excursion;
- b) a vessel which
 - a. is owned by a body corporate, and
 - b. at the time it is being used –
 - i. is used only for the sport or pleasure of employees or officers of the body corporate, or their immediate family or friends, and
 - ii. is on a free voyage or excursion;
- c) a vessel –
 - a. which is owned by or on behalf of the members of a members' club,
 - b. which, at the time it is being used, is used only for the sport or pleasure of a member of that club, his immediate family or his guest, and
 - c. for the use of which no payment is made other than a payment into the funds of the members club which funds are applied for the general use of the members club.

In this definition, “free voyage or excursion” means a voyage or excursion in respect of which –

- a) subject to paragraphs (b) and (c), no money is paid and no goods or services are provided, by any person;
- b) the owner of the vessel engaged in the voyage or excursion may pay money, or provide goods and services, to any person; and
- c) the owner of the vessel engaged in the voyage or excursion may only receive –
 - a. money for, or in connection with, the operation of the vessel or the carrying of any person in the vessel as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion, or
 - b. goods and services which are used or provided on the vessel during the voyage or excursion.

“Sea Service” means time spent in the relevant capacity on board a vessel licensed under this Code, engaged on a voyage. For the purposes of sea service, a day shall be considered as being appointed to the vessel for 6 hours or more in every 24 hours, but recognises that the vessel may not be at sea for the entire period and shall include stand-by periods,

“Small commercial vessel” means any “small ship” as defined in the Merchant Shipping (Bailiwick of Guernsey) Law, 2002 (i.e. a ship less than 24m in length), engaged in commercial trade or that carries passengers and/or cargo for hire or reward,

“Small Commercial Vessel Certificate (SCVC)” and “Document of Compliance (SCV2)” are forms issued by Certifying Authorities when conducting surveys in accordance with the appropriate Codes of Practice as issued and amended from time-to-time by the MCA. These Codes of Practice are:

- [Code of Practice for the Safety of Small Commercial Motor Vessels \(Yellow Code\)](#)
- [Code of Practice for the Safety of Small Commercial Sailing Vessels \(Blue Code\)](#)
- [Code of Practice for the Safety of Small Vessels in Commercial Use for Sport or Pleasure Operating from a Nominated Point of Departure \(Red Code\)](#)
- [Code of Practice for Small Workboats and Pilot Boats \(Brown Code\)](#)
- [The Workboat Code Edition 2](#) (for all new workboats. Existing workboats may choose to comply fully with this new Code)
- [Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards \(MGN 280\(M\)\)](#)

The SCV2 and SCVC forms relate only to the issue of Code Compliance Certificates i.e. for vessels carrying 12 passengers or under in accordance with this Code (see Section A),

“Surveyor” means an exclusive surveyor of the MCA, or a surveyor from a UK Classification Society appointed by the Administration, or a surveyor of Certifying Authority (as defined above),

“Vessel” may mean the general definition of a vessel i.e. the term “vessel” includes every description of watercraft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water. It is also used specifically, within this Code, to refer to a vessel to which this Code applies,

"Watertight" in relation to structure means capable of preventing the passage of water in either direction under the head of water likely to occur in the intact or damaged condition,

"Weather deck" means the main deck which is exposed to the elements,

"Weathertight" means capable of preventing the admission of a significant quantity of water into the vessel when subjected to a hose test.

1.3 Areas of Operation

- 1.3.1 A vessel carrying 12 passengers or under may be considered for the issue of a Code Compliance Certificate allowing it to operate in one of the following areas (as per the UK Codes of Practices):
- i. Area Category 6 - to sea, within 3 miles of a nominated departure point(s) named in the certificate and never more than 3 miles from land, in favourable weather and daylight;
 - ii. Area Category 5 - within 3 miles of land;
 - iii. Area Category 4 - Up to 20 miles from a safe haven, in favourable weather and in daylight;
 - iv. Area Category 3 - Up to 20 miles from a safe haven;
 - v. Area Category 2 - Up to 60 miles from a safe haven;
 - vi. Area Category 1 - Up to 150 miles from a safe haven;
 - vii. Area Category 0 - Unrestricted service.
- 1.3.2 Depending on the nature of the vessel and its use, additional limitations relating to areas of operation may be specified by the Harbour Master. Such a limitations will be recorded on the Code Compliance Certificate.
- 1.3.3 A vessel carrying over 12 passengers may be considered for the issue of a Code Compliance Passenger Certificate and will be limited to operating within 15 miles of a place of refuge and not more than 5 miles from the coast. Such a vessel may be subject to additional limitations relating to areas of operation which will be specified by the Harbour Master on the Code Compliance Passenger Certificate. It should be noted that such vessels cannot engage in international voyages as the provisions of the International Convention on the Safety of Life at Sea, 1974 as amended (SOLAS); the International Safety Management Code (ISM Code); and other international requirements would apply.

SECTION A – ALL VESSELS

The standards and requirements contained within Section A of this Code apply to all vessels.

A1.0 VESSEL SURVEY AND CERTIFICATION

A1.1 Introduction

A certificate confirming compliance with this Code is required by all commercial vessels to which this Code applies.

A vessel carrying 12 or less passengers requires a **Code Compliance Certificate**.

A vessel carrying more than 12 passengers requires a **Code Compliance Passenger Vessel Certificate**.

A1.2 Code Compliance Certificates and Code Compliance Passenger Vessel Certificates

A1.2.1 A vessel to which this Code applies shall not be operated without having on board a valid Code Compliance Certificate or Code Compliance Passenger Vessel Certificate, as appropriate, issued by the Harbour Master following:

- i. in the case of a Code Compliance Passenger Vessel Certificate, a satisfactory survey of the vessel by one of the following organisations:
 - a. Maritime and Coastguard Agency (MCA)
 - b. Bureau Veritas (BV)
 - c. DNV GL Group (DNVGL)
 - d. Lloyd's Register of Shipping (Lloyd's EMEA)

and

- ii. in the case of a Code Compliance Certificate, receipt of a valid Small Commercial Vessel Certificate (SCVC) and corresponding Document of Compliance (Form SCV2) relating to that vessel as issued by the MCA or a recognised Certifying Authority as per section A1.4.

- A1.2.2 Every vessel to which a Code Compliance Certificate or Code Compliance Passenger Vessel Certificate has been issued shall conform to this Code and any relevant UK Codes and to any additional measures deemed appropriate and reasonable by the Harbour Master throughout the period of validity of the certificate. Such additional measures may include, but are not limited to, limitations in operating hours, limitations on passages allowed to be used, additional rules for the stowage of luggage and cargo etc. Any additional measures will be detailed on the Code Certificate.

Periods of validity of Certificates

- A1.2.3 A Code Compliance Passenger Vessel Certificate shall remain valid for the period specified on its face which shall not exceed **one year**. A Code Compliance Certificate shall remain valid for the period specified on its face which shall not exceed **five years**. In the case of vessels issued with a Code Compliance Certificate, owners/operators must comply with the survey regime required in accordance with the appropriate UK Code of Practice. For all vessels, periods of validity apply from the date of issue unless revoked for any reason by the Harbour Master.

Code Compliance Certificates – declarations

- A1.2.4 In the case of a vessel which is issued with a Code Compliance Certificate which is valid for more than one year, the day and month of the expiry date of that certificate shall be defined as the vessel's **anniversary date**. An annual declaration must be submitted to the Harbour Master by the owner/operator during the period of six months extending from three months before to three months after the anniversary date in each year until the renewal date of the certificate. The owner's declaration must include a copy of the SCV2 recording the annual examination of the vessel in accordance with the appropriate survey regime. This shall be sufficient to establish that the vessel continues to meet the requirements of this Code and the relevant UK Code.
- A1.2.5 A Code Compliance Certificate which is not endorsed to show the completion of the required owner's declaration is invalid.

Renewal of Certificates

- A1.2.6 A Code Compliance Passenger Vessel Certificate may not be renewed without the vessel to which it relates having undergone a successful survey (section A1.2.1 (i) refers), which shall be conducted up to three months prior to the expiry of the certificate. The survey shall be sufficient to establish that the vessel continues to meet the requirements of the Code. Renewal certificates may be issued for the same periods of validity as original certificates, as set out in section A1.2.3.

A1.2.7 A Code Compliance Certificate may not be renewed without the vessel to which it relates having undergone a successful renewal survey (section A1.2.1 (ii) refers), which shall be conducted up to three months prior to the expiry of the certificate. The survey shall be sufficient to establish that the vessel continues to meet the requirements of this Code and the relevant UK Code. Renewal certificates may be issued for the same periods of validity as original certificates, as set out in section A1.2.3.

A1.3 Posting of certificates, permits and stability letters

A1.3.1 The Code Compliance Certificate or Code Compliance Passenger Vessel Certificate and any stability letters shall be posted under glass or other suitable transparent material, such that all pages are visible, in a conspicuous place on the vessel where observation by passengers is likely. Where posting is impracticable, the certificates shall be kept on board in a weathertight container readily available for presentation to passengers and officials when requested.

A1.4 Small Commercial Vessel Certificate of Compliance

A1.4.1 Any vessel carrying 12 persons or less, in addition to a Code Compliance Certificate, shall also carry a valid Small Commercial Vessel Certificate of Compliance (SCVC), as issued by a recognised Certifying Authority (CA). This will be required if the vessel engages on voyages outside of Guernsey waters.

A1.4.2 Recognised CAs are listed below:

- Bureau Veritas (BV)
- DNV GL Group (DNVGL)
- International Institute of Marine Surveying (IIMS)
- Lloyd's Register of Shipping (Lloyd's EMEA)
- Marine Engineers Certifying Authority Limited (MECAL)
- Maritime and Coastguard Agency (MCA)
- Registro Italiano Navale (RINA)
- Royal Yachting Association (RYA)
- Yacht Brokers, Designers & Surveyors Association (YBDSA/YDSA)
- Any other Certifying Authority authorised from time-to-time by the Administration

A1.5 General survey requirements

- A1.5.1 Where this Code does not provide specific requirements to be complied with, the relevant United Kingdom approved construction standards and related Instructions to Surveyors should be referred to.

A1.6 Initial and renewal surveys

- A1.6.1 All commercial vessels shall be subject to an initial survey before entry into service.
- A1.6.2 For vessels carrying more than 12 passengers, provided the surveyor is content that the vessel complies with all relevant requirements of this Code, the surveyor will issue a Declaration of Survey a copy of which will be made available to the Administration in order that the vessel may be issued with a Code Compliance Passenger Vessel Certificate.
- A1.6.3 For vessels carrying less than 12 passengers, provided the surveyor is content that the vessel complies with the appropriate UK Code, the CA will issue a Small Commercial Vessel Certificate (SCVC) and corresponding Document of Compliance (Form SCV2). This should be provided to the Administration so that a Code Compliance Certificate may be issued.

A1.7 Verification of the Safety Management System

- A1.7.1 The validity of a Code Compliance Passenger Vessel Certificate is subject to satisfactory verification by audit of the Safety Management System as required by the Domestic Safety Management Code (DSM Code) for Domestic Passenger Vessels in the Bailiwick of Guernsey.
- A1.7.2 At the audit, the auditor is to be satisfied that the vessel complies with the requirements of the DSM Code. Compliance with the DSM Code will result in the issue of a DSM Certificate.
- A1.7.3 Should the vessel be non-compliant at the audit, a DSM Certificate will not be issued. This will result in the Code Compliance Passenger Vessel Certificate not being issued. Should the vessel be found to be non-compliant after a DSM Certificate has been issued, the DSM Certificate will be revoked. This will result in the Code Compliance Passenger Vessel Certificate being revoked.

