

# **National Standard for Commercial Vessels**

## **Part D Crew competencies**

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## Edition 2.4

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## **Foreword**

This Part of the National Standard for Commercial Vessels (NSCV) was prepared as part of the review of the Uniform Shipping Laws (USL) Code and the previous edition of Part D (1.0) in August 2006. It replaces Sections 2 and 3 of the USL Code and the previous edition of Part D.

This Part is to be read in conjunction with Part B — General Requirements of the NSCV.

		Page
<b>Chapter 1</b>	<b>Preliminary.....</b>	<b>5</b>
1.1	Scope .....	5
1.2	Objectives.....	5
1.3	Definitions.....	5
<b>Chapter 2</b>	<b>Certificates of competency .....</b>	<b>8</b>
2.1	Eligibility criteria for certificates of competency .....	8
2.2	What a certificate of competency permits .....	9
2.3	Equivalent certificates .....	9
<b>Chapter 3</b>	<b>Qualifying sea service requirements .....</b>	<b>9</b>
3.1	Calculation of qualifying sea service .....	9
3.2	Recognition of other types of service .....	11
3.3	Equivalence in service .....	11
3.4	Evidence.....	11
3.5	Discounting service .....	11
<b>Chapter 4</b>	<b>Medical and eyesight requirements .....</b>	<b>12</b>
<b>Division 4.1</b>	<b>Introduction .....</b>	<b>12</b>
4.1	Application of Chapter 4.....	12
4.2	Eyesight requirements .....	12
4.3	Equivalence of Certificate of Medical Fitness under Marine Order 9 .....	12
<b>Division 4.2</b>	<b>Medical requirements .....</b>	<b>12</b>
4.4	Certificate of medical fitness .....	12
4.5	Declaration of medical fitness .....	12
<b>Division 4.3</b>	<b>Eyesight (vision) .....</b>	<b>13</b>
4.6	Vision tests .....	13
4.7	Use of aid to vision .....	13
4.8	Deck certificates or dual certificates .....	13
4.9	Engineering certificates .....	13
<b>Division 4.4</b>	<b>Eyesight (colour-vision) .....</b>	<b>14</b>
4.10	Colour-vision tests.....	14
4.11	Deck certificates or dual certificates .....	14
4.12	Engineering certificates .....	14
4.13	Conduct of Ishihara test .....	15
<b>Division 4.5</b>	<b>Medical fitness requirements.....</b>	<b>15</b>
4.14	Certification for particular medical conditions .....	15
4.16	Examinations.....	15
4.17	Matters relevant to medical fitness .....	15
<b>Division 4.6</b>	<b>Particular medical conditions .....</b>	<b>16</b>
4.18	Purpose of Division 4.6 .....	16
4.19	Hernia.....	16
4.20	Speech .....	16
4.21	Hearing.....	16
4.22	External prostheses .....	16
4.23	Cardiac pacemaker .....	16
4.24	Epilepsy.....	17
4.25	Diabetes .....	17
4.26	Tuberculosis .....	17
<b>Division 4.7</b>	<b>Other matters.....</b>	<b>17</b>
4.27	Period of currency of medical certificate .....	17
Schedule 1	Requirements for certificates of competency.....	18
Schedule 2	Duties holder may perform .....	25
Schedule 3	Equivalent qualifications.....	28

## Chapter 1 Preliminary

### 1.1 Scope

This Part provides for the levels of competence required for a certificate of competency as General Purpose Hand, Marine Engine Driver, Engineer, Coxswain, Mate or Master on vessels to which the national law applies.

### 1.2 Objectives

The objectives of this Part are to set out:

- (a) requirements for certificates of competency; and
- (b) the operations permitted by holders of certificates of competency.

### 1.3 Definitions

- (1) In this Part:

**aid to vision** means glasses or contact lenses that have been prescribed by an optometrist or ophthalmologist to correct refractive error of a person's eye.

**approved** means approved in writing by the National Regulator.

**auxiliary vessel** means a vessel that:

- (a) does not operate further from its parent vessel than:
  - (i) if it does not carry passengers — 5 nautical miles; or
  - (ii) if it carries passengers — 2 nautical miles; or
  - (iii) another distance determined by the National Regulator; and
- (b) is less than 7.5 m long, or another length approved by the National Regulator; and
- (c) carries up to 12 passengers, or another number approved by the National Regulator; and
- (d) is not powered by a petrol inboard engine.

**course**, for a certificate of competency, means a course:

- (a) conducted by a registered training organisation for the certificate; or
- (b) that the National Regulator considers to be at least equivalent to the course mentioned in paragraph (a).

**certificate of competency** — see national law, section 6.

**Chief Mate** means the second in command of a commercial vessel.

**colour deficient**, for an applicant for a certificate of competency, means that the applicant does not meet the criteria mentioned in Division 4.4 for the applicant.

**command certificate**, for a kind of vessel, means a certificate of competency that allows the holder to be the master of that kind of vessel.

**daylight hours** are the hours between sunrise and sunset.

**deck capacity**, for duties performed by a seafarer, means duties performing tasks related to the navigation of a vessel.

**deck certificate** means any of the following certificates of competency:

- (a) Master <24 m NC;
- (b) Master (Inland waters);

**Section 1.3**

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- (c) Master <35 m NC;
- (d) Mate <80 m NC;
- (e) Master <80 m NC.

