



Draft Marine Order 3

What's Changed in MO3?

New Certificates

There are six new certificates introduced in the consultation draft. Full details on the permitted duties and eligibility requirements are contained within the relevant Schedules to the Marine Order. A summary is below:

AMSA Yacht Master <24 metres near-coastal (Schedule 2)

This certificate is aligned with Yachting Australia's certification system and gives seafarers near-coastal certification in the yachting sector.

Master <24 metres (Schedule 2)

For Masters, chief mates or watchkeepers on vessels of less than 24 metres in any operating area.

This certificate acts as the key link between near coastal certificates and AMSA deck officer certificates. It is open to anyone who has a State/Northern Territory issued Master Class 4 certificate who meets the eligibility requirements.

AMSA Engineer Class 3 (Schedule 3)

The highest level Engineer within the near-coastal certificates with the holder being able to perform the role of chief engineer on ships <3000 kW propulsion power operating within near-coastal waters.

This certificate offers more rapid progression into higher level AMSA certificates for marine engineers who work with engines >3000kW propulsion power. It is open to anyone with a State/Northern Territory issued Class 3 Engineer or MED 1 certificate who meets the eligibility requirements.

Able Seafarer Deck (Schedule 4)

The new deck rating certificate arising from the STCW Manila amendments will replace certificates currently known as deck rating and able seaman. Holders of deck rating and able seaman certificates will be able to acquire this new certificate upon meeting the revalidation requirements. All previously issued rating certificates will expire on 1 January 2017.

For more information about expiry of current rating certificates see Fact Sheet No. 4 - Transition Arrangements.

Able Seafarer Engine (Schedule 4)

The new engine rating certificate arising from the STCW Manila amendments will replace certificates currently known as engine room rating. Holders of engine room rating will be able to acquire this new certificate upon meeting the revalidation requirements. All previously issued engine room rating certificates will expire on 1 January 2017.

For more information about expiry of current rating certificates see Fact Sheet No. 4 - Transition Arrangements.

Marine Cook (Schedule 6)

From 1 July 2013 a new certificate of Proficiency as Marine Cook will come into force. All persons who act as marine cook must have completed an approved training program that covers practical cookery, food and personal hygiene, food storage, stock control, environmental protection and catering health and safety, as well as completing the STCW Basic Safety Training courses.

AMSA will recognise 6 months seagoing service as a marine cook served prior to 1 July 2013 in lieu of the approved training. Training and certification of marine cooks is a requirement of the Maritime Labour Convention which Australia is in the process of ratifying.

All Certificates Covered by MO3

With the new certificates included, MO3 now provides for the following seafarer certificates:

Masters and Deck Officers (Schedule 2)

- Master
- Master <3000GT
- Chief Mate
- Master <500GT
- Chief Mate <3000GT
- Watchkeeper Deck
- Mate <500GT
- Watchkeeper Deck <500GT
- Master <24m
- AMSA Yacht Master <24m near coastal.

Engineer officers (Schedule 3)

- Engineers Class 1
- Engineer Class 2
- Engineer Watchkeeper
- AMSA Engineer Class 3 near coastal.

Ratings (Schedule 4)

- Chief Integrated Rating
- Integrated Rating
- Able Seafarer Deck
- Able Seafarer Engine
- Marine Cook (from 1 July 2013)
- Certificate of Safety Training

Additional competence requirements in seafarer training programs

STCW now requires additional requirements to meet the minimum standard of competence. These changes will be reflected in the training programs offered by training organisations approved by AMSA to deliver approved training, with significant changes including:

Masters and Deck Officers

- Electronic Chart Display and Information System (ECDIS)
- Leadership and team-working skills
- Leadership and managerial skills

Engineers

- Leadership and team-working skills
- Leadership and managerial skills

Ratings

- Competencies for deck and engineering support now stipulated for the first time
- After 1 January 2014 Certificate of Safety Training will include security awareness training

Changes to eligibility for Master, Deck and Engineering Officer Certificates

Changes have been made to the eligibility requirements for a range of Deck and Engineer officer certificates. The effect of these is to create additional pathways into AMSA certificates.