A1.8 Extension of certificates

- A1.8.1 If a renewal survey has been completed and a new certificate cannot be issued or placed on board the vessel before the expiry date of the existing certificate, the Harbour Master may endorse the existing certificate as valid for a period not exceeding 3 months from the expiry date.

A1.9 Inspection of the outside of the vessel's underwater area

- A1.9.1 For all vessels an inspection of the outside of the vessel's underwater area is required at every Renewal Survey. This should be undertaken with the vessel out of the water unless alternative arrangements have been agreed by the Harbour Master and/or surveyor. For vessels carrying 12 passengers or less, additional intermediate out of water inspections may be required depending on the vessel type and area of operation as prescribed in the appropriate UK Code of Practice.

A1.10 Survey of propeller shafts (vessels carrying more than 12 passengers)

- A1.10.1 For vessels carrying more than 12 passengers, the surveyor shall be satisfied that the stern gear, including the propeller shafts, is in good working order and will continue to be in a serviceable condition for the period covered by the annual survey. If there is any reasonable doubt, the propeller shafts shall be removed and inspected. In any case the propeller shafts shall be removed and inspected at least once in any five year period.
- A1.10.2 In order to assess whether the propeller shafts shall be removed, the surveyor shall consider:
- i. the date the propeller shaft was last withdrawn;
 - ii. the date the propeller shaft was last replaced or reconditioned;
 - iii. any records of excessive noise/vibration;
 - iv. any indication that the propeller shaft is bent;
 - v. any evidence of the intermediate bearings (if any) between the engine (or gearbox) and the stern tube running hot;
 - vi. any evidence of oil consumption in oil lubricated stern gear systems;
 - vii. any evidence of water in the oil reservoir;
 - viii. any evidence of oil leakage past an internal seal;

- ix. evidence, documented or otherwise, of maintenance work carried out on the stern gear;
- x. any comments by the owner/master regarding the running condition of the stern gear; and
- xi. wherever possible, prior to slipping, the surveyor shall see the engine run with the stern gear engaged both ahead and astern to assist in assessing its running condition.

A1.10.3 In the case of other propulsion types, the surveyor shall assess whether maintenance or servicing is required, in any case the advice of the manufacturer shall be followed.

A1.11 Additional inspections

A1.11.1 The Harbour Master may require an additional inspection of the vessel to be undertaken following the report of any incident or defect which affects the safety of the vessel or following an accident that has been reported.

A1.11.2 An additional inspection, either general or partial, according to the circumstances, shall be made following an important repair or renewal. The inspection shall be such as to ensure that the necessary repairs or renewals have been effectively carried out, that the material and workmanship are in all respects satisfactory, and that the vessel complies with the provisions of the relevant regulations.

A1.12 Maintenance of conditions after survey

A1.12.1 The owner/operator and master are responsible for ensuring:

- i. that the vessel and its equipment is maintained so as to ensure that the vessel in all respects remains fit to proceed to sea without danger to the vessel or persons on board; and
- ii. that no change is made in the structural arrangements, machinery, equipment and other items covered by the Code, without the approval of the relevant organisation, except by direct replacement.

A1.12.2 If a vessel does not continue to comply with the Code, after being certificated, its certification under this Code may be withdrawn or cancelled.

A1.13 Survey and inspection costs

- A1.13.1 All costs/fees relating to surveys and inspections undertaken, including additional inspections required by the Harbour Master or follow-up visits by Certifying Authorities, shall be met by the vessel owner/operator unless agreed otherwise.

A2.0 SAFETY, LIFE SAVING APPLIANCES AND EQUIPMENT

A2.1 General

A2.1.1 Vessels shall comply with the relevant UK Code requirements as detailed in Sections B and C.

A3.0 COMMUNICATIONS

A3.1 General

- A3.1.1 Vessels shall comply with the relevant UK Code requirements as detailed in Sections B and C.

A4.0 EMERGENCY INFORMATION FOR PASSENGERS

A4.1 Safety broadcasts

- A4.1.1 A member of the crew must be able to broadcast a safety or emergency message that can be heard by all persons on board the vessel.

A4.2 Public address systems

- A4.2.1 Vessels are to be provided with a public address system, operable from at least one point that can be heard by all persons on board.
- A4.2.2 In vessels carrying not more than 60 passengers in which the passengers have access to only one passenger compartment or space, a portable loud hailer may be carried in lieu of a public address system.
- A4.2.3 In vessels carrying not more than 12 passengers, verbal communication with persons on board is acceptable to the Administration.
- A4.2.4 Arrangements and procedures must be in place to silence entertainment systems (such as amplifiers, musical equipment etc.) and entertainers when the public address system is to be used. The ability to turn off electronic entertainment systems must be available at the point of operation of the public address system. Manual shut-off shall be available on vessels with loud hailers.

A4.3 System requirements

- A4.3.1 The system shall be used to inform the passengers of the action they shall take in the event of an emergency which could lead to the vessel being abandoned. This information shall be given either prior to or immediately on leaving the berth.
- A4.3.2 The speakers in the public address system must be so located that broadcasts will be audible in all public spaces, including open decks, to which passengers have access.

A4.3.3 A public address system shall be powered from the main source of electrical power and from an alternative source of electrical power situated in a location remote from the main source. Battery back-up or spare batteries shall be carried for loud hailers.

A4.4 Passenger emergency instructions notices

A4.4.1 Passenger Emergency Instructions notices shall be displayed in each passenger compartment. The number to be displayed will depend on the layout of the compartments and the service the vessel is engaged in. Open vessels may be exempt from complying with this requirement. Notices shall also be provided in waiting rooms and terminals, where practicable. The information provided in a notice shall include:

- The method to be used to inform passengers that an emergency has occurred.
- The action they will be required to take.
- How to use the life-saving equipment.
- How to don a lifejacket; and
- Where lifejackets are carried.

A4.5 Passenger emergency instructions announcement

A4.5.1 The announcement required to be made at the commencement of each voyage shall contain as a minimum:

- The method to be used to inform passengers that an emergency has occurred.
- The type of life-saving appliances on board.
- Action to take in event of an emergency; and
- How to use the life-saving appliances.

A4.5.2 Announcements shall be made in a clear and simple manner bearing in mind that in some services a significant number of foreign tourists may be carried. Announcements shall be brief in order to convey sufficient information to assist all concerned in the event of an emergency.

A4.5.3 Announcements shall be prefaced by a special signal followed by a request for everyone's attention.

A5.0 NAVIGATION

A5.1 General

A5.1.1 All vessels shall comply with the relevant UK Code requirements as detailed in Sections B and C and the sub-sections listed below.

A5.2 Additional Navigational Equipment Requirements

A5.2.1 All vessels shall be fitted with an approved Automatic Identification System (AIS). The AIS fitted shall be Class B rated (minimum) and shall:

- i. Provide automatically to appropriately equipped shore stations, other vessels and aircraft, information including the vessel's identity, type, position, course and speed.
- ii. Receive automatically such information from similarly fitted vessel's monitor and track vessels.
- iii. Exchange data with shore-based facilities.

A5.2.2 All vessels shall be fitted with a receiver for a global navigation satellite system or a terrestrial radio navigation system, or other means suitable for use at all times throughout the intended voyage, to establish and update the vessel's position by automatic means.

A5.2.3 All vessels shall be fitted with a radar, or other means to determine and display the range and bearing of radar transponders and other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and collision avoidance.

A5.2.4 The owner/operator of a vessel which cannot comply fully with the requirements of A5.2 may seek an exemption from the Harbour Master where it can be proved that following a risk assessment, it would be safe to operate the vessel without such equipment. Such an exemption may attract additional operating limitations on the Code Certificate. In any event, vessels carrying 12 passengers or under operating more than 20 miles from land (Area Categories 0, 1 and 2) and vessels carrying over 12 passengers shall not be granted any exemptions in accordance with this section.

A5.3 Navigation lights, shapes and sound signals

- A5.3.1 Vessels shall comply with the requirements of the International Regulations for Preventing Collisions At Sea 1972 as amended (the COLREGS) implemented locally by The Merchant Shipping (Bailiwick of Guernsey) Law, 2002. It should be noted that the COLREGS **must** be complied with in their entirety i.e. **exemptions made under the UK Codes regarding lights, shapes and sound signals do not apply.**

A6.0 ACCESS AND MOORING

A6.1 General

A6.1.1 Vessels shall comply with the relevant UK Code requirements as detailed in Sections B and C.

A7.0 GENERAL SAFETY

A7.1 Safe movement of passengers and crew

- A7.1.1 To aid the safe movement of passengers and crew, vessels shall;
- i. Be fitted with slip resistant external decks and stairways.
 - ii. Be fitted with an adequate number of handrails and handholds.
 - iii. Minimise potential tripping hazards.

A7.1.2 Access areas, walkways and working areas shall be adequately lit.

A7.2 First aid kits

A7.2.1 Vessels shall comply with the relevant UK Code requirements as detailed in Sections B and C.

A7.3 Carriage of the Code of Safe Working Practices For Merchant Seafarers (COSWP)

A7.3.1 Crew on every vessel shall have an awareness of the COSWP which is available to view on the [MCA website](#). Vessels carrying over 12 passengers shall have ready access to the COSWP and it shall be clearly stated in the Ship's Management System where a copy of the COSWP can be found onboard.

A8.0 MANNING

A8.1 Minimum manning levels

- A8.1.1 A vessel shall be safely manned.
- A8.1.2 The manning matrix at Annex 1 should be used to determine minimum manning levels in all cases unless otherwise specified. However, the operator shall consider the specific operation of the vessel and provide additional manning as appropriate.
- A8.1.3 Factors which may merit the need for additional crew might include, but are not limited to, vessels carrying a rescue boat or ro-ro operations. In considering the need for additional crew, attention shall be made to the ability to safely navigate the vessel and deal with emergency situations effectively.
- A8.1.4 The owner/operator shall submit the proposed crew numbers to the Harbour Master. If acceptable to the Harbour Master an approval will be given in writing, which will specify the date which it takes effect and will include any conditions on which it is given.
- A8.1.5 The number of crew may vary according to the number of passengers carried at any one time.
- A8.1.6 Where persons are engaged on board, in addition to the operational crews, e.g. waiters, bar staff, entertainers etc., they should be treated as passengers unless they are fully trained as a member of crew who can assist passengers in an emergency.
- A.8.1.7 For the avoidance of any doubt, the crew carried, as determined by the manning matrix, **must** be fully trained and licenced in accordance with this Code. Additional crew may be carried in a training capacity only but they will not count towards the minimum manning requirement.

A8.2 Single handed operations (12 & Under only)

- A8.2.1 The Administration **does not recommend** single handed operations. Single handed operations are prohibited on vessels carrying more than 12 passengers.