**declaration of medical fitness** — see section 4.5.

**dual certificate** means any of the following certificates of competency:

- (a) General Purpose Hand NC;
- (b) Coxswain Grade 2 NC;
- (c) Coxswain Grade 1 NC.

**EEZ** means the exclusive economic zone of Australia.

*Note* The *Seas and Submerged Lands Act 1973* provides that:

- (a) the Governor-General may by proclamation declare the limits of the whole or parts of the exclusive economic zone of Australia; and
- (b) the Minister may prepare charts relating to the limits of the exclusive economic zone of Australia.

**engineering capacity**, for duties performed by a seafarer, means duties performing tasks related to the machinery of a vessel.

**engineering certificate** means any of the following certificates of competency:

- (a) Marine Engine Driver Grade 3 NC;
- (b) Marine Engine Driver Grade 2 NC;
- (c) Marine Engine Driver Grade 1 NC;
- (d) Engineer Class 3 NC.

**final assessment**, for the following matters about a certificate of competency, means an assessment by the National Regulator, or an organisation approved by the National Regulator, of whether the applicant has operational knowledge, and knowledge of Australian maritime legislation, appropriate for the kind of certificate:

- (a) an application for the certificate;
- (b) an application for renewal of the certificate.

**inland waters** means non-tidal waters that are open for public navigation.

**national law** means the Marine Safety (Domestic Commercial Vessel) National Law set out in Schedule 1 to the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

**National Regulator** has the same meaning as in the national law.

**NC** means near coastal.

**operate** a vessel has the same meaning as in the national law.

**qualifying sea service** — see section 3.1.

**recreational vessel** means a vessel that is being used for recreational purposes.

**registered training organisation** has the same meaning as in *Marine Order 505 (Certificates of competency — national law) 2013*.

**STCW Code** means the Seafarers' Training, Certification and Watchkeeping (STCW) Code as adopted by resolution of the 2010 Conference of Parties to the STCW Convention, as amended and in force for Australia from time to time.

*Note* The resolution mentioned in the definition of **STCW Code** forms part of a package of amendments (the Manila amendments) made by the 2010 Conference of the Parties to the STCW Convention (STCW/CONF.2/34).

**STCW Convention** means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, done at London on 7 July 1978, as in force for Australia from time to time.

**tender** means a vessel that:

- (a) is used only to transport goods or people between the shore and its parent vessel or between its parent vessel and another vessel; and
- (b) does not operate further from its parent vessel than 1 nautical mile, or another distance determined by the National Regulator; and
- (c) is less than 7.5 m long, or another length approved by the National Regulator.

**training package** has the same meaning as in the *Standards for VET Accredited Courses 2011*.

**unit of competency** has the same meaning as in the *Standards for VET Accredited Courses 2011*.

*Note* *Standards for VET Accredited Courses 2011* is a legislative instrument made under section 188 of the *National Vocational Educational and Training Regulator Act 2011*.

**workshop skill equivalent qualification** means any of the following:

- (a) trade certificate as Diesel Fitter;
  - (b) trade certificate as Electrical Fitter;
  - (c) trade certificate in Fitter and turner/machinist;
  - (d) Certificate III in Automotive/mechanical — diesel fitter;
  - (e) Certificate III in Automotive/mechanical — heavy vehicle Road Transport;
  - (f) Certificate III in Automotive/mechanical — engine reconditioning;
  - (g) Certificate III in Automotive/mechanical — heavy vehicle mobile equipment, plant/earthmoving/agriculture;
  - (h) Certificate III in Boilermaking;
  - (i) Certificate III in Engineering/mechanical trade;
  - (j) Certificate III in ESI generation electrical/electronic;
  - (k) Certificate III in ESI generation mechanical;
  - (l) Certificate III in Marine mechanics;
  - (m) any other approved qualification that includes workshop skills.
- (2) In this Part:
- (a) **commercial vessel, inshore, inshore operations** and **sheltered waters** have the meanings given by NSCV Part B — General Requirements; and
  - (b) an **endorsement**, for a certificate of competency, permits the holder of the certificate to perform the additional duties or to have the additional functions mentioned in the endorsement.

**Section 2.1**

- (3) The *propulsion power* of a vessel is determined in accordance with the following table.

<b>Item</b>	<b>Characteristics of vessel</b>	<b>Propulsion power</b>
1	All of the following: <ul style="list-style-type: none"> <li>(a) multi screw or multi propulsion;</li> <li>(b) &lt;35 m long;</li> <li>(c) operating in waters to the outer limits of the EEZ</li> </ul>	The largest value of maximum continuous rated power of the vessel's main propulsion machinery, for the propulsion of the vessel by 1 screw, on the vessel's certificate of survey or certificate of operation
2	Any other vessel	The total maximum continuous rated output power of all the vessel's main propulsion machinery on the vessel's certificate of survey or certificate of operation