Master & Deck Officers (Schedule 2)

- Changes have been made to qualifying sea service requirements for all deck certificates to align with STCW:
 - sea service that had previously been required to be served on vessels of ≥ 3000 GT can now be served on vessels of ≥ 500 GT and
 - sea service that had previously been required to be served on vessels of ≥ 500 GT can now be served on vessels of ≥ 24 m
- There are now three sea service pathways to become a Watchkeeper Deck: via service on vessels of ≥ 3000 GT, ≥ 500 GT or ≥ 24 metres
- Master <500GT now contains additional capacities including Watchkeeper Deck on a vessel of any size in any operating area
- A person completing the Master <500GT Diploma can now obtain a Chief Mate <3000GT Certificate upon gaining additional sea service
- Chief Mate <3000GT now contains additional capacities including Master <3000GT (near-coastal)
- Chief Mate now contains additional capacities including Master <3000GT (near-coastal)
- Master, Master <3000 GT and Master <500 GT certificates can now be attained by having served 24 months qualifying sea service in charge of a navigation watch on ships of the appropriate size, of which 12 months was served as a qualified Chief Mate or Master.

Please see flow chart 'Master and Deck Officer Career Path Options' on page 5.

Fact Sheet 2 – Draft MO 3 - What's changed

Engineer Officers (Schedule 3)

AMSA Engineer Class 3 near-coastal

This is a new AMSA certificate - AMSA Engineer Class 3 near -coastal.

Applicants will have to have:

1. At least 12 months qualifying sea service on ships $\geq 750\text{kW}$ propulsion power as an engineer, trainee or cadet regularly engaged in engine watchkeeping recorded in an approved Seagoing Training and Record of Service Book; and
2. Held for at least 6 months a unrestricted Marine Engine Driver 1 or another certificate that AMSA considers equivalent; and
3. Have completed an approved program of study that complies with STCW Code section A-III/3; and
4. Completed short courses in advanced fire fighting, medical first aid, and basic safety training that complies with the STCW Code; and
5. Medical fitness; and
6. Have passed an oral exam.

For endorsement as Chief Engineer (<3000 kW near-coastal), the applicant must have 12 months qualifying seagoing service whilst holding an AMSA Engineer Class 3 near-coastal on ships $\geq 750\text{kW}$ propulsion power.

Engineer watchkeeper

The 36 month minimum time limit on the approved training program for Engineer Watchkeeper has been removed to align with STCW. In line with contemporary educational practice, attainment of the certificate is based on achieving the required level of competency through a structured training program, derived from the STCW convention and meeting qualifying sea service requirements.

The training can only be provided by a training institution accredited and audited by AMSA - currently the Australian Maritime College, Hunter TAFE and Challenger TAFE.

There will be three defined pathways to become an Engineer Watchkeeper:

- 1) Engineer Cadet – No trade or maritime experience (Anticipated minimum time to complete program - 24 months):
 - An AMSA approved training program in the required competency, derived from Table III/1 of STCW Code

- Workshop skills program also derived from STCW, in:
 - maintenance and repair of electrical and electronic equipment
 - appropriate use of hand tools, machine tools and measuring instruments for fabrication and repair on board
 - maintenance and repair of shipboard machinery and equipment
- qualifying sea service - 36 weeks on ships with a propulsion power of 750 kW or more under the supervision of a qualified engineer and using Training and Record of Service books. **This is three months longer than the STCW requirement**
- STCW short courses in tanker familiarisation, advanced fire fighting, medical first aid, basic safety training, proficiency in survival craft & rescue boats other than fast rescue boats
- medical fitness
- have passed an oral exam.

2) Trainee Engineer – With metal trades experience (Anticipated minimum time to complete program - 18 months)

- Holds one of the following metal qualifications:
 - I. Trade certificate in Fitter and turner/machinist
 - II. Trade certificate as Diesel Fitter
 - III. Trade certificate as Electrical Fitter
 - IV. Cert III in Engineering/mechanical trade
 - V. Cert III in Automotive/mechanical-diesel Fitter
 - VI. Cert III in Automotive mechanical- heavy vehicle Road Transport
 - VII. Cert III in Automotive mechanical – Heavy vehicle mobile equipment, plant/earthmoving/agriculture
 - VIII. Cert III in Marine Mechanics
 - IX. Cert III in automotive mechanical –engine reconditioning
 - X. Cert III in ESI generation electrical electronic
 - XI. Cert III in ESI generation mechanical
 - XII. Any other relevant qualification

Fact Sheet 2 – Draft MO 3 - What's changed

- An AMSA approved training program in the required competency, derived from Table III/1 of STCW Code where the training organisation may recognise previous qualification and experience
- qualifying sea service - 36 weeks on ships with a propulsion power of 750 kW or more under the supervision of a qualified engineer and using Training and Record of Service books. **This is three months longer than the STCW requirement**
- short courses in tanker familiarisation, advanced fire fighting, medical first aid, basic safety training, proficiency in survival craft & rescue boats other than fast rescue boats
- medical fitness
- having passed an oral exam.