- A8.2.2 In all cases where single handed operations take place the owner/managing agent and the skipper should be satisfied that it is safe to do so.
- A8.2.3 A single handed operation is considered to be taking place when either;
- i. there is only one person on board the vessel; or
 - ii. there is a skipper on board with passengers, and there is no one else on board capable of assisting the skipper in an emergency.
- A8.2.4 Where a watch system is necessary to maintain the safe navigation of the vessel due to extended periods at sea, single handed operations are not permitted.
- A8.2.5 Vessels carrying 12 passengers or under operating under this Code, other than those engaged in towing or in any other business which involves the transfer of personnel at sea, may be operated single handed provided that the person operating the vessel complies fully with the minimum requirements for a skipper (appropriately qualified for the operating area) and the following conditions:
- i. the area of operation is restricted to Area Categories 3, 4, 5 or 6 in conditions of favourable weather and subject to favourable official weather forecasts for the area throughout the period of operation; and
 - ii. the duration of the voyage should not exceed 8 hours; and
 - iii. the vessel is not operated single handed in conditions of restricted visibility; and
 - iv. an acceptable lifejacket is worn at all times by the skipper; and
 - v. no over side working takes place whilst the vessel is being operated single handed; and
 - vi. details of the time and point of departure, route selected and the Expected Time of Arrival (ETA) of every single handed voyage are logged with either Guernsey Port Control and/or Guernsey Coastguard and that person is notified of the safe arrival on completion of each voyage; and
 - vii. communication should be made with a person ashore or with a vessel in company at regular agreed intervals; and
 - viii. on all open sports boats, inflatable craft and RIBs, inflatable boats, boats fitted with a buoyant collar and open boats that achieve planning speed including tenders, when fitted with remote throttle controls, engine kill-cords should be fitted and used at all times during navigation. A spare kill cord is to be carried on board.
 - ix. skippers are strongly recommended to wear personal locator beacons.

- A8.2.6 In some cases, because of the size and arrangement of the vessel, the Certifying Authority or Administration may deem the vessel not to be suitable for single handed operations.
- A8.2.7 The actions to be taken in the event of something happening to the skipper must be included in the pre-sailing safety brief to passengers. It is sufficient for passengers to be directed as to where such information may be found on board e.g. on a poster.

A8.3 Hours of work provisions

- A8.3.1 The hours of work provisions of this Code shall:
- i. apply to all seafarers (including Masters) employed or engaged in any capacity on board a vessel to which this Code is applicable;
 - ii. provide for a minimum of 10 hours rest in any 24 hour period and 77 hours in any 7-day period and 4 weeks annual paid leave;
 - iii. provide for 2 periods of unbroken rest, 1 of which shall be for at least 6 hours.
 - iv. require records of hours of rest to be maintained; and
 - v. provide for inspection and enforcement by the Administration.

A8.4 Records of hours of work

- A8.4.1 The employer is required to keep records of hours worked by employees but these records do not have to be specially created or dedicated to this purpose - they may be included in personnel records, or records kept for the purposes of determining pay. Nor is there any mandatory format for the records. They must however provide sufficient information to allow the surveyor, or an employment tribunal, to investigate any claim of a breach of the regulations.

A8.5 Alcohol and drugs

- A8.5.1 The Merchant Shipping (Commercial Vessels) (Safety and Crewing) (Guernsey and Sark) Regulations, 2019 states that any professional Master or crew member commits an offence if his/her ability to carry out his/her duties is impaired because of drink or drugs.
- A8.5.2 Operators are encouraged to implement an appropriate drink/drugs policy through their Safety Management System.

A8.6 Emergency duties

- A8.6.1 An 'Emergency Duties' poster shall be posted by the Master if more than 2 crew are routinely carried.
- A8.6.2 The poster shall set forth the special duties and duty station of each seafarer for various emergencies. The duties shall, so far as possible, be consistent with the regular work of the individual. The duties shall include at least the following and any other duties necessary for the proper handling of a particular emergency:
- i. the closing of hatches, fire dampers, watertight doors, air vents, scuppers, and valves;
 - ii. for intake and discharge lines that penetrate the hull, the stopping of fans and ventilating systems, and the operating of all safety equipment;
 - iii. the preparing and launching of survival craft and rescue boats;
 - iv. the extinguishing of fire;
 - v. the mustering of passengers including the following:
warning the passengers; assembling the passengers and directing them to their appointed stations; and
keeping order in the passageways and stairways and generally controlling the movement of the passengers.
- A8.6.3 The poster shall be located at the operating station and in a conspicuous location in each seafarer accommodation space.

A9.0 LICENSING OF BOATMASTERS, ENGINEERS AND CREW

A9.1 Master

A9.1.1 A commercial vessel shall carry in command a person who is qualified as follows:

- i. he or she is the holder of a licence issued by the Harbour Master stating that he or she is qualified to have command of such a vessel;
- ii. the licence is in force and is of a grade appropriate in respect to the waters in which the vessel is being navigated, the size of the vessel and the number of passengers carried;
- iii. the vessel is in an area specified in the licence as one in which a vessel may be navigated under the command of the holder;
- iv. he or she is the holder of the additional qualifications identified in Annex 5
- v. he or she holds an appropriate level of local knowledge as required by the Harbour Master.

A9.2 Engineers

A9.2.1 A commercial vessel carrying more than 12 passengers and fitted with main propulsion machinery units with power output less than 750 kW (for each individual unit), shall be required to carry as Engineer a person who is qualified as follows:

- i. he or she is the holder of a licence issued by the Harbour Master stating that he or she is qualified to be in charge of the main and auxiliary machinery of such a vessel;
- ii. the licence is in force and is of a grade appropriate in respect to the waters in which the vessel is being navigated;
- iii. the vessel is in an area specified in the licence as one in which a vessel may be operated under the charge of the holder; and
- iv. he or she is the holder of the additional qualifications identified in Annex 5.

A9.2.2 A commercial vessel fitted with main propulsion machinery units with a power output of 750 kW or more (each individual unit) will be required to be certified in accordance with STCW.

A9.3 Competent crew

- A9.3.1 A commercial vessel may be required by Annex 1 to carry crew in addition to a Boatmaster and/or Boat Engineer.
- A9.3.2 A commercial vessel required to carry additional crew shall carry one or more persons, as required by the Harbour Master, who is qualified as follows:
- i. be sixteen years of age or over;
 - ii. he or she is the holder of a certificate issued by the Harbour Master stating that he or she is trained in accordance with the syllabus at Annex 4; and
 - iii. he or she is the holder of the qualification identified in Annex 5.
- A9.3.3 At the request of the operator/company, the Competent Crew examination may be delegated to a licenced Boatmaster by the Harbour Master. In such circumstances, the operator/company must write to the Harbour Master confirming that the individual has been examined in and successfully achieved the standard required by Annex 4 and that they have achieved the qualification prescribed in Annex 5 prior to a certificate being issued. In all other cases, the examination will be conducted by the Harbour Master or one of his deputies.

A9.4 Licence issue, standards and conditions

- A9.4.1 The Harbour Master may issue licences/certificates as Boatmaster, Boat Engineer or Competent Crew, as appropriate to persons who meet the requirements of this Code.
- A9.4.2 An application for a licence/certificate under this Code shall be made in such form as the Administration may from time to time specify.
- A9.4.3 Notwithstanding that an applicant for a licence/certificate under the Regulations complies with the standards and satisfies the conditions specified by the Harbour Master, the Harbour Master shall not issue such a licence/certificate to the applicant unless he is satisfied, having regard to all the relevant circumstances, that the applicant is a fit person to be the holder of such a licence/certificate.**

A9.4.4 The holder of a Boatmaster Licence or a Boat Engineer licence is permitted to serve as Competent Crew with his/her existing licence, provided that the holder is only serving in one capacity at any time.

A9.5 Grades and vessel restrictions of Boatmaster licences

A9.5.1 A licence as a Master issued under this Code shall bear the title “Boatmaster Licence” and shall be of one of the following grades, which shall be stated in the licence:

Boatmaster Licence, Grade 1

Boatmaster Licence, Grade 2

A9.5.2 Table A9.5.2 details the grade requirements for Boatmaster licences in respect of the number of passengers carried. **The holder of a Grade 1 licence will be licensed to operate Grade 2 vessels, subject to A9.5.3 and subject to certain Area Category limitations which will be specified on the licence.**

Table A9.5.2

Number of Passenger Carried	Minimum Grade of Licence
≤ 12 passengers	2
> 12 passengers	1

A9.5.3 Where a vessel, the Master of which is required to hold a licence, has sails as its principal means of propulsion, a sail endorsement is required. The requirement for a sail endorsement is a practical test on boat handling as detailed in Annex 2, Section C.

A9.5.4 A Boatmaster licence of any grade may be subject to such restriction as the Harbour Master may determine as to the area or areas in which a vessel may be navigated under the command of the holder; and every such restriction shall be stated in the licence.

A9.5.5 For the avoidance of any doubt, a Boatmaster Grade 1 licence in its own right (i.e. without reference to any other qualifications which the holder may have) limits the holder operating within the territorial waters of Guernsey and Sark only. Ordinarily this would be commanding a domestic passenger ship carrying over 12 passengers between Guernsey and Herm or Guernsey and Sark. The holder of a Boatmaster Grade 2 will also be

limited to operating within the territorial waters of Guernsey and Sark unless their RYA/MCA qualification held (in accordance with A9.6.2) is commercially endorsed by the RYA/MCA.

A9.6 Requirements for obtaining a Boatmaster licence

A9.6.1 In order to obtain a Boatmaster Licence Grade 1 an applicant shall:

- i. be twenty one years of age or over;
- ii. have completed a minimum of 360 days qualifying sea time over a minimum qualifying period of 36 months;
- iii. have submitted a valid medical certificate in compliance with section A9.14;
- iv. produce documentary evidence of having obtained the additional qualifications stated in Annex 5;
- v. have passed the examination for Boatmaster Grade 1 (see A9.7.1).

A9.6.2 In order to obtain a Boatmaster Licence Grade 2 an applicant shall:

- i. be eighteen years of age or over;
- ii. have submitted a valid medical certificate in compliance with section A9.14;
- iii. produce documentary evidence of holding one of the RYA/MCA qualifications listed in Annex 7 (this will determine the Area Category to which the Boatmaster can operate);
- iv. produce documentary evidence of having obtained the additional qualifications stated in Annex 5;
- v. have passed an examination for Boatmaster Grade 2 (see A9.7.2)

A9.7 Examination for Boatmaster licences

A9.7.1 The Boatmaster examination for Grade 1 consists of three parts. The first part is an oral examination in which applicants will be tested on their knowledge of passenger and general safety, navigation, COLREGs, local rules, local pilotage, knowledge of this Code, seamanship and emergency response. The second part is a practical test carried out on a vessel of 15m to 24m in length. This test requires applicants to demonstrate their ability to handle the vessel in various circumstances. The third part will follow on from the second part and will be a practical test in pilotage, chartwork and the use of electronic aids to navigation at sea. It will also include the presentation

of a passage plan. It is the responsibility of the candidate to source an appropriate vessel for the examination. Ideally this should be the vessel which the candidate intends to operate.