**Chapter 2 Certificates of competency****2.1 Eligibility criteria for certificates of competency**

- (1) An applicant for a certificate of competency mentioned in Schedule 1 must:
- (a) be at least 16 years when the certificate is issued; and
  - (b) meet the requirements mentioned in Chapter 4 (Medical and eyesight requirements) and Schedule 1 (which includes course and qualifying sea service) for the certificate; and
  - (c) for each certificate other than Coxswain Grade 2 — hold a certificate that meets the requirements of the HLTF A unit of competency *Apply first aid* or another certificate that the National Regulator considers to be equivalent.
- (2) The requirements for a Certificate 1, Certificate 2, Certificate 3, Certificate 4 or Diploma level mentioned in Schedule 1 for a certificate of competency are those mentioned for the certificate of competency in *Skills and knowledge required for NSCV certificates of competency*, published by the Australian Maritime Safety Authority.
- Note* This document is available from the AMSA website at <http://www.amsa.gov.au>.
- (3) For paragraph (1)(b), an applicant is taken to meet the requirement to complete a course mentioned in Schedule 1 if the National Regulator determines that the applicant's sea service is equivalent to the requirement.
- (4) For subsection (3), the National Regulator may take into account the following:
- (a) the kind of certificate held when the applicant undertook the sea service;
  - (b) any training undertaken or to be undertaken by the applicant;
  - (c) the kinds of duties performed by the applicant when undertaking the sea service.

## 2.2 What a certificate of competency permits

- (1) A person who holds a certificate of competency may perform the duties mentioned for the certificate in Schedule 2, subject to the following restrictions:
  - (a) any restrictions mentioned in Schedule 2 for the certificate;
  - (b) if the person is colour deficient — he or she may perform duties for the following kinds of certificate during daylight hours only:
    - (i) Coxswain Grade 2 NC;
    - (ii) Coxswain Grade 1 NC;
    - (iii) Master <24 m NC;
    - (iv) Master (Inland waters);
    - (v) Master <35 m NC;
    - (vi) Mate <80 m NC;
    - (vii) Master <80 m NC.

*Note 1* It is an offence to perform duties or functions for a domestic commercial vessel in breach of a condition of a certificate of competency — see section 69 of the national law.

*Note 2* A restriction may limit the holder to daylight hours, sheltered waters or <100 kW inboard propulsion power.

- (2) The person may also perform any duties mentioned in an endorsement on the certificate in accordance with the conditions for the endorsement.

## 2.3 Equivalent certificates

- (1) A person who holds a certificate mentioned in column 2 of Schedule 3 is taken to meet the requirements mentioned in section 2.1 for the certificate of competency mentioned in column 3 of Schedule 3 for the certificate.
- (2) A person who holds a certificate that the National Regulator considers is equivalent to a certificate of competency is taken to meet the sea service requirements mentioned in Schedule 1 for the certificate of competency.
- (3) If the certificate held by the person is subject to a restriction, the equivalent certificate of competency is also subject to a restriction of the same kind.
- (4) Subsection (3) does not apply to a restriction:
  - (a) to duties within a State or the Northern Territory or an area of a State or the Northern Territory; or
  - (b) to fishing.

# Chapter 3 Qualifying sea service requirements

## 3.1 Calculation of qualifying sea service

- (1) Qualifying sea service is measured in days spent performing the tasks appropriate to the class of certificate to which it applies.
- (2) An applicant for a certificate of competency must accrue at least half the qualifying sea service required for the certificate in the 5 years before the application.
- (3) Sea service performed by a person when the person is less than 16 years old may be counted as qualifying sea service:
  - (a) only for a Coxswain Grade 1 or 2 or a Marine Engine Driver Grade 3 certificate; and

**Section 3.1**

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- (b) only if the person was at least 14 years old when the sea service was performed.
  - (4) For qualifying sea service:
    - (a) a *day* is 7.5 hours; and
    - (b) sea service of at least 7.5 hours in any 24 hour period is taken to be served as a whole day and no more than a whole day.
  - (5) An applicant is credited an additional 10 days qualifying sea service for each 20 days qualifying sea service accrued on voyages:
    - (a) each of which is more than 24 hours long; and
    - (b) each of which includes periods underway in a watchkeeping capacity or undertaking deck duties in both day and night; and
    - (c) on which fatigue is managed in accordance with the STCW Convention.
- Note* For paragraph (c) — see section A-VIII of the STCW Code.
- (6) Qualifying sea service:
    - (a) may be accrued:
      - (i) for a deck certificate — at up to 15% of the sea service required, on a vessel that is not underway, while the applicant is performing duties in a deck capacity or refitting work; and
      - (ii) for an engineering certificate — at up to 33% of the sea service required, on a vessel that is not underway and while the applicant is performing engine related duties or refitting; or
    - (b) in any other case — must be accrued while the vessel is underway.
  - (7) All of the sea service in dual certificate duties (deck and engineering) on vessels with a propulsion power  $\leq 750$  kW can be counted as service for both deck and engineering duties only for dual certified roles performed in accordance with the dual certification rules mentioned in subclause 6(4) of Schedule 1 of *Marine Order 504 (Certificates of operation and operation requirements — national law) 2018*.
  - (8) For calculating sea service, a vessel is **underway** when it is:
    - (a) operating; or
    - (b) not tied to a jetty; or
    - (c) at anchor with a person on anchor watch; or
    - (d) being manoeuvred to free it from being aground.
  - (9) For a person living on a vessel, time spent on the vessel may be counted as qualifying sea service only if the person is carrying out relevant navigational or engineering work during that time.

*Example of time that may be counted as qualifying sea service*

Time when the person is doing any relevant navigational or engineering work and the vessel is carrying out its normal commercial operations, taking passengers, navigating, at anchor during sight-seeing or charter.