3) Engineering Experience Training Program –

OPTION 1

Seafarer with an AMSA Engineer Class 3 near coastal certificate (Anticipated minimum time to complete program - 15 to 18 months):

- An AMSA approved training program in the required competency, derived from Table III/1 of STCW Code,
- Workshop skills program also derived from STCW where the training organisation may recognise prior qualifications and experience, in:
 - maintenance and repair of electrical and electronic equipment
 - appropriate use of hand tools, machine tools and measuring instruments for fabrication and repair on board
 - maintenance and repair of shipboard machinery and equipment
- qualifying sea service - 26 weeks on ships with a propulsion power of 750 kW or more documented in Training and Record of Service books. **This is 10 weeks less than for cadets or trainees who do not have maritime experience, but in accordance with STCW**
- short courses in tanker familiarisation, advanced fire fighting, medical first aid, basic safety training, proficiency in survival craft & rescue boats other than fast rescue boats
- medical fitness
- having passed an oral exam.

OPTION 2

Seafarer with a certificate as Chief Integrated Rating, Integrated Rating, Engine Room Rating or Able Seafarer - Engine, the new name for Engine Room Ratings (Anticipated minimum time to complete program - 21 months):

- An AMSA approved training program in the required competency, derived from Table III/1 of STCW Code
- Workshop skills program also derived from STCW where the training organisation may recognise prior qualifications and experience, in:
 - maintenance and repair of electrical and electronic equipment
 - appropriate use of hand tools, machine tools and measuring instruments for fabrication and repair on board
 - maintenance and repair of shipboard machinery and equipment
- qualifying sea service - 26 weeks on ships with a propulsion power of 750 kW or more under the supervision of a qualified engineer and using Training and Record of Service books. **This is 10 weeks less than for cadets and trainees who do not have maritime experience but in accordance with STCW**
- short courses in tanker familiarisation, advanced fire fighting, medical first aid, basic safety training, proficiency in survival craft & rescue boats other than fast rescue boats
- medical fitness
- having passed an oral exam

All Engineer Watchkeepers may perform the duties as for Second Engineer <3000kW in any operating area after 12 months qualifying sea service.

Engineer Class 2

There is a new direct pathway for Engineer Class 3 near-coastal to Engineer Class 2 requiring completion of:

- An AMSA approved training program in the required competency, derived from Table III/1 and III/2 of STCW Code,
- Engineer watchkeeper short courses,
- 24 months seagoing service as a Engineer Class 3 on ships of 750kW or more propulsion power and
- having passed an oral exam.

Fact Sheet 2 – Draft MO 3 - What's changed

Sea service requirements for those holding an Engineer Watchkeeper certificate has been reduced from 15 to 12 months, [aligning Australia with international practice](#). Applicants will have to complete an approved training program in the required competency derived from Tables A III/1 and III/2 of STCW code, relevant short courses, and passed an oral exam.

Engineer Class 1

Chief Engineer sea service requirements have been aligned with the STCW. There are 3 pathways:

- 36 months in charge of an engineering watch on ships with a propulsion power of 750 kW or more, whilst holding an Engineer Watchkeeper or Engineer Class 2 certificate, with at least 12 months whilst holding Engineer Class 2; or

- 24 months in charge of an engineering watch on ships with a propulsion power of 750 kW or more while 12 months was served whilst qualified as Engineer Class 2 on ships greater than 3000kW propulsion power; or
- 42 months in charge of an engineering watch on ships with a propulsion power of 750 kW or more of which at least 18 months was served on ships >3000kW while holding an Engineer Class 2 and 24 months while holding an Engineer Class 3 certificate.

Applicants will have to complete an approved training program in the required competency derived from Tables A III/1 and III/2 of STCW code, relevant short courses, and passed an oral exam.

Please see flow chart “Engineer Officers Career Path Options’ on page 7.

Fact Sheet 2 – Draft MO 3 - What's changed

Translation of Certificates

Certain AMSA certificates and AMSA endorsed state certificates will change names or have upgraded duties, the translation details are below.

For full revalidation details please refer to Fact Sheet No. 4 - Transition Arrangements.