- A9.7.2 A Boatmaster examination for Grade 2 consists of two parts. The first part is an oral examination in which applicants will be tested on their knowledge of passenger and general safety, local rules, local pilotage, knowledge of this Code and emergency response. The second part consists of a practical test carried out on the size of vessel for which the applicant needs a licence. This test requires applicants to demonstrate their ability to handle the vessel in various circumstances including emergency situations. It is the responsibility of the candidate to source an appropriate vessel for the examination. Ideally this should be the vessel which the candidate intends to operate.
- A9.7.3 An applicant passing only one part of the examination will be allowed to retain the pass in that part for a period of six months subject to the applicant being the holder of a valid medical fitness certificate when re-sitting the other part.
- A9.7.4 The Boatmaster Grade 1 syllabus is detailed at Annex 2. Sections which apply to the Boatmaster Grade 2 examination are marked accordingly. Candidates applying for a Boatmaster Grade 1 licence will be required to study the Special Pilot syllabus for Guernsey and Herm which will be assessed during the Boatmaster Grade 1 examination. Candidates wishing to operate to Sark will be required to undertake Sark Pilotage training and assessment in accordance with the Sark Pilotage Ordinance, 1992 which may be arranged through the relevant Committee in Sark. The syllabus for the Local Knowledge Endorsement for Boatmaster Grade 2 is detailed in Annex 7 and is taken from existing Special Pilot syllabi.
- A9.7.5 In the case of a Boatmaster Grade 1, should the candidate hold one of the navigation/deck qualifications listed at Annex 6, he/she may be exempt from accruing the minimum qualifying sea time in accordance with A9.6.2(ii) and may be exempt from examination in certain subjects during the oral examination. As a minimum, such candidates can expect to be examined in Emergency Situations/Equipment, Passenger Safety, Health and Safety, Cargo Operations (if applicable), Pollution Prevention and Local Knowledge/Rules. Such exemptions will be at the discretion of the Harbour Master and advice should be sought in advance prior to making an application on this basis.

A9.8 Vessel restrictions of Boat Engineer licences

- A9.8.1 A licence as Engineer issued under this Code shall bear the title “Boat Engineer Licence”.
- A9.8.2 A Boat Engineer licence shall be subject to such restriction as the Administration may determine as to the area or areas in which a vessel may be operated under the charge of the holder; and every such restriction shall be stated in the licence.

A9.9 Requirements for obtaining a Boat Engineer licence

- A9.9.1 In order to obtain a Boat Engineer Licence an applicant shall:
- i. be sixteen years or over;
 - ii. have submitted a valid medical certificate in compliance with section A9.14;
 - iii. produce documentary evidence of having obtained the additional qualifications stated in Annex 5; and
 - iv. have passed the examination for Boat Engineer.

A9.10 Approved course

- A9.10.1 An approved course is a course approved by the Administration, which is listed in Annex 5. A Certificate of Attendance shall be given by the course organisers to persons satisfactorily completing the course.
- A9.10.2 The courses listed in Annex 5 shall be completed prior to a licence being issued. It is strongly recommended that refresher training is undertaken to ensure levels of competence and knowledge are maintained.
- A9.10.3 Persons who are able to demonstrate to the satisfaction of the Administration that they have appropriate engineering experience may be granted an exemption from the requirement to attend an approved engineering course.

A9.11 Examination for Boat Engineer licences

- A9.11.1 A Boat Engineer examination consists of an oral examination in which applicants shall be tested on their knowledge of marine engines, propulsion systems, auxiliary machinery systems outboard engines, safe working practices and how the candidate responds to certain emergency situations.
- A9.11.2 The examination for a Boat Engineer Licence shall be based on the syllabus given in Annex 3 at a level appropriate to the vessel.
- A9.11.3 A candidate who is unsuccessful in the examination shall resit the entire examination.
- A9.11.4 The Administration may utilise written examination or computer based assessment to assist with assessment in oral examinations.

A9.12 Existing licences

- A9.12.1 On the application by the holder of an existing valid licence to operate commercial vessels, the Harbour Master shall issue to that person a licence under this Section; and the licence shall be of the grade which is appropriate in respect of:
- i. the type of vessel when being navigated/operated by the licence holder;
 - ii. the size and type of vessel which in the period of 12 months before the coming into force of the Code was navigated/operated by the holder of the existing licence.
- A9.12.2 **A holder of an existing valid licence to operate commercial vessels who is issued a licence under this Code will be required to obtain the additional qualifications identified in Annex 5 within two years of this Code coming into effect, and have appropriate knowledge of the Code, to the satisfaction of the Harbour Master.** This condition will be noted on the licence issued and should the holder fail to achieve the required qualifications by the end of the two year period, his or her licence will be revoked. No other examination shall be required.

A9.13 Period of validity and renewal of licence

- A9.13.1 Licences shall be subject to re-validation every 5 years. Re-validation will be subject to the holder having proof that he or she has had at least 15 days service in the previous 12 months in vessels for which the licence is valid during that time. Revalidation is also subject to the submission of a medical certificate in accordance with section A9.14.1.
- A9.13.2 Applicants unable to provide proof of service shall satisfy the Administration of continued professional competence through test or re-examination.
- A9.13.3 A licence shall only remain valid so long as the person to whom it is issued holds a valid medical fitness certificate.

A9.14 Medical fitness certificate

- A9.14.1 A medical fitness certificate in accordance with the requirements of the Administration shall be submitted with the initial application for a licence and for the re-validation of a licence. The Administration accepts medical fitness certificates ML5 and ENG1 except that crew of vessels carrying 12 passengers or under operating in Areas Categories 0 and 1 shall hold an ENG1. An alternative medical certificate may be accepted as equivalent by the Administration subject to approval but will be restricted to Area Categories 2-6.

A9.15 Record and surrender of licences

- A9.15.1 The Administration shall make and, during the period of the licence, retain a copy of every licence issued under this Section.
- A9.15.2 A record of:
- i. every licence issued under this Section; and
 - ii. every suspension, cancellation or alteration of and any other matter affecting such a licence;

shall be kept, in such manner as the Administration may require, by the Administration or by such other person as the Administration may direct.

SECTION B – VESSELS CARRYING MORE THAN 12 PASSENGERS

B1.0 GENERAL INSTRUCTIONS

B1.1 Requirements

- B1.1.1 Owners/operators of a “new vessel”, as defined by this Code, shall refer to the [“Small Seagoing Passenger Ships Code”](#) (SSPS Code) issued and amended from time-to-time by the MCA. The SSPS Code allows domestic passenger ships to ply beyond the current Class VI passenger vessel limits i.e. operating to sea within 15 miles of a place of refuge and no more than 5 miles from the coast. Existing vessels may continue to comply with either [MSN 1823\(M\) Safety Code for Passenger Ships Operating Solely In UK Categorised Waters](#) if built on or after 28th April 2010 or may continue to comply with the UK MCA Passenger Ship Class VI Regulations if built before this date subject to the conditions at B1.1.2.
- B1.1.2 Where the requirements of Section A of this Code differ from the requirements of B1.1.1, the requirements of Section A shall be followed. It should be noted that any differences (e.g. manning requirements) will always meet or exceed the standards required under B1.1.1.

SECTION C - VESSELS CARRYING 12 PASSENGERS OR LESS

C1.0 GENERAL INSTRUCTIONS

C1.1 Requirements

C1.1.1 Owners/operators should refer to the appropriate Code of Practice as issued and amended from time-to-time by the MCA. These Codes of Practice are:

- [Code of Practice for the Safety of Small Commercial Motor Vessels \(Yellow Code\)](#)
- [Code of Practice for the Safety of Small Commercial Sailing Vessels \(Blue Code\)](#)
- [Code of Practice for the Safety of Small Vessels in Commercial Use for Sport or Pleasure Operating from a Nominated Point of Departure \(Red Code\)](#)
- [Code of Practice for Small Workboats and Pilot Boats \(Brown Code\)](#)
- [The Workboat Code Edition 2](#) (for all new workboats. Existing workboats may choose to comply fully with this new Code)
- [Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards \(MGN 280\(M\)\)](#)

Where the requirements of Section A of this Code differ from the relevant UK Code, the requirements in this Code shall be followed. It should be noted that any differences (e.g. manning requirements) will always meet or exceed the standards laid down in the UK Codes.

ANNEX 1 - MANNING MATRIX

Introduction

This matrix is designed to calculate the minimum number of crew required to handle a commercial vessel effectively and deal with any emergency situation on that vessel.

Additional staff will be required to ensure the safety of passengers in certain circumstances, including vessels holding functions on board or carrying passengers with special needs. Any event at which passengers are not seated in an orderly fashion may be considered to be a function.

The minimum number of crew calculated by this matrix is the total for the intended voyage. This shall include the Boatmaster and Boat Engineer if required by section A9.0 of this Code.

Contributing Factors

The matrix considers the following factors when determining the appropriate number of crew for a passenger vessel. This is driven primarily by the need to ensure that all passengers can be kept informed and remain under supervision in the event of an emergency.

Passenger Numbers

It must be possible to inform, instruct and control all passengers with the crew available.

Area of Operation

This will affect the availability of rescue services, and the availability of assistance from other vessels.

Area Category 6	To sea, within 3 miles of a nominated departure point(s) named in the certificate and never more than 3 miles from land, in favourable weather and daylight
Area Category 5	Within 3 miles of land
Area Category 4	Up to 20 miles from a safe haven, in favourable weather and in daylight
Area Category 3	Up to 20 miles from a safe haven
Area Category 2	Up to 60 miles from a safe haven
Area Category 1	Up to 150 miles from a safe haven
Area Category 0	Unrestricted service

Survivability Standard

In the event of a collision or other failure of the hull structure this will determine the likelihood of having to evacuate the vessel.

Nocturnal Operation

Communication with passengers over distance will be more difficult at night with greater scope for confusion. The availability of, and response time from, other vessels will differ from that during the day.

Number of Passenger Decks

This affects the ability of passengers to hear or see instructions and reassurance from crew and rescue services, as well as the ability to ensure the vessel is cleared of crew and passengers.

LSA

In the event of an evacuation there must be sufficient crew to direct and assist passengers and operate the LSA fitted to the vessel in the correct manner. Only the liferafts needed to carry the total persons on board need be counted for establishing the weighting for LSA: the additional raft required in the event of "any one raft being lost or rendered unserviceable" need not be counted.

Firefighting

In the event of a fire the number of crew required to operate equipment, availability of fixed systems and handling of pumps and hoses etc.

Function

This takes into account the distribution of passengers, and the effects as appropriate of noise and alcohol, which will reduce the ability of crew to attract and keep the attention of passengers.

Use of the Matrix

In order to achieve a minimum manning level for a particular vessel, the table below needs to be consulted using the following procedure:

- i. Work down the table, matching each variable to applicable weightings.
- ii. Total up the weightings for each of the variables.
- iii. Use the sum of all the weightings in the index table to achieve the proposed minimum crew numbers required. This number shall include the Master.

Vessels which have varying manning modes of operation due to additional risks involved e.g. day/night or passenger numbers shall be calculated separately for each mode.

