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STATUTORY INSTRUMENTS

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**2015 No. 782**

The Merchant Shipping (Standards of Training,  
Certification and Watchkeeping) Regulations 2015

PART 4

SAFE MANNING AND WATCH KEEPING

*General*

**Application of Part 4**

- 45.—(1) This Part applies to sea-going ships which are—
- (a) United Kingdom ships wherever they are; and
  - (b) other ships when in United Kingdom waters.
- (2) This Part does not apply to—
- (a) a fishing vessel;
  - (b) a pleasure vessel; or
  - (c) a vessel referred to in regulation 5(3) of the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998.
- (3) In this Part, “ship” includes hovercraft.

*Safe manning*

**Safe manning document**

- 46.—(1) In relation to a ship of 500 GT or more, a company must ensure that—
- (a) a safe manning document issued by the Secretary of State is in force in respect of the ship and the manning of the ship;
  - (b) the safe manning document is kept on board the ship at all times; and
  - (c) the manning of the ship is maintained at all times to at least the levels specified in the safe manning document.
- (2) The master of a ship to which this regulation applies must ensure that the ship does not proceed to sea unless there is on board a valid safe manning document issued in respect of the ship and the manning of the ship complies with that document.
- (3) A company applying for a safe manning document in respect of a United Kingdom ship must submit to the Secretary of State proposals as to the numbers and grade of seafarer it considers must be carried so that the ship is safely manned if it proceeded to sea on an intended voyage.
- (4) The Secretary of State may issue guidance to companies on safe manning to assist them in preparing proposals under paragraph (3).

(5) After any approval by the Secretary of State of proposals and the issue of a safe manning document, a company must inform the Secretary of State as soon as there is any change in the circumstances which are pertinent to that document.

(6) Upon receipt of notification by a company under paragraph (5), the Secretary of State may review the document's continuing validity or approve fresh proposals from the company.

### *Watchkeeping arrangements*

#### **Arrangements generally and at sea**

**47.**—(1) The master of a ship must ensure that the watchkeeping arrangements for the ship are at all times adequate for maintaining safe navigational, engineering and radio watches—

- (a) in accordance with STCW Regulation VIII/2, paragraph 2; and
- (b) taking into account—
  - (i) the prevailing circumstances and conditions; and
  - (ii) section A-VIII/2 of the STCW Code.

(2) Without prejudice to the duties of a master provided by paragraph (1), a master must give directions to the deck watchkeeping officers responsible for navigating the ship safely during their periods of duty, in accordance with—

- (a) section A-VIII/2, Part 4-1, of the STCW Code; and
- (b) any requirements specified in Merchant Shipping Notice 1868(M).

(3) The chief engineer officer of a ship must ensure that the engineering watchkeeping arrangements for the ship are at all times adequate for maintaining a safe watch, in accordance with—

- (a) section A-VIII/2, Part 4-2, of the STCW Code; and
- (b) any requirements specified in Merchant Shipping Notice 1868(M).

#### **Arrangements in port**

**48.**—(1) The master of a ship which is safely moored or safely at anchor under normal circumstances in port must arrange for an appropriate and effective watch to be maintained for the purposes of safety.

(2) The arrangements required by paragraph (1) must be in accordance with —

- (a) section A-VIII/2, Part 5, of the STCW Code; and
- (b) any requirements specified in Merchant Shipping Notice 1868(M).

#### **Watchkeeping arrangements in port for ships carrying hazardous cargo**

**49.**—(1) The master of a ship which is carrying hazardous cargo and which is in port, even when safely moored or safely at anchor must, in addition to any watchkeeping arrangements required under regulation 48, in the case of—

- (a) a ship carrying hazardous cargo in bulk, ensure that a safe deck watch and safe engineering watch are maintained by the ready availability on board of a duly qualified officer or officers and, where appropriate, ratings; and
- (b) a ship carrying hazardous cargo other than in bulk, ensure that in organising safe watchkeeping arrangements account is taken of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

(2) Such watchkeeping arrangements must take account of the principles and requirements specified in Merchant Shipping Notice 1868(M).

(3) In this regulation “hazardous cargo” means cargo which is or may be explosive, flammable, toxic, health-threatening or environment-polluting.

### **Exemptions**

**50.** The Secretary of State may grant, on such terms, if any, as may be specified, exemptions from all or any of the provisions of this Part for classes of case or individual cases, and may amend or cancel any exemptions so granted.