DECK

Current Grade of Certificate	Proposed translated Grade of Certificate
Chief Mate <3000GT	Chief Mate
Chief Mate Class 2	Chief Mate
Master <3000 GT	Master
Master Class 2	Master
Master <500 GT	Master <500 GT
Master <500 GT (with Chief Mate <3000 GT near-coastal endorsement)	Master <500 GT
AMSA Master Class 3	Master <500 GT
Master <500 GT (with Master <3000 GT near-coastal endorsement)	Master <500 GT
AMSA Master Class 3 (with Master <3000 GT near-coastal capacity)	Master <500 GT
Mate <500 GT	Mate <500 GT
AMSA STCW Full Endorsement – Master Class 4 (other than near-coastal)	Mate <500 GT
AMSA STCW Full Endorsement – Master Class 3	Master <500 GT
Watchkeeper Deck <500 GT	Watchkeeper Deck <500 GT

ENGINEER

Current Grade of Certificate	Proposed translated Grade of Certificate
Engineer Class 3 with an AMSA STCW endorsement	AMSA Engineer Class 3 Near-coastal with endorsement as Chief Engineer <3000kW

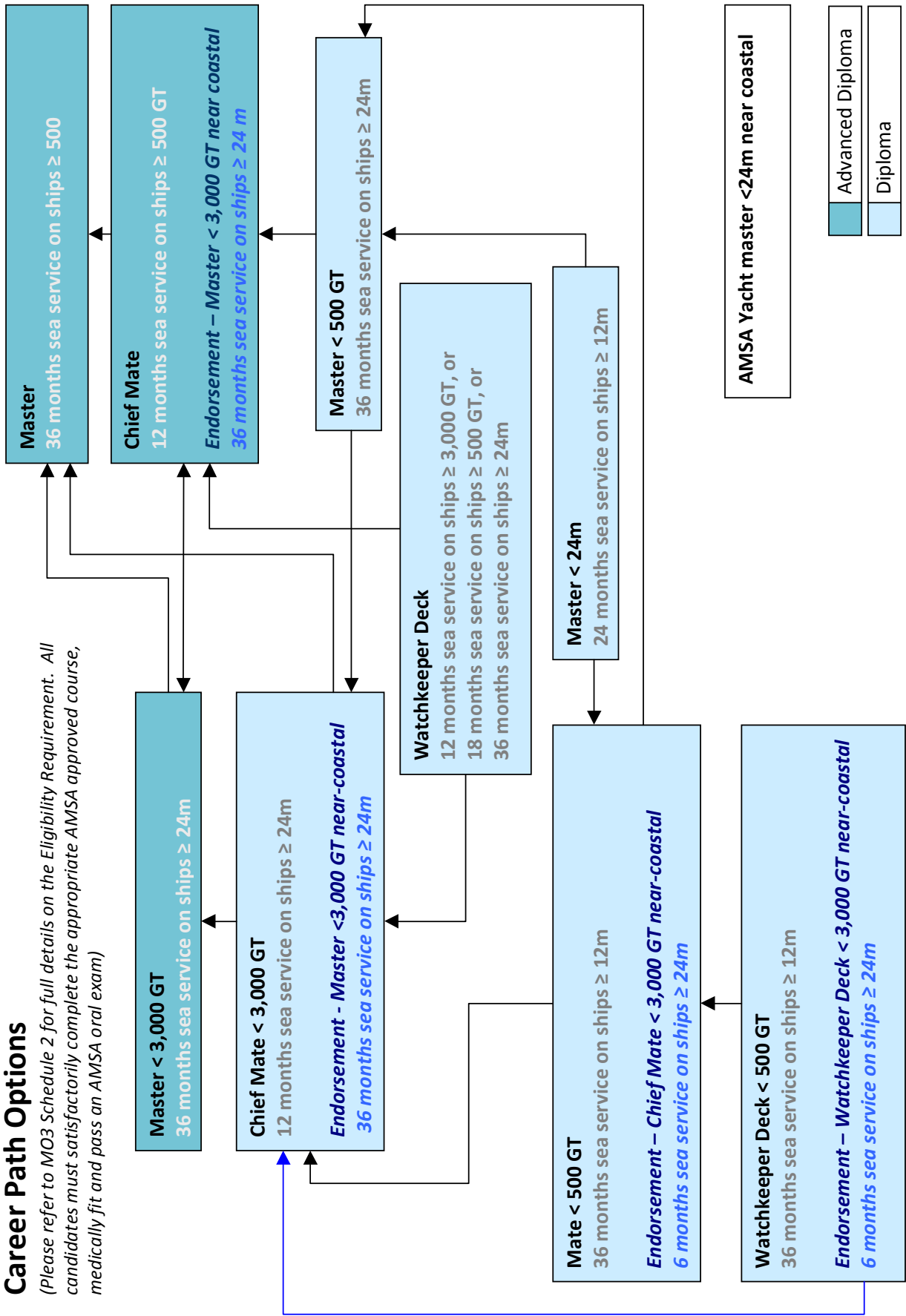
RATING

Current Grade of Certificate	Proposed translated Grade of Certificate
Able Seaman	Able Seafarer deck (as per Fact Sheet 4.)
Deck rating	Able Seafarer deck (as per Fact Sheet 4.)
Engine Room rating	Able Seafarer engine (as per Fact Sheet 4.)