Matrix Table

VARIABLE	WEIGHTING	
Number of Passengers	Passenger Numbers	Weighting
	<13	0
	13-50	8
	51-100	16
	101-150	24
	151-200	32
	201-250	40
Geographical Areas	Area of Operation	Weighting
	Area 6	4
	Area 5	8
	Area 4	12
	Area 3	20
	Area 2	24
	Area 1	36
	Area 0	40
Survivability	Type	Weighting
	2 compartment	8
	1 compartment	16
	Buoyancy test	20
Day/Night Operation	Time	Weighting
	Day	8
	Night	16
Functions		Weighting
	No	0
	Yes	20
LSA	Liferafts	Weighting
	1	4
	2	8

	3	12
	4	16
	5	20
	6	24
	>7	Refer to Harbour Master
Number of Passenger Decks	Decks	Weighting
	1	4
	2	8
	3	12

The resultant index for individual vessels is translated into the number of crew as follows:-

Index	Number of Crew
48 and under	1
49 – 77	2
78-98	3
99-110	4
111-130	5
131 and over	6

ANNEX 2 - BOATMASTER LICENCE SYLLABUS

Syllabus Requirements

The syllabus below will be modified by the examiner to take into account the equipment on board the vessel; the type of vessel and the specifics of her operation; and any existing qualifications held by the applicant (Boatmaster Grade 1). **For Boatmaster Grade 2, only A1, A6, A7, A11, A16 and B1/C1 apply.**

Syllabus Content		
A.	ORAL EXAMINATION	
	1	<i>Emergency Situations/Equipment</i>
	.1	Describe the actions taken in the event of a man overboard
	.2	Describe the actions taken in the event of loss of engines
	.3	Describe the actions taken in the event of a loss of steering
	.4	Describe the actions taken in the event of a collision or grounding including flooding
	.5	Describe the considerations necessary when beaching a vessel
	.6	Describe the use of fixed firefighting appliances (if fitted)
	.7	Describe the use of portable firefighting apparatus
	.8	Describe the lifesaving appliances (LSA) carried on board including their number, carrying capacity, disposition and use/deployment
	.9	Describe the operation of any hydrostatic release units fitted
	.10	Describe the care/servicing requirements for all LSA on board
	.11	Describe the actions taken in the event of an accident involving a crewmember or passenger including a loss of life
	.12	Describe the actions to be taken when dealing with an unruly passenger
	.13	Demonstrate knowledge of basic Search and Rescue (SAR) arrangements and techniques
	2	<i>BridgemanSHIP and IRPCS</i>
	.1	Demonstrate a thorough working knowledge of the International Regulations for the Prevention of Collision at Sea (IRPCS). This may be assessed through scenario based discussion
	.2	Demonstrate an understanding of sound signals, lights and shapes for a variety of vessels in accordance with IRPCS
	.3	Describe pre-sailing and pre-arrival procedures including line preparation and crew briefing
	.4	Explain the importance of keeping an accurate deck log
	3	<i>Communications</i>
.1	Demonstrate a thorough understanding of routine maritime radio communications including an understanding of the equipment fit and operation on the vessel	
.2	Demonstrate an understanding of the meaning and use of single letter code flags from the International Code of Signals	

	.3	Demonstrate an understanding of marine distress signals in accordance with Annex IV of IRPCS
	.4	Demonstrate a thorough understanding of emergency maritime radio communications including an understanding of DSC
	.5	Describe additional GMDSS safety items carried and their methods of operation i.e. EPIRB, SART etc.
4	<i>Seamanship/Shiphandling</i>	
	.1	Demonstrate an understanding of the meaning of common nautical terminology
	.2	Demonstrate a basic understanding of the forces present during interaction with other vessels
	.3	Describe the effect of wind, sea and current on vessel manoeuvrability/handling
	.4	Describe the cable arrangements for the vessel including the type of anchor, amount of cable, stowage and deployment/recovery options
	.5	Describe the considerations necessary when selecting an anchorage and shiphandling considerations when anchoring the vessel
	.6	Describe the concepts of shallow water effect and squat
	.7	Explain the effects of deadweight, draught, trim, speed, rudder angle and propeller/transverse thrust on manoeuvring
	.8	Describe the mooring arrangements on the vessel with particular reference to mooring lines and their uses
5	<i>Chartwork/Navigation</i>	
	.1	Describe the meaning of common chart symbols and abbreviations featured on UKHO Admiralty charts
	.2	Demonstrate a basic knowledge of the type of charts and publications available to mariners
	.3	Demonstrate an understanding of navigational terminology including latitude and longitude, scale, distance, position lines etc.
	.4	Demonstrate knowledge of the use of navigation drawing instruments
	.5	Demonstrate an understanding of the operation of ECDIS/electronic chart plotter (if fitted)
	.6	Demonstrate an understanding of satellite positioning systems (such as GPS) and their strengths and limitations
	.7	Demonstrate an understanding of different methods for position fixing including GPS derived positions and position lines derived from charted objects including the use of visual bearings, radar ranges, transits, running fixes, soundings etc. Demonstrate the ability to plot such positions on a paper chart/electronic chart
	.8	Demonstrate a basic understanding of tidal theory
	.9	Demonstrate a working knowledge of tide tables (including tidal curves), tidal stream atlases and tidal diamonds in order to make tidal calculations
	.10	Define and explain the following terms: Height of Tide, Mean High Water Springs/Neaps, Mean Low Water Springs/Neaps, Range, Chart Datum, Height of Charted Objects, Drying Heights

	.11	Demonstrate the ability to calculate position by dead reckoning (DR) and estimated position (EP)
	.12	Explain the effects of set, drift and leeway and how to counteract them
	.13	Demonstrate a knowledge of magnetic and other fitted compasses including calculating compass error and deviation through the use of a transit
	.14	Understand the concepts of variation and deviation and how to apply them in order to plot true courses/bearings
	.15	Demonstrate the ability to calculate compass courses to steer
	.16	Describe the basic operational features and controls of marine radar and ARPA (if fitted) including operational limitations
	.17	Describe the operational features and limits of other navigation equipment fitted including echo sounder, AIS and electronic log
	.18	Describe the principles and procedures for passage planning including overall appraisal, planning tasks, execution and monitoring
6	<i>Passenger Safety (if applicable)</i>	
	.1	Describe the contents of routine safety announcements and the process for delivery
	.2	Describe the disposition of passengers and crew to ensure stability and trim.
	.3	Explain the routine and emergency access arrangements for passengers and related signage
	.4	Describe the process for passenger counting and reporting
	.5	Demonstrate a thorough knowledge of emergency instructions and methods for evacuation following any emergency, having regard to the size of the vessel concerned and its operational area
	.6	Demonstrate the ability to demonstrate the use of personal lifesaving appliances to passengers
	.7	Demonstrate an understanding of the Code's manning matrix and how this applies to passenger numbers
	.8	Describe the first-aid/medical facilities available on board
	.9	Describe fire prevention on board with reference to the carriage of passengers
	.10	Demonstrate a thorough working knowledge of the requirements of the Domestic Safety Management Code.
	.11	Describe the considerations and procedures for managing passengers who require assistance
7	<i>Health and Safety</i>	
	.1	Briefly describe the vessel's health and safety policy and responsibilities
	.2	Describe the safety considerations with respect to the following: berthing/unberthing, heavy weather, cargo operations and passenger operations
	.3	Explain the relevance of SCV Safety Certificate (if held) and the contents thereof
	.4	Explain the meaning of Code Compliance/Code Compliance Passenger Certificates and their relevance to operations

	.5	Describe the stowage arrangements and considerations when using subject substances hazardous to health
	.6	Describe the safety considerations when conducting the following activities on board: hot work, working at height and working in confined spaces
8	<i>Meteorology</i>	
	.1	Describe the sources of meteorological information available to mariners
	.2	Explain basic meteorological terms in sufficient depth to interpret weather conditions. Describe responses to poor weather.
	.3	Interpret a surface pressure chart and point to the main synoptic features. Describe the associated weather conditions linked to such features
9	<i>Engineering Knowledge</i>	
	.1	Demonstrate a basic knowledge of day to day engine and battery checks
	.2	Demonstrate a basic knowledge of the servicing and routine maintenance of propulsion and auxiliary machinery
	.3	Demonstrate knowledge of safety and shut off devices for machinery
	.4	Demonstrate a basic knowledge of running checks for machinery
	.5	Describe methods of fault detection, correction, emergency repairs and maintenance schedules
	.6	Describe the propulsion and steering arrangements on the vessel to the satisfaction of the examiner
	.7	Describe the pumping arrangements on board
10	<i>Cargo Operations and Lifting (if applicable)</i>	
	.1	State the limitations of any lifting equipment on board the vessel
	.2	Describe the safety considerations when loading cargo either by crane or any other means including rigging and handling arrangements
	.3	Outline the care and maintenance arrangements for lifting equipment on board
	.4	Demonstrate knowledge of safe procedures for the stowage and securing of cargo carried including any access considerations
	.5	Describe the stability considerations when loading and stowing cargo
	.6	Describe the stowage arrangements for dangerous cargoes (if carried)
11	<i>Prevention of Pollution</i>	
	.1	Demonstrate a general appreciation of pollution prevention
	.2	Demonstrate knowledge of the risks and controls applicable to marine pollution when pumping out bilges and particularly when changing lubricating oil
	.3	Demonstrate understanding that disposal into the sea of all plastics, including but not limited to, synthetic ropes, plastic sheeting and garbage bags etc., is prohibited
	.4	Describe the contents of the Garbage Disposal Plan for your vessel

12	<i>Basic Knowledge of Vessel Construction and Stability</i>		
	.1	Describe basic principles of ship construction and understand what documents exist on board relating to construction and stability	
	.2	Describe the methods employed to maintain watertight integrity	
	.4	Describe the general principles of vessel stability including the principles of floatation	
	.5	Describe heeling/listing forces and their causes	
	.6	Describe the application and effects of asymmetric loading	
	.8	Describe equilibrium in the heeled/listing condition	
	.9	Describe free surface effect and its control	
	.11	Demonstrate knowledge of freeboard and trim	
	.12	Demonstrate the use of stability and hydrostatic data where provided	
	.13	Knowledge of the effect of severe wind and rolling in associated sea conditions, especially in following seas	
	.14	Define the following terms: Centre of Buoyancy, Centre of Gravity, Metacentre, Righting Lever, Righting Moment	
	16	<i>Local Knowledge Endorsement</i>	
	.1	Demonstrate a sufficient level of local knowledge dependent on the proposed area of operation as detailed in the Local Knowledge Endorsement syllabus at Annex 8. Local knowledge will be tested during both the oral and practical exams	
B.	PRACTICAL TEST - MOTOR (This test should take place on a vessel of a type for which the applicant is requiring a licence)		
1	<i>Shiphandling Practical</i>		
	.1	Demonstrate berthing and unberthing	
	.2	Demonstrate coming to and weighing anchor	
	.3	Demonstrate making fast to and leaving a buoy	
	.4	Demonstrate vessel manoeuvring in confined waters	
	.5	Demonstrate the ability to turning short round	
	.6	Demonstrate a knowledge of the effect of transverse thrust	
	.7	Demonstrate the ability to steer a compass course and to taking a rough bearing	
	.8	Demonstrate the practical use of VHF on board the vessel. The holder must have knowledge of procedures used in radio telephone (VHF) communications, particularly with respect to distress, urgency, safety and navigational messages and of the adverse effect of misuse of such equipment.	
	.9	Demonstrate execution of safe navigation to the satisfaction of the examiner in accordance with B5 below. This will likely include practical execution of a previously briefed passage plan and practical knowledge of local pilotage in order to gain the Local Knowledge Endorsement	
.10	Demonstrate the ability to recover a man overboard		

C.	PRACTICAL TEST - SAIL (This test should take place on a vessel of a type for which the applicant is requiring a licence)	
1	<i>Shiphandling Practical</i>	
	.1	Demonstrate berthing and unberthing under power
	.2	Demonstrate coming to and weighing anchor under power
	.3	Demonstrate making fast to and leaving a buoy under power
	.4	Demonstrate vessel manoeuvring in confined waters under power
	.5	Demonstrate the ability to turn short round under power
	.6	Demonstrate the ability to tack and gybe under control
	.7	Demonstrate the ability to sail to all points of the wind
	.8	Demonstrate the ability to reef under sail
	.9	Demonstrate the ability to steer a compass course and to taking a rough bearing
	.10	Demonstrate the practical use of VHF on board the vessel. The holder must have knowledge of procedures used in radio telephone (VHF) communications, particularly with respect to distress, urgency, safety and navigational messages and of the adverse effect of misuse of such equipment.
	.11	Demonstrate execution of safe navigation to the satisfaction of the examiner in accordance with B5 below. This will likely include practical execution of a previously briefed passage plan and practical knowledge of local pilotage in order to gain the Local Knowledge Endorsement
	.12	Demonstrate the ability to recover a man overboard under sail

ANNEX 3 - BOAT ENGINEER LICENCE SYLLABUS

Syllabus Requirements

The syllabus below will be modified by the examiner to take into account the equipment on board the vessel.