*Example of time that may not be counted as qualifying sea service*

Time when the person is not doing any relevant navigational or engineering work, eg when the vessel is at anchor with the person off duty.

### 3.2 Recognition of other types of service

The National Regulator may recognise qualifying sea service, in capacities or trades or on kinds of vessels, that is not recognised by this Part as qualifying sea service according to its equivalence to:

- (a) the duration and frequency of voyages; and
- (b) the kind of duties performed and their duration and frequency; and
- (c) the level of responsibility during the service; and
- (d) the relevance of the service to the certificate of competency applied for.

*Example*

Service on defence vessels.

*Note* For further information — see the AMSA website at <http://www.amsa.gov.au>.

### 3.3 Equivalence in service

- (1) This section applies to a person who completes sea service that the National Regulator considers equal to all or part of qualifying sea service being considered for eligibility of the person to hold a certificate of competency.
- (2) The sea service is taken to be qualifying sea service for the certificate of competency to the extent that the National Regulator considers appropriate.

### 3.4 Evidence

- (1) The applicant must give the National Regulator evidence of sea service accrual.
- (2) Without limiting subsection (1), the applicant may provide evidence in the following ways:
  - (a) a declaration, in a form acceptable to the National Regulator;
  - (b) an approved sea service log book or task book;
  - (c) a letter from the operator, owner, master or chief engineer of a vessel detailing the sea service accrued by the applicant.

*Note 1* Section 71 of the national law provides that the National Regulator may require a person to give further information about an application by the person for a certificate. The National Regulator may decline to consider or further consider the application until the information is provided.

*Note 2* It is an offence to make a statement that is false or misleading in an application for a certificate — see *Criminal Code*, s 137.1.

### 3.5 Discounting service

If the National Regulator considers that a period of qualifying sea service was completed at a time that is, or in circumstances that are, of little or no relevance to the certificate of competency for which the applicant applies, the National Regulator may discount all or part of the service.

**Section 4.1**

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## **Chapter 4 Medical and eyesight requirements**

### **Division 4.1 Introduction**

#### **4.1 Application of Chapter 4**

This Chapter sets out the medical and eyesight requirements for a person to hold a certificate of competency.

#### **4.2 Eyesight requirements**

An applicant for a certificate of competency must meet the eyesight standards mentioned in Division 4.3.

#### **4.3 Equivalence of Certificate of Medical Fitness under Marine Order 9**

An applicant for a certificate of competency for whom a Certificate of Medical Fitness under *Marine Order 9 (Health — medical fitness) 2010* is current is taken to meet the medical and eyesight requirements of this Part.

### **Division 4.2 Medical requirements**

#### **4.4 Certificate of medical fitness**

- (1) An applicant for a certificate of competency must hold a certificate of medical fitness signed by a medical practitioner in a form approved by the National Regulator.
- (2) However, this section does not apply if:
  - (a) the applicant can demonstrate that he or she meets the medical fitness requirements mentioned in Division 4.5; or
  - (b) for certificate of competency mentioned in section 4.5 — the applicant makes a declaration of medical fitness.
- (3) A certificate of medical fitness must address the medical fitness requirements mentioned in Division 4.5.

#### **4.5 Declaration of medical fitness**

- (1) This section applies to an application for any of the following certificates of competency:
  - (a) General Purpose Hand NC;
  - (b) Coxswain Grade 2 NC;
  - (c) Coxswain Grade 1 NC;
  - (d) Master <24 m NC;
  - (e) Master (Inland waters);
  - (f) Marine Engine Driver Grade 3 NC;
  - (g) Marine Engine Driver Grade 2 NC.
- (2) The applicant must make a declaration, in a form approved by the National Regulator, that the applicant has a satisfactory level of medical fitness.
- (3) If the declaration shows that the applicant suffers from a medical condition mentioned in Division 4.6, the National Regulator must require a medical examination.

## Division 4.3 Eyesight (vision)

### 4.6 Vision tests

A vision test must be conducted by an optometrist, ophthalmologist or medical practitioner.

### 4.7 Use of aid to vision

- (1) An aid to vision is the only kind of optical aid that may be used in a vision test.
- (2) A person whose certificate of medical fitness, including a Certificate of Medical Fitness under *Marine Order 9 (Health — medical fitness) 2010*, indicates that an aid to vision was used for the purpose of being found medically fit must, at all times when on duty on a vessel, use the aid when appropriate and keep a spare aid to vision available.

### 4.8 Deck certificates or dual certificates

- (1) An application for a deck certificate or a dual certificate must include a statement by an optometrist, ophthalmologist or medical practitioner that the applicant's vision meets the standards mentioned in Table C1.
- (2) For an applicant who has vision in only 1 eye:
  - (a) the applicant does not have to meet the standard that applies to the other eye; and
  - (b) the certificate must include a statement that the applicant meets the standard with monocular vision only.

*Note* A person with monocular vision and anyone employing or supervising the person should be aware of the dangers of operating a crane or other lifting appliance where monocular vision may limit depth perception and affect safety.