MASTER AND DECK OFFICER

Career Path Options

(Please refer to MO3 Schedule 2 for full details on the Eligibility Requirement. All candidates must satisfactorily complete the appropriate AMSA approved course, medically fit and pass an AMSA oral exam)



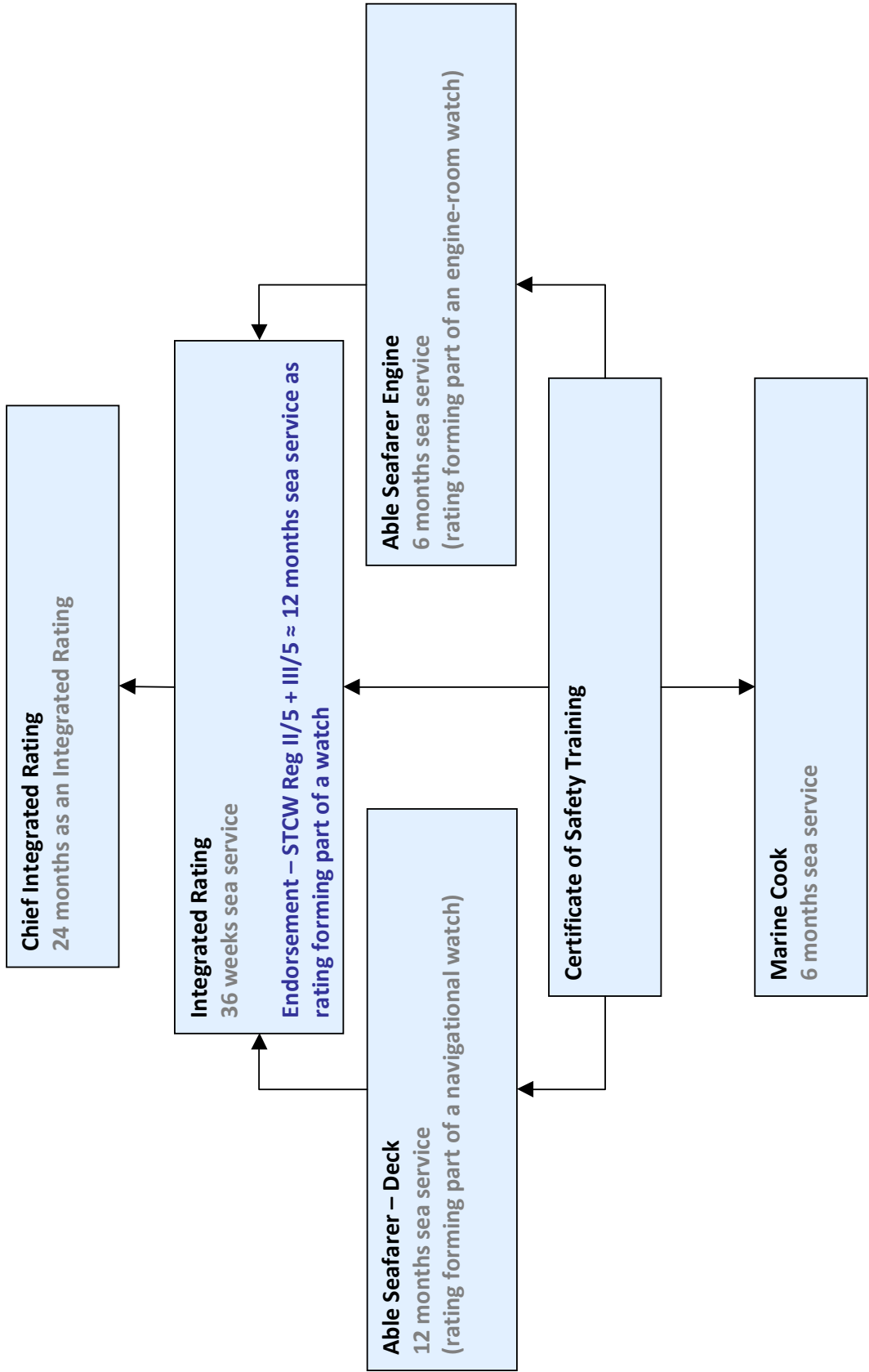
Advanced Diploma
Diploma

AMSA Yacht master <24m near coastal

RATINGS

Career Path Options

(Please refer to MO3 Schedule 4 for full details on the Eligibility Requirements. All candidates must satisfactorily complete the appropriate AMSA approved course, medically fit and pass an AMSA oral exam)