Syllabus Content		
A.	ORAL EXAMINATION	
	1	<i>Compression Ignition Engine</i>
	.1	The general principles of the compression ignition engine c.f. spark ignition
	2	<i>Cycle of Operation and Constructional Details</i>
	.1	Engine cycles explained: Four Stroke and Two Stroke
	.2	The essential engine components identified and the acquisition of basic terminology
	.3	The meaning of engine terms such as: top dead centre, bottom dead centre, stroke, bore, swept volume, engine capacity, clearance volume, power, specific Fuel Oil Consumption (SFOC) and compression ratio
	.4	Engine configurations: in line and 'V' engine types, side and overhead camshafts engines
	.5	Engine performance data: interpretation of revs, torque and power curves; specific fuel oil consumption
	.6	Two and four stroke engines
	3	<i>The Fuel System</i>
	.1	The nature of diesel engine fuels; gas oils and DERV and their related origins. The importance of fuel cleanliness and the avoidance of water ingress. Explanation of the conditions which lead to microbiological contaminations. Risks and consequences of fuel leakage contaminating the lubricating oil
	.2	The fuel tank: filling, venting and isolating arrangements; the importance of weather tight sealing of filling cap. Adequacy of mounting and support arrangements and the importance of accurate indication of fuel contents
	.3	Fuel pre-filter and water coalescer/separator
	.4	Fuel lift pumps of diaphragm and plunger types

	.5	Fine paper element filters
	.6	Fuel injection pumps: in line jerk type and distributor pumping action. Fuel metering: helical, groove and metering valve (DPA)
	.7	Common rail system
	.8	Fuel injectors and the importance of good atomisation to the clean and efficient running of the engine
	.9	Fuel system safety
	.10	The importance of maintaining an adequate reserve of fuel and the consequences of allowing the level to fall too low
	.11	Bleeding the fuel system
4	<i>The Lubrication System</i>	
	.1	The nature of friction, the composition of bearing materials and the role of lubricating oil in minimising the former and dissipating the heat produced
	.2	The route of lubricating oil through the engine and the importance of maintaining oil at the correct level and in an adequate state of cleanliness
	.3	Lubricating oil pumps of gear and lobe types
	.4	Lubricating oil filters and the action of the pressure relief valve
5	<i>Engine Electrical Systems</i>	
	.1	Batteries: Lead Acid, Lithium-ion and Alkaline, their materials of construction, the electro-chemical processes and the explosive dangers of Hydrogen gas
	.2	The rating of batteries: Ampere-hour and cold cranking capacity for engine starting duties and deep cycling requirements for ancillary loads such as navigation lights and domestic requirements
	.3	Basic appreciation of the battery discharge versus recharge relationship. Simple calculations to show the importance of maintaining batteries in an adequate state of charge
	.4	Twin battery installations and split charging arrangements
	.5	The ac generator (Alternator) and its drive belt checks and maintenance
	.6	Pre-engaged starter motors

	.7	Engine stopping arrangements - manual and solenoid operated. Emergency stopping by obstructing the air intake or shutting off fuel supply
	.8	Cold starting aids
	.9	Basic circuit diagrams and engine instrumentation - sender units and their locations
	.10	Safety features in the electrical distribution system such as fuses and breakers and the importance of bonding/earthing
6	<i>Power Transmission</i>	
	.1	Reduction/reverse gear boxes and plate clutches. Mechanical and hydraulic modes of operation
	.2	Control systems: Bowden cables and rods. Safety considerations
	.3	Propeller shafting and couplings. The importance of accurate alignment and engine mountings - both rigid and flexible
	.4	Stern tube bearings and sealing arrangements - both traditional packed glands and seals such as Deep Sea Seals
	.5	Introduction to the basics of propeller matching to hull speed and engine power and revolutions
7	<i>Hull Fittings</i>	
	.1	The maintenance of sea cocks and the importance of annual inspection
	.2	Zinc anodes and Cathodic Protection systems and associated bonding circuits
8	<i>General</i>	
	.1	Marine pollution prevention
	.2	Code of Safe Working Practices including entry into dangerous (enclosed) spaces, safety consciousness and awareness of potential fire hazards.
	.3	The use and hazards of fixed fire extinguishing systems
	.4	Basic rope-work
	.5	Vessel knowledge – common terms
	.6	Emergency procedures and duties – Fire, MOB, flood

NOTE:

Fault finding and rectification will be covered within each part of the syllabus as the individual topics are covered.

ANNEX 4 - COMPETENT CREW CERTIFICATE SYLLABUS

Syllabus Requirements

Competent Crew training is the minimum level of training that a person shall receive before being recognised as part of the permanent crew for the purpose of the minimum manning recorded on the Code Compliance Certificate/Code Compliance Passenger Vessel Certificate.

The syllabus below will be modified by the examiner to take into account the equipment on board the vessel.

SUBJECT
Vessel Specific Familiarisation Training Completed
Location and use of Lifesaving Appliances
Knowledge of abandon vessel procedures
The difference between a lifejacket and buoyancy aid
The correct method of fitting a lifejacket and buoyancy aid
Man overboard procedures including deployment of lifebuoy and raising the alarm
Demonstrate knowledge of the location and use of lifesaving equipment carried on the vessel
Identify markings on liferafts (or other survival equipment) with regards to number of occupants
Location and use of Fire Fighting Appliances
Operation of alarm bells (if fitted)
Knowledge of vessel fire procedures
Under supervision, operation of fire pump and hoses
Knowledge of the location and use of firefighting equipment carried on the Vessel
Identify differing types of fire extinguisher and what type of fire each would be used on
Use of ancillary equipment as carried (foam applicators etc.)
Action in event of emergency
Means of recovery of person(s) from the water
Action in the event of collision at operational level
Prepare a liferaft or other survival craft for launching
Man overboard procedures including dropping of lifebuoy and raising the alarm
Method used to indicate the vessel is in need of urgent assistance and to summon help

SUBJECT
Personal safety and social responsibility
Observe safe working practices
Comply with emergency procedures
Contribute to effective human relations on board
Take precautions to prevent pollution of the marine environment
Understand orders and be understood in relation to board duties
Seamanship
A working knowledge of nautical terms
Demonstrate knowledge of the general layout of the vessel
Knowledge of bends and hitches commonly used on board
Correct use of ropes and rigging of fenders
Handling, care and stowage of chains and anchors
Handling, care and use of mooring lines
Assist in opening, closing and securing of doors, ramps and other hatches and access ways
Understand safe means of access and be able to rig accordingly
Understand helm orders and be able to steer a course under direction
Understand the duties of lookout and the reporting of lights and objects
Basic understanding of the collision regulations (carriage of lights, shapes and sound signals)
Responsibilities and Regulations
Basic understanding of an employee's obligations
Reporting defects and mechanical/electrical faults
Understand on board line of responsibility and communications
Requirements for reporting accidents and incidents to the master or responsible person on board
Code of Safe Working Practices
Understand the risks of falling into the water
Understand the importance of work place cleanliness
Demonstrate the use and care of personal protective equipment
Understand the principles for protection of the environment from pollution
Understand the methods for the prevention of accumulation of rubbish and debris
Precautions to be taken when using calor gas installations and use of gas alarms and testing
Understand the principles of a confined space and the precautions to be taken prior to entry

SUBJECT
Communications
Knowledge of external means of communication available on board the vessel
Knowledge of internal means of communication available on board the vessel
Passenger care & control
Passenger safety briefing
Passenger counting and number recording procedures
Duties with respect to passenger muster and evacuation at operational level

ANNEX 5 - ANCILLARY CERTIFICATES

Safety Certification

Additional safety training and certification is required depending on the licence type applied for.

The table below details the **minimum** requirements for each of the safety certificates required. Nothing detailed below restricts the operator from demanding additional training/qualifications from their personnel as required by their own safety management system.

Training Required	Minimum Qualification	Applicable Licence(s)
Sea Survival	RYA Basic Sea Survival ¹	Boatmaster G1/G2 Boat Engineer Competent Crew
First Aid	RYA First Aid ²	Boatmaster G1/G2 Boat Engineer
Firefighting	RYA Offshore Personal ³ Survival	Boatmaster G1 Boat Engineer
Professional Practices	RYA Professional Practices and Responsibilities ⁴	Boatmaster G1/G2 Boat Engineer
VHF Radio	RYA Marine Radio Short Range Certificate ⁵	Boatmaster G1/G2
Radar ⁶	RYA Radar Operator Course	Boatmaster G1/G2
Diesel Engines	RYA Diesel Engine Course	Boat Engineer

Alternative safety training and certification may be considered by the Harbour Master as equivalent for the purposes of obtaining a crewing licence, particularly if they are of a higher standard e.g. STCW qualifications, Sea Fish UK qualifications etc. Applicants are strongly advised to seek advice from the Administration if in any doubt as to the suitability of training or certification. Regular refresher training in the above is **strongly** recommended.

For local crew holding a commercial endorsement on a RYA certificate, RYA rules/requirements will need to be adhered to in order to obtain/revalidate the commercial endorsement. See the [RYA Commercial Endorsement](#) website for further information.