**Table C1 Eyesight (vision) tests — deck certificates or dual certificates**

**With or without aid to vision**

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Snellen Principle 6/6 (0.0 LogMar) in the better eye

Snellen Principle 6/9 (0.2 LogMar) in the other eye

Read N8 chart at 300 –500 mm

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### 4.9 Engineering certificates

- (1) An application for an engineering certificate must include a statement by an optometrist, ophthalmologist or medical practitioner that the applicant's vision meets the standards mentioned in Table C2.
- (2) For an applicant who has vision in only 1 eye:
  - (a) the applicant does not have to meet the standard that applies to the other eye; and
  - (b) the certificate must include a statement that the applicant meets the standard with monocular vision only.

**Table C2 Eyesight (vision) tests — engineering certificates**

**With or without aids to vision**

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Snellen Principle 6/12 (0.2 LogMar) in 1 eye

## Section 4.10

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### With or without aids to vision

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Snellen Principle 6/12 (0.2 LogMar) in the other eye

Read N8 chart at 300–500 mm

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## Division 4.4 Eyesight (colour-vision)

### 4.10 Colour-vision tests

- (1) A colour-vision test must be conducted by an optometrist, ophthalmologist or medical practitioner.
- (2) A colour-corrective lens cannot be used in a colour-vision test.

### 4.11 Deck certificates or dual certificates

- (1) An application for a deck certificate or a dual certificate must include a statement by an optometrist, ophthalmologist or medical practitioner that the applicant has passed:
  - (a) the Ishihara Test; or
  - (b) Holmes-Wright Lantern Test type B.
- (2) However, the National Regulator may instead accept a statement from an optometrist, ophthalmologist or medical practitioner that, after having examined the applicant, the applicant suffers no greater abnormality in colour-vision than could be tested by the Ishihara Test, if the application is for any of the following certificates:
  - (a) Coxswain Grade 2 NC;
  - (b) Coxswain Grade 1 NC;
  - (c) Master <24 m NC;
  - (d) Master (Inland waters);
  - (e) Master <35 m NC;
  - (f) Mate <80 m NC;
  - (g) Master <80 m NC.

### 4.12 Engineering certificates

- (1) An application for a Marine Engine Driver Grade 1 NC or Engineer Class 3 NC certificate must include a statement by an optometrist, ophthalmologist or medical practitioner that the applicant has passed:
  - (a) the Ishihara Test; or
  - (b) Holmes-Wright Lantern Test type B; or
  - (c) a colour-matching test in accordance with *Marine Order 9 (Health — medical fitness) 2010*.
- (2) However, the National Regulator may instead accept a statement from an optometrist, ophthalmologist or medical practitioner that, after having examined

the applicant, the applicant suffers no greater abnormality in colour-vision than could be tested by the Ishihara Test.

#### 4.13 Conduct of Ishihara test

For an Ishihara test:

- (a) it must be conducted according to instructions for the test; and
- (b) the applicant must correctly identify at least 13 of the first 15 plates in the 24-plate version.

### Division 4.5 Medical fitness requirements

#### 4.14 Certification for particular medical conditions

- (1) An application for a certificate of competency must include a certificate of medical fitness if:
  - (a) the applicant is aware that he or she has a medical condition mentioned in Division 4.6; or
  - (b) the National Regulator thinks, on reasonable grounds, that the applicant has a medical condition mentioned in Division 4.6.
- (2) However, for an applicant for whom a Certificate of Medical Fitness under *Marine Order 9 (Health — medical fitness) 2010* is current, the following provisions do not apply:
  - (a) subsection (1);
  - (b) a requirement to make a declaration of medical fitness.

*Note* For review of a decision about a certificate, including a decision about whether an applicant satisfies criteria of medical fitness or conditions relating to medical fitness to which a certificate is subject — see Part 8 of the national law.

#### 4.15 Loss of medical fitness

The holder of a certificate of competency whose level of medical fitness changes so that the holder no longer has a satisfactory level of medical fitness in accordance with section 4.6:

- (a) must not, after becoming aware of the change in his or her level of medical fitness, perform duties or functions authorised by the certificate of competency without a medical certificate mentioned in paragraph (b); and
- (b) may resume performing duties or functions authorised by the certificate of competency if a medical practitioner certifies that the holder's level of medical fitness is restored so that the holder has a satisfactory level of medical fitness.

#### 4.16 Examinations

A certificate of medical fitness may be given only by the medical practitioner who conducts a medical examination of the applicant.

#### 4.17 Matters relevant to medical fitness

For a certificate of medical fitness or a declaration of medical fitness, the following must be taken into account:

- (a) the nature of employment for which certificate or declaration is to be made;
- (b) the medical and employment history of the applicant;

**Section 4.18**

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- (c) the requirements mentioned in Division 4.6.

**Division 4.6 Particular medical conditions**

**4.18 Purpose of Division 4.6**

This Division sets out particular medical conditions and requirements relating to them that must be taken into account for a certificate of medical fitness or a declaration of medical fitness.

**4.19 Hernia**

The applicant must not have a hernia that has not satisfactorily been corrected by a curative operation, other than:

- (a) a small inguinal hernia for which there is:
  - (i) no risk of strangulation; and
  - (ii) surgical opinion stating that there is no clinical indication for surgery and the applicant may be accepted as fit for lifting tasks; or
- (b) a diaphragmatic hernia without disabling reflux oesophagitis or other symptoms.

**4.20 Speech**

The applicant's speech must be clear and without hesitation so that orders can be communicated effectively to other crew during times of emergency and messages can be transmitted and understood on a radio.