Fact Sheet 2 – Draft MO 3 - What's changed

New Endorsements

AMSA has increased the number of endorsements and more clearly outlined the eligibility requirements for each.

A duties endorsement is required for the performance of certain duties on a ship.

A ship endorsement is for the performance of stated duties on a stated kind of ship. All ship endorsements now have revalidation requirements

The following is the full list of endorsements, and details for those that are new.

Duties Endorsement	Details
Proficiency in Survival craft and rescue boats other than fast rescue boats	Existing endorsement, mandatory for all Masters, deck and engineering officers and integrated, deck and engine ratings.
Proficiency in fast rescue boats	Existing endorsement.
Proficiency as Ship Security officer	Existing endorsement.
Seafarer with designated security duties	New endorsement required by STCW for seafarers required to perform designated security duties including anti-piracy and anti armed robbery related activities. Must complete an approved training program.
Proficiency as Integrated rating (STCW regulation (II/5 and III/5 compliant)	New endorsement required because STCW has established new minimum qualifying sea service requirements for integrated deck and engine ratings. After having sea service of 12 months whilst qualified as 'rating forming part of a watch', Integrated Ratings may get this endorsement. Applicants will still attain an integrated rating certificate (without the endorsement) after having 36 weeks sea service after having qualified as 'rating forming part of a watch'.
Proficiency as Dynamic positioning operator	New endorsement based on holding a Nautical Institute qualification.
Proficiency as Limited Dynamic positioning operator	New endorsement based on holding a Nautical Institute qualification.
Proficiency as ECDIS trained	New endorsement based on passing an approved training course. Mandatory for revalidation of all master and deck certificates beyond 31 December 2016.
Ship Endorsement	
Advanced training for oil tanker cargo operations	New specific endorsement required by STCW.
Advanced training for chemical tanker cargo operations	New specific endorsement required by STCW.
Advanced training for liquefied gas tanker cargo operations	New specific endorsement required by STCW.
Passenger ship endorsement	Existing endorsement
High Speed Craft	Existing endorsement
Sailing Ship- fore and aft	Existing endorsement. There are now revalidation requirements.
Sailing Ship – square rigged	Existing endorsement. There are now revalidation requirements.
WIG Type A craft	Existing endorsement

Formalising Rules for Training Organisations

AMSA has established a framework where training organisations, which must be Registered Training Organisations or the Australian Maritime College may apply to AMSA for certification to provide approved seafarer training. AMSA will audit the performance of organisations to ensure they continue to meet the educational standards required. This arrangement has been in place for a number of years and is now formalised in MO3.

Oral Exams

Oral exams will be retained for all Certificates of Competency and Certificates of Recognition for Masters, Deck and Engineering Officers. However they will be referenced in the Marine Order as Final Assessment so that if at some stage in the future alternative or additional assessment methods need to be introduced such as written, online or simulated examinations, then they can be trialled and implemented without the need to change the Marine Order.

Oral exams will be for level of competence and knowledge of Australian legislation relevant to the particular certificate being sought

NEW Security requirement

There are several new security related requirements arising out of the STCW Manila amendments.

After 1 January 2014, all seafarers seeking new certificates or revalidating existing certificates are required to complete security-awareness training. This module will be integrated into the basic safety training that all seafarers are required to satisfactorily complete.

Transitional provisions for seafarers who commenced sea service prior to 1 January 2012 will allow AMSA to recognise 6 months sea service since 2009 in lieu of security training. These transitional arrangements cease on 1 January 2014. The effect of this is that after 1 January 2014 seafarers revalidating certificate of competency and who have not obtained a security awareness endorsement will be required to complete the security awareness course to revalidate their certificate beyond 1 January 2017.

There is also a new endorsement called "proficiency as a person with designated security duties," for seafarers who are required to perform security duties including anti-piracy and anti-armed robbery functions on a ship. This is an optional endorsement.