¹ Mandatory for RYA Commercial Endorsements

² Mandatory for RYA Commercial Endorsements

³ Includes RYA Basic Sea Survival

⁴ Mandatory for RYA Commercial Endorsements. Available online. Not required if an MCA Deck Officer Certificate of Competence is held

⁵ Mandatory for RYA Commercial Endorsements

⁶ Not required if an exemption to operate without a radar has been sought in accordance with A5.2.4

ANNEX 6 - RECOGNISED PROFESSIONAL QUALIFICATIONS FOR BOATMASTER GRADE 1

Candidates for Boatmaster Grade 1 holding a recognised professional navigation/deck qualification, may be exempt from examination in some of the Boatmaster syllabus detailed in Annex 2 and may be exempt from accruing the qualifying sea time required in 9.6.2(ii). Such exemptions will be at the discretion of the Harbour Master and advice should be sought in advance prior to making an application on this basis. Qualifications that may attract exemptions are detailed below):

Qualification
UK Certificates of Competency (STCW Class II/1, II/2 or II/3, except Master Code Vessel less than 200gt)
UK Certificates of Equivalent Competency (STCW Class II/1, II/2 or II/3)
UK Fishing Deck Certificates of Competency Class 1 or 2 (or pre 1984 equivalent)
UK Royal Navy Certificates of Competency (STCW Class II/1 or II/2)
UK VQ Level 3 Fishing Vessel Operations (Skipper (Fishing) – Inshore)
UK VQ Level 4 Fishing Vessel Operations
MCA Boatmaster Licence (Tier 1 Level 2)

ANNEX 7 - RECOGNISED PROFESSIONAL QUALIFICATIONS FOR BOATMASTER GRADE 2

Candidates for Boatmaster Grade 2 shall hold one of the qualifications listed below. The qualification held shall determine the Area Category the candidate will be licensed to operate in:

Qualification	Notes	6	5	4	3	2	1	0
RYA/MCA Yachtmaster Ocean Certificate of Competence	Note A	✓	✓	✓	✓	✓	✓	✓
RYA/MCA Yachtmaster Offshore Certificate of Competence	Note A	✓	✓	✓	✓	✓	✓	
RYA/MCA Yachtmaster Coastal Certificate of Competence	Note A	✓	✓	✓	✓			
RYA/MCA Advanced Powerboat Certificate of Competence	2 years relevant experience	✓	✓	✓	✓			
Local Boatmaster Grade 1 Licence	Note B	✓	✓	✓				
RYA/MCA Day Skipper Theory & Practical Certificate	Note A 12 months relevant experience	✓	✓					
RYA/MCA Powerboat Level 2 Certificate	12 months relevant experience	✓						

Note A – Certificate shall be designated “motor” or “sail” as appropriate.

Note B – Limited to territorial waters of Guernsey and Sark.

ANNEX 8 – LOCAL KNOWLEDGE ENDORSEMENT SYLLABUS

The following table details the knowledge required to gain a Local Knowledge Endorsement. This will typically be assessed as part of the Boatmaster Licence oral examination. Not all subjects will be relevant to all candidates therefore the subjects assessed will depend on the area of operations being applied for (see areas detailed below). Candidates for Boatmaster Grade 1 will be required to complete the existing Guernsey and Herm Special Pilot Syllabus and may be required to undertake Sark Pilotage training and assessment if operating to Sark.