**4.21 Hearing**

- (1) The whispered voice, a watch or other proven tests may be used to test hearing ability.
- (2) However, if there is doubt about the fitness of the applicant, testing must be conducted by means of an audiogram.
- (2) When an audiogram is used, the hearing requirements are:
  - (a) hearing loss in the better ear must be  $\leq 40$  decibels (AMA standard) for the frequencies of 500 Hz, 1000 Hz and 2000 Hz; and
  - (b) if hearing level does not meet the standard mentioned in paragraph (a) — a hearing aid may be used if the standard can be met when using the aid.
- (3) The applicant may meet the standard by demonstrating hearing that meets the standard in 1 ear.

**4.22 External prostheses**

For an applicant with an external prosthesis, it must not interfere with the normal duties the applicant would be expected to perform.

**4.23 Cardiac pacemaker**

For an applicant with a cardiac pacemaker, a medical practitioner, taking into account the state of the applicant's health and the reliability of the pacemaker, must state that:

- (a) the applicant could perform the normal duties the applicant would be expected to perform; and

- (b) the safe operation of a vessel would not be affected by the applicant's condition.

#### **4.24 Epilepsy**

For an applicant with a history of epilepsy, a medical practitioner, taking into account the state of the applicant's health, must state that:

- (a) the applicant is managing the epilepsy effectively; and
- (b) the applicant could perform the normal duties that the applicant would be expected to perform; and
- (c) the safe operation of a vessel would not be affected by the applicant's condition.

#### **4.25 Diabetes**

For an applicant with insulin-dependent diabetes, a medical practitioner must state that the person is managing the diabetes effectively.

#### **4.26 Tuberculosis**

An applicant with pulmonary tuberculosis must demonstrate that the disease is controlled or has been inactive for at least the previous 6 months.

### **Division 4.7 Other matters**

#### **4.27 Period of currency of medical certificate**

- (1) A medical practitioner issuing a certificate of medical fitness, or a medical practitioner, optometrist or ophthalmologist giving a statement about a vision or a colour vision test, must specify the date the examination was undertaken and the period for which the certificate or statement is current.
- (2) The period of currency for a certificate of medical fitness or statement about a vision or colour vision test must not be more than 2 years.

## Schedule 1 Requirements for certificates of competency

(section 2.1)

### 1.1 General Purpose Hand NC

*Note* This is the lowest level of certificate for crew who are not in charge of a vessel or its engines.

The applicant must have completed a General Purpose Hand course at Certificate 1 level.

### 1.2 Marine Engine Driver Grade 3 NC

- (1) The applicant must:
  - (a) have completed a Marine Engine Driver Grade 3 course at Certificate 2 level; and
  - (b) have at least:
    - (i) 20 days qualifying sea service on commercial vessels with propulsion power  $\geq 75$  kW that includes at least 10 days on vessels with inboard diesel engines and a completed approved task book; or
    - (ii) 60 days qualifying sea service on vessels with propulsion power  $\geq 75$  kW that includes at least 30 days on vessels with inboard diesel engines; and
  - (c) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) The applicant may be issued with a Marine Engine Driver Grade 3 NC certificate restricted to outboard engines if the applicant:
  - (a) does not meet the requirements for qualifying sea service on vessels with inboard diesel engines mentioned in paragraph (1)(b); and
  - (b) has:
    - (i) 20 days qualifying sea service on commercial vessels with propulsion power  $\geq 75$  kW and a completed approved task book; or
    - (ii) 60 days qualifying sea service on vessels with propulsion power  $\geq 75$  kW.
- (3) The qualifying sea service must be completed while performing any of the following:
  - (a) duties as a general purpose hand;
  - (b) duties permitted for a Coxswain Grade 1 NC or Coxswain Grade 2 NC certificate;
  - (c) duties as an assistant to an engine driver, to a chief engineer or to a second engineer.

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### 1.3 Marine Engine Driver Grade 2 NC

- (1) The applicant must:
  - (a) have completed a Marine Engine Driver Grade 2 course at Certificate 3 level; and
  - (b) have at least:
    - (i) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW and a completed approved task book; or
    - (ii) 360 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW; or
    - (iii) 120 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW and a completed approved task book, while holding a Coxswain Grade 1 NC or Coxswain Grade 2 NC certificate endorsed for 500 kW inboard propulsion or a Marine Engine Driver Grade 3 NC certificate; or
    - (iv) 240 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW, while holding a Coxswain Grade 1 NC or Coxswain Grade 2 NC certificate endorsed for 500 kW inboard propulsion or Marine Engine Driver Grade 3 NC certificate; or
    - (v) 90 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW and a completed approved task book while holding a workshop skill equivalent qualification; or
    - (vi) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 150$  kW, while holding a workshop skill equivalent qualification; and
  - (c) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) The qualifying sea service must be completed while performing duties as:
  - (a) an engineer, an engine driver, a chief engineer or second engineer; or
  - (b) an assistant to an engine driver, to a chief engineer or to a second engineer; or
  - (c) a general purpose hand.

### 1.4 Marine Engine Driver Grade 1 NC

- (1) The applicant must:
  - (a) have completed a Marine Engine Driver Grade 1 course at Certificate 4 level; and
  - (b) have at least:
    - (i) 240 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW and a completed approved task book while holding a Coxswain Grade 1 NC or Coxswain Grade 2 NC certificate endorsed for 500 kW inboard propulsion; or

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- (ii) 480 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW while holding a Coxswain Grade 1 NC or Coxswain Grade 2 NC certificate endorsed for 500 kW inboard propulsion; or
  - (iii) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW and a completed approved task book, while holding a Marine Engine Driver Grade 3 NC certificate; or
  - (iv) 360 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a Marine Engine Driver Grade 3 NC certificate; or
  - (v) 90 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW and a completed approved task book, while holding a workshop skill equivalent qualification; or
  - (vi) 180 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a workshop skill equivalent qualification; or
  - (vii) 120 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW and a completed approved task book, while holding a Marine Engine Driver Grade 2 NC certificate; or
  - (viii) 240 days qualifying sea service on commercial vessels with inboard diesel engines with propulsion power  $\geq 375$  kW, while holding a Marine Engine Driver Grade 2 NC certificate; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) The qualifying sea service must be completed while performing duties as:
- (a) an engineer, an engine driver, a chief engineer or second engineer; or
  - (b) an assistant to an engine driver, to a chief engineer or to a second engineer; or
  - (c) a general purpose hand.

### 1.5 Engineer Class 3 NC

The applicant must:

- (a) have completed an Engineer Class 3 course at Diploma level; and
- (b) have qualifying sea service on commercial vessels with inboard diesel engines with  $\geq 400$  kW propulsion power of at least:
  - (i) while holding a Marine Engine Driver Grade 1 certificate — 180 days working on board as engineer in charge or on duties assisting the engineer in charge, and a completed approved task book; or
  - (ii) while holding a Marine Engine Driver Grade 1 certificate — 360 days working on board as engineer in charge or on duties assisting the engineer in charge; or
  - (iii) for an applicant holding a workshop skill equivalent qualification — 120 days working on board on duties assisting the engineer in charge, and a completed approved task book; or

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- (iv) for an applicant holding a workshop skill equivalent qualification — 240 days working on board on duties assisting the engineer in charge; or
  - (v) while holding a certificate of competency as Engineer Watchkeeper issued under the *Navigation Act 2012* — 90 days of working on board performing engine-room watchkeeping duties; and
  - (c) after meeting all the other requirements for the certificate — pass a final assessment.

### 1.6 Coxswain Grade 2 NC

The applicant must:

- (a) have completed a Coxswain Grade 2 course at Certificate 1 level; and
- (b) have at least:
  - (i) 7 days qualifying sea service on commercial or recreational vessels, and a completed approved task book; or
  - (ii) 60 days qualifying sea service on commercial or recreational vessels; and
- (c) after meeting all the other requirements for the certificate — pass a final assessment.

### 1.7 Coxswain Grade 1 NC

(1) The applicant must:

- (a) have completed a Coxswain Grade 1 course at Certificate 2 level; and
- (b) hold a Marine Radio Operators VHF Certificate of Proficiency issued by the Australian Communications and Media Authority, or higher qualification, or an equivalent qualification approved by the National Regulator; and
- (c) have at least:
  - (i) 30 days qualifying sea service working on board commercial vessels  $\geq 5$  m long while working in a deck, or deck and engineering, capacity on board, and a completed approved task book; or
  - (ii) 240 days qualifying sea service working on board commercial or recreational vessels  $\geq 5$  m long while working as a deck, or deck and engineering, capacity on board; and
- (d) after meeting all the other requirements for the certificate — pass a final assessment.

(2) For the qualifying sea service mentioned in paragraph (1)(c):

- (a) at least half must be seaward of sheltered waters; or
- (b) the applicant may be issued with a Coxswain Grade 1 NC certificate restricted to sheltered waters.

### 1.8 Master <24 m NC

(1) The applicant must:

- (a) have completed a Master <24 m course at Certificate 3 level; and

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- (b) hold a Marine Radio Operators Certificate of Proficiency issued by the Australian Communications and Media Authority, or higher qualification, or an equivalent qualification approved by the National Regulator; and
  - (c) have at least:
    - (i) 120 days of qualifying sea service in the 5 years before the application working on board commercial vessels  $\geq 7.5$  m long, and completed an approved task book; or
    - (ii) 600 days of qualifying sea service, of which:
      - (A) at least half must be accrued on vessels  $\geq 7.5$  m long; and
      - (B) at least half must be accrued on commercial vessels; and
      - (C) up to half may be accrued on recreational vessels  $\geq 5$  m long; and
  - (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) The applicant must have accrued the qualifying sea service while working in a deck, or deck and engineering, capacity on board.
  - (3) For the qualifying sea service mentioned in paragraph (1)(c):
    - (a) at least half must be seaward of sheltered waters; or
    - (b) the applicant may be issued with a Master  $< 24$  m NC certificate restricted to sheltered waters.

### **1.9 Master (Inland waters)**

- (1) The applicant must:
  - (a) have completed a Master (Inland waters) course at Certificate 3 level; and
  - (b) have at least:
    - (i) 60 days qualifying sea service on commercial vessels  $\geq 7.5$  m long and a completed approved task book while working in any deck capacity on board; or
    - (ii) 120 days qualifying sea service on vessels  $\geq 7.5$  m long while working on board in a deck, or deck and engineering, capacity on board; and
  - (c) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For subparagraph (1)(b)(ii), all the sea service may be on recreational vessels.

### **1.10 Master $< 35$ m NC**

- (1) The applicant must:
  - (a) have completed a Master  $< 35$  m course at Certificate 4 level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency issued by the Australian Communications and Media Authority, or higher qualification, or an equivalent qualification approved by the National Regulator; and
  - (c) while holding a Master  $< 24$  m NC or a Mate  $< 80$  m NC certificate, or a certificate that the National Regulator considers is equivalent to it:
    - (i) have 180 days qualifying sea service on commercial vessels  $\geq 12$  m long, including 120 days as person in charge of a navigational watch, and a completed approved task book; or

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- (ii) have 360 days qualifying sea service on commercial vessels  $\geq 12$  m long, including 240 days as person in charge of a navigational watch; and
  - (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For the qualifying sea service mentioned in paragraph (1)(c):
- (a) at least half must be seaward of sheltered waters; or
  - (b) the applicant may be issued with a Master <35 m NC certificate restricted to sheltered waters.

### 1.11 Mate <80 m NC

- (1) The applicant must:
- (a) have completed a Master <35m course at Certificate 4 level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency issued by the Australian Communications and Media Authority, or higher qualification, or an equivalent qualification approved by the National Regulator; and
  - (c) have at least:
    - (i) 300 days qualifying sea service working on board commercial vessels  $\geq 12$  m and a completed Master <35 m NC approved task book while working in any deck capacity on board; or
    - (ii) 600 days qualifying sea service working on board commercial vessels  $\geq 12$  m while working in any deck capacity on board; and
  - (d) after meeting all the other requirements for the certificate — pass a final assessment.
- (2) For paragraph (1)(c):
- (a) at least half the sea service must have been seaward of sheltered waters; or
  - (b) the applicant may be issued with a Mate <80 m NC certificate that is restricted to sheltered waters.

### 1.12 Master <80 m NC

- (1) The applicant must:
- (a) have completed a Master <80m course at Diploma level; and
  - (b) hold a Marine Radio Operators Certificate of Proficiency issued by the Australian Communications and Media Authority, or higher qualification, or an equivalent qualification approved by the National Regulator; and
  - (c) have at least:
    - (i) while holding a Master <35 m NC certificate — 180 days qualifying sea service on commercial vessels  $\geq 24$  m long including 120 days as person in charge of a navigational watch, and a completed approved task book; or
    - (ii) while holding a Master <35 m NC certificate — 360 days qualifying sea service on commercial vessels  $\geq 24$  m long including 240 days as person in charge of a navigational watch; or
    - (iii) while holding a Mate <80 m NC or other non-command certificate — 360 days as officer of the watch on commercial vessels  $\geq 24$  m long and a completed approved task book; or

- (iv) while holding a Mate <80 m NC or other non-command certificate — 720 days as officer of the watch on commercial vessels  $\geq 24$  m long; and
- (d) after meeting all the other requirements for the certificate — pass a final assessment.

*Note for paragraph (1)(c)* The National Regulator considers the certificates mentioned in Schedule 3, as equivalent to the Master <35 m NC certificate, to be equivalent.

- (2) For subparagraphs (1)(c)(iii) and (iv), a non-command certificate is a certificate other than one that allows its holder to command a vessel.
- (3) For paragraph (1)(c):
  - (a) at least half the sea service must have been seaward of sheltered waters; or
  - (b) the applicant may be issued with a certificate that is restricted to sheltered waters.

## Schedule 2 Duties holder may perform

(section 2.2)

Item	Certificate	Activities
2.1	General Purpose Hand NC	<p>(a) assist a master or engineer in any tasks that may be required on board, while working under the direct supervision of the person in charge of the vessel or its engines</p> <p>(b) work:</p> <p>(i) on deck or in the engine room of a vessel &lt;80 m long in waters to the outer limits of the EEZ; and</p> <p>(ii) in the engine room only for a vessel with propulsion power &lt;3000 kW</p>
2.2	Marine Engine Driver Grade 3 NC	<p>(a) Chief Engineer on a vessel with an inboard engine with propulsion power &lt;500 kW in waters to the outer limits of the EEZ</p> <p>(b) Second Engineer (second in charge of the engine room) on a vessel with an inboard engine with propulsion power &lt;750 kW in waters to the outer limits of the EEZ</p> <p>(c) Chief Engineer or Second Engineer on a vessel with an outboard engine with unlimited propulsion in waters to the outer limits of the EEZ</p> <p>(d) assist an engineer in any tasks that may be required on board while working under the direct supervision of the person in charge of the vessel's engines</p> <p>(e) work in the engine room of a vessel &lt;80 m long with propulsion power &lt;3000 kW</p> <p>Restricted to:</p> <p>(f) if subclause 1.2(2) of Schedule 1 applies — Chief Engineer or Second Engineer on a vessel with an outboard engine with unlimited propulsion in waters to the outer limits of the EEZ</p>
2.3	Marine Engine Driver Grade 2 NC	<p>(a) Chief Engineer on a vessel with an inboard engine with propulsion power &lt;750 kW in waters to the outer limits of the EEZ</p> <p>(b) Second Engineer on a vessel with an inboard engine with propulsion power &lt;1