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
PART A	Lights and Fog Signals				
A1	Platte Fougere Lighthouse White with black horizontal stripe F1.W.R 10 secs. (Red 085°-155°) 16M Horn : 1 blast 45 secs. Racon : morse "P"	✓	✓	✓	✓
A2	Petite Canupe – South Cardinal Q(6)+L.Fl. 15 secs	✓	✓	✓	✓
A3	Tautenay Beacon B W VS Q(3) W.R. 6 secs. (Red 215° through W to 050°) 7/6M	✓	✓	✓	✓
A4	Roustel Beacon Lattice Tower B.W.Check below Qk. Fl. 7M	✓	✓	✓	✓
A5	Brehon Tower Isophase 4 secs. 9M	✓	✓	✓	✓
A6	White Rock Light Occ. G. ev. 5 secs. 14M	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
A7	Castle Breakwater Light Alt. W.R. ev. 10 secs. 16/8M Horn : 1 blast ev. 15 secs	✓	✓	✓	✓
A8	Old Harbour Red Light And Lower Leading Light Occ. R. ev. 5 secs. 14M	✓	✓	✓	✓
A9	Upper Harbour Leading Light Isophase R ev. 2 secs. 3M	✓	✓	✓	✓
A10	Belvedere Light Occ. ev. 10 secs. 14M	✓	✓	✓	✓
A11	St Martin's Point Light Gp.Fl. (3) W.R. ev. 10 secs. 14M (Red from 185°-191°, thence White to 011°, thence Red to 060°) Horn : 3 blasts ev. 30 secs.	✓	✓	✓	✓
A12	Lower Heads Buoy – South Cardinal Q(6) + 1 long Fl. ev. 15 secs. – Bell	✓	✓	✓	✓
A13	Noire Pute Beacon Gp.Fl.(2) W.R. ev. 15 secs. 6M (Red 040° through east to 220°)	✓	✓	✓	✓
A14	Point Robert – Sark Fl. ev. 15 secs. 20M Horn : 2 blasts ev. 30 secs.	✓	✓	✓	✓
A15	Corbée du Nez Light Fl. (4) W.R. ev. 15 secs.	✓	✓	✓	✓
A16	Harbour St Sampson F.G. and F.R. leading lights 286°. (Rear Green, front Red) Crocq Pier : F.R.	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
A17	Reffee Buoy – South Cardinal Q(6) + 1 long Fl. ev. 15 secs.	✓	✓	✓	✓
A18	QEII Marina Dir. Occ. W.R.G. ev. 3 secs.	✓	✓	✓	✓
A19	Fourquies Buoy – North Cardinal Qk. Fl.	✓	✓	✓	✓
A20	Alligande Beacon Gp. Fl. (3) G. ev. 5 secs.	✓	✓	✓	✓
A21	Epec Beacon Fl. G. ev. 5 secs.	✓	✓	✓	✓
A22	Gate Rock Beacon – West Cardinal Qk. Fl. (9) ev. 15 secs.	✓	✓	✓	✓
A23	Vermerette Beacon Fl. (2) Y. ev. 5 secs.	✓	✓	✓	✓
PART B	Striking Marks				
B1	Gabrielle - dries 2.1 Southside rocks of Fermain with south end of sea wall. Doyle's Column in line with white/red triangle. Pepper Pot in line with red/white disc. Old power Station Chimney with Anfré.	✓	✓	✓	✓
B2	Moulinet (east head) - dries 4.3 Victoria Tower to the Town Church. Old Power-Station Chimney seen to the centre of the Castle Breakwater.	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B3	Ferico - 0.9 on 'Gentlemens' changing room at Bathing Pool with Oyster Beacon. Platte Fougere L/H on E. side of Becquets. Castle Cornet blockhouse with Duke of Richmond Hotel.	✓	✓	✓	✓
B4	Boue Sardrette - dries 0.6 Goubeau Beacon in the middle of Carey House. Belvédère Light to White Rock Light.	✓	✓	✓	✓
B5	Reffée - 1.2 on Belvédère House to White Rock Light. Landsdowne House – Salerie Battery.	✓	✓	✓	✓
B6	Fourquies of Belgrève - dries 1.5 Castle Cornet white patch with Breakwater Lighthouse. Demie Flie Beacon between "Chiquita" and Red Lion Hotel (covers three heads)	✓	✓	✓	✓
B7	Sardrière - 1.5 on Victoria Tower with St James' Steeple and to the southern base of Castle Cornet. White House Hotel seen between Petite and Grande Fauconnière.	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B8	Lower Heads - dries 1.2 Big Aiguillon with Les Barbées Beacon. Victoria Tower with St James' Steeple and to the southern base of Castle Cornet.	✓	✓	✓	✓
B9	Banc des Anons - 2.6 on Selle Rocque with the east side of Goubinière Platte Fougère Lighthouse with the west tangent of Jethou (covers both heads)	✓		✓	✓
B10	Les Anons - dries 3.3 Vale Mill with the west side of Bréhon Tower Noire Pute west of Goubinière	✓		✓	✓
B11	Musé - dries 1.2 Little Aiguillon peeping west of Les Barbées. Goubinière in line with Demie Musé Beacon.	✓		✓	✓
B12	Towey - dries 4.0 Rosaire Landing Archway to Vermerette Beacon Petit Creux Beacon to the west side of Grand Creux	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B13	Étacré - dries 1.0 Vermerette Beacon to the south side of the White House Hotel, Herm Fort Doyle to Corbette de la Mare Beacon	✓		✓	✓
B14	Meulettes - dries 1.7 Selle Rocque with the east side of Herm Hermétier with the Rosaire Landing	✓		✓	✓
B15	L'Itrière - dries 0.8 Rouge Fauconnière peeping east of Grande Fauconnière Doyle's Monumnet to Ferrière d'Aval	✓		✓	✓
B16	Boue SW of Grande Fauconnière - awash Rouge Fauconnière seen between the Grande Fauconnière and Petit Fauconnière L'Étac de Serk south of Goubinière	✓		✓	✓
B17	East Boue Barrarette - dries 3.9 Vale Castle with Bréhon Tower Big Aiguillon with La Platte	✓		✓	✓
B18	West Boue Barrarette - dries 4.3 Bréhon Tower with bluff at centre of Clavelée Victoria Tower with south side of Big Aiguillon	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B19	Boue SSW of Fauconnière - 0.2 on Herm Hotel in gap between Petite and Grande Fauconnière Bréhon Tower in centre of Clavelée	✓		✓	✓
B20	Half-tide Rock of Jethou - dries 5.2 Rosaire Cottage peeping north of Crévichon Vale Castle seen north of Bréhon Tower	✓		✓	✓
B21	Boue Merveilleuse - dries 1.0 Roustel to Petit Creux La Coupee of Sark to Parfonde	✓		✓	✓
B22	Boue Verquesse - dries 1.8 East side of Herm with the east side of Fauconnière Les Barbées Beacon seen east of Ferrière d'Aval	✓		✓	✓
B23	Basse - dries 1.8 Grosse Ferrière to Alligande Beacon Mowlem's Chimney to the north side of St Sampson's Coalhole white patch	✓		✓	✓
B24	Boue Foutu - dries 1.5 Rosaire Cottage in the hollow of the Petit Creux Rock. Le Hauteur House to Mowlem's Chimney.	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B25	Boue Genêt - awash St. Martin's Point to the west side of Bréhon Tower. 'Pétit's House' north of the Platte Rock Beacon. Amfrocque west of Rousse.	✓			✓
B26	Mervillière - dries 0.6 Platte Fougère Lighthouse with the east side of Bectondu. Sauzebourg Point to Bréhon Tower.	✓			✓
B27	Torode - dries 2.7 Platte Fougère Lighthouse with Bectondu. Jethou House with the steps of Bréhon Tower.	✓			✓
B28	Fosse Torode – awash Jethou House north of Bréhon Tower. Becquets seen west of Houmet de Paradis. Tautenay Beacon to Roustel.	✓			✓
B29	SW Boue of Platte Rock - dries 2.7 Five Chimneys Cottage to Flat Jumelle (Bordeaux). 'Bella Vista House' (Delancey) to Mont Crévelt Tower. Victoria Tower to the west head of Vivian.	✓			✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B30	Les Fourquies of Big Russel - dries 2.3 Hummock on the slope of St Martin's Point with the low west side of Goubinière Caquorobert with the western horn of Selle Rocque	✓		✓	✓
B31	East Boue of Col des Maunes - 1.0 on Pûtrainez open of the east point of Herm Victoria Tower over the Big Aiguillon	✓	✓		
B32	Èquitelais - dries 2.9 Goubinière closing in west of Selle Rocque. Vale Castle with the north end of the Mielle of Herm.			✓	✓
B33	Petit Èquitelais - dries 1.7 Goubinière to the west side of Selle Rocque. Vale Mill to the north side of Sardinian.			✓	✓
B34	Aiguillons - dries 3.1 Selle Rocque seen east of Boue au Port (1 cable NE of Pûtrainez). Pierre aux Râts with the North Jacquets.			✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B35	Les Grands Bouillons - 1.8 on Doyles monument with Ferrière d'Aval. Pointe des Mauves with the west side of the Selle Rocque.			✓	✓
B36	East Boue of Platte Rock - awash Platte Rock Beacon to centre of Vale Castle. Belvédère House to Breakwater Lighthouse.				✓
B37	NE Boue of Platte Rock - 0.9 on White Patch on Houmet Benet with old Harbour Master's House. Ozannes Mill with Platte Beacon.				✓
B38	Le Gant - dries 0.6 Rousse to Roustel. Breakwater Lighthouse to Platte Rock Beacon.				✓
B39	Tasse - dries 0.9 Vale Mill to Corbette d'Amont Beacon. Doyle's Monument just open east of Platte Rock Beacon.				✓
B40	East Boue of Tasse - 1.5 on Fort Doyle to the south head of Pierre. 'Pétit's House' in line with Corbette d'Amont Beacon.				✓
B41	Grune la Fosse - dries 0.8 Victoria Tower to the east side of Mont Crévelt Tower. Roustel to the south low point of Jethou.				✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B42	Petite Canupe - dries 3.4 Victoria Tower seen on the east side of Vale Castle Mound. Fort le Plomb north of Fort Doyle headland.				✓
B43	Grande Canupe - dries 5.5 Martello Tower No. 4 with Fort Doyle. Castle Cornet to Bectondu. Platte Rock Beacon west of Corbette d'Amont,				✓
B44	Bouettes de Brayes - dries 3.0 Castle Cornet seen west of Bectondu. Martello Tower No. 4 north of Fort Doyle headland. Platte Rock Beacon west of Corbette d'Amont.				✓
B45	NE Boue of Roustel - dries 1.0 Mont Crévelt Tower to Platte Rock Beacon. First Hummock of St Martin's Point to Bréhonnet.				✓
B46	Caval - dries 1.2 Pierre aux Râts to Mouisonnière. Doyle's Monument with the west side of Bréhon Tower.				✓
B47	Boufresse - dries 3.4 Noire Pute just south of L'Autelet Doyle's Monument in line with Traiffe de Blampied. Belvédère Light to Tautenay.				✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
B48	Platte Boue - dries 1.8 The two beacons on Amfrocque in line. North end of Sark in the hollow of Amfrocque. Doyle's Monument in line with Traiffe de Blampied. Bréhon Tower east of Tautenay Beacon.				✓
PART C	Clearing Marks and Passages				
C1	To clear Bec du Nez (Fermain) to Moulinet Beacon Vale Mill just open east of Breakwater Lighthouse	✓	✓	✓	✓
C2	Between Ferico and Oyster Beacon Goubeau Beacon to the Castle Breakwater end	✓	✓	✓	✓
C3	To clear east of Boue Sardrette St Martin's Point Light open east of Castle Breakwater	✓	✓	✓	✓
C4	To clear Fourquies of Belgrève White patch of Castle Cornet open south of Castle Breakwater Lighthouse	✓	✓	✓	✓
C5	To clear Lower Heads White Rock Light just open south of Breakwater Light	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
C6	To clear Tinkers Southeastward – Hermétier open east of La Mouette Eastward – Vermerette Beacon with Gate Rock Beacon	✓		✓	✓
C7	Rocquerie to Vermerette Roustel Beacon just open west of the Rocquerie and Fondu L W mark	✓		✓	✓
C8	Passage north of Étacré Grand Creux with Bréhon Tower until Victoria Tower is in line with Petit Creux Beacon	✓		✓	✓
C9	Passage between Clavelée and the Half-tide of Jethou St Joseph's Church Spire in line with the White Rock Light	✓		✓	✓
C10	Passage between Les Anons and Banc des Anons Victoria Tower in line with Les Barbées Beacon	✓		✓	✓
C11	Passage between Musé and Lower Heads Victoria Tower with the NE tangent of Castle Cornet 291°	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
C12	<p><i>Passage between Alligande Beacon to Herm Harbour</i></p> <p>Herm Pierhead white patch with Vermerette Beacon, pass north of Vermerette to bring Herm Leading Lights in line (white drums Fixed. W. Lights). (When Vermerette Rock is awash, there is 1 metre in Harbour entrance.)</p>	✓		✓	✓
C13	<p><i>Percée Passage (south-eastward from Epec Beacon)</i></p> <p>Vale Mill open southwest of Corbette de la Mare Beacon 308° leads south of Meulettes. For anchorage off Rosaire Landing (4.5m – 1m, gravel), pass south of Gate Rock Beacon, giving La Mouette a very wide berth at LW Springs before altering course to the northward.</p>	✓		✓	✓
C14	<p><i>Tobar Passage (from westward)</i></p> <p>Grande Fauconnière white beacon seen on the southern slope of Jethou, until the Vale Mill is in line with the west side of Bréhon Tower, thence Noire Pute just open east of Grande Fauconnière.</p>	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
C15	Passage north of Les Barrarettes Castle Breakwater Lighthouse touching the north side of the Big Aiguillon, or St Joseph's Church Spire seen over the north flat of the Big Aiguillon.	✓		✓	✓
C16	To clear north of Fourquies of Big Russel Brehon Tower visible between Crevichon and Herm.			✓	✓
C17	To clear south of Fourquies of Big Russel Doyles Monument south of Goubiniere.			✓	✓
C18	To clear between Mervillière and Torode Tautenay Beacon just open south of Roustel Beacon				✓
C19	To clear NE of Grandes Brayes SW extremity of Little Sark in line with NE point of Herm 149 T. At night, keep Point Robert Light from becoming obscured				✓
C20	To clear NNE of Platte Boue Fort Le Plomb well open north of Platte Fougere Light – At night, Platte Fougere Light to bear not greater than 250 T until Tauteney Beacon white sector is seen bearing 215 T, thence Leading Lights in line 220 T				✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
C21	Passage Little Russel from the North Bréhon Tower in line with Roustel Beacon 198 T Then Leading Lights in line 220 T When Crevichon is in line with Bréhon Tower 120 T alter course to the southward towards St Martins Point, thus clearing Trois Grunes and the Agenors to starboard until the Harbour Leading Marks are in line (260 T)				✓
C22	Passage Little Russel from the North (alternative route in daylight) St Martin's Point with Bréhon Tower 208 T Then Belvedere House in line with Castle Cornet White Patch 223 T. Until Harbour Leading Marks are in line (260 T)				✓
C23	Passage Little Russel North from St Peter Port Keep Bréhon Tower ahead 058 T until Platte Rock Beacon bears 021 T Then steer that until intersecting leading lights, thence on these 040 T passing Roustel Beacon				✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
PART D	Tides and Currents				
D1	Bay of St Malo A sound knowledge of the overall tidal cycle of the Bay of St Malo shall be demonstrated. The effects on the local areas of the Little and Big Russel shall be demonstrated.	✓	✓	✓	✓
D2	Guernsey – Big and Little Russel A thorough knowledge of the localised tidal cycles of the Little and Big Russel shall be demonstrated.	✓	✓	✓	✓
PART E	Courses and Distances				
E1	Lower Heads Buoy - Breakwater Light 308° x 2.4 NM	✓	✓	✓	✓
E2	Breakwater Light - Roustel 040° x 2.6 NM	✓	✓	✓	✓
E3	St. Martin's Point - Breakwater Light 005° x 2.0 NM	✓	✓	✓	✓
E4	St. Martin's Point - Lowerheads Buoy 075° x 2.0 NM	✓	✓	✓	✓
E5	St Peter Port - Petit Creux Beacon 068° x 2.0 NM	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
E6	St Peter Port - Alligande Beacon 074° x 1.9 NM	✓		✓	✓
E7	St Peter Port - Aiguillons (Tobar Pass.) 089° x 1.9 NM	✓		✓	✓
PART F	Beacon Characteristics				
F1	Longue Pierre Beacon Yellow, fluorescent orange letters "LP"	✓	✓	✓	✓
F2	Anfré Beacon Yellow, fluorescent orange letter "A"	✓	✓	✓	✓
F3	Moulinet Beacon Yellow, fluorescent orange letter "M"	✓	✓	✓	✓
F4	Oysters Beacon Yellow, fluorescent orange letter "O"	✓	✓	✓	✓
F5	Sardrette Beacon Yellow, fluorescent orange letter "S"	✓	✓	✓	✓
F6	Goubeau Beacon Yellow, fluorescent orange letter "G"	✓	✓	✓	✓
F7	Quaine Beacon Yellow, fluorescent orange letter "Q"	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
F8	Demie Flie Beacon Yellow, fluorescent orange letter "F"	✓	✓	✓	✓
F9	Vivian Conical Tower Black and white horizontal stripes	✓	✓	✓	✓
F10	Platte Rock Tower Green	✓	✓	✓	✓
F11	Roustel Lattice Tower Black and white check	✓	✓	✓	✓
F12	Grande Fauconnière Beacon White conical	✓		✓	✓
F13	Crévichon Beacon White conical	✓		✓	✓
F14	Herm Harbour Leading Marks White drums, fixed white lights	✓		✓	✓
F15	Herm Pierhead White patch with fixed green light	✓		✓	✓
F16	Vermerette Beacon Yellow, fluorescent orange letter "V"	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
F17	Godfrey Beacon Green, fluorescent orange letters "GB"	✓		✓	✓
F18	Epec Beacon Green, fluorescent orange letter "E"	✓		✓	✓
F19	Alligande Beacon Green, fluorescent orange letter "A"	✓		✓	✓
F20	Petit Creux Beacon Red, fluorescent orange letter "C"	✓		✓	✓
F21	Les Barbées Beacon Yellow, red barrel topmark	✓		✓	✓
F22	Demie Ferrière Beacon Yellow, fluorescent orange letter "M"	✓		✓	✓
F23	Corbette de la Mare Beacon Yellow, fluorescent orange disc topmark	✓		✓	✓
F24	Grande Amfrocque Towers (2) White & Black and white horizontal stripes	✓		✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
F25	Rousse Small Tower Yellow, crossed anchor flukes topmark	✓			✓
F26	Tautenay Light Tower Black and white vertical stripes	✓			✓
F27	Petit Canupe Beacon Yellow and black South Cardinal				✓
F28	Platte Fougère Light Tower White with black horizontal stripe				✓
F29	Grandes Brayes Whitewashed Rocks				✓
PART G	Communications and Procedures				
G1	Guernsey VTS A sound knowledge of Guernsey VTS procedures including VHF channels, reporting requirements, speed limits and traffic control signals is required.	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
G2	Guernsey Coastguard A sound knowledge of Guernsey Coastguard operations, VHF channels and reporting procedures is required.	✓	✓	✓	✓
PART H	Legislation/Documentation				
H1	The Harbours Ordinance, 1988 A sound knowledge of the applicable content and requirements of the legislation is required.	✓	✓	✓	✓
H2	The Pilotage Ordinance, 1967 A sound knowledge of the applicable content and requirements of the legislation is required.	✓	✓	✓	✓
H3	The Merchant Shipping (Accident Reporting and Investigation) (Bailiwick of Guernsey) Regulations, 2009 A sound knowledge of the applicable content and requirements of the legislation is required.	✓	✓	✓	✓
H4	The Merchant Shipping (Commercial Vessels) (Safety and Crewing) (Guernsey and Sark) Regulations, 2018 A sound knowledge of the applicable content and requirements of the legislation is required.	✓	✓	✓	✓

Ref	Subject	Area of Operation			
		Guernsey east coast & Herm west coast	Guernsey south coast	Guernsey to Sark	All Bailiwick waters
H5	<p><i>Navwarnings/Local Notice to Mariners</i></p> <p>A sound knowledge of navigational safety information and current warnings and notices is required.</p>	✓	✓	✓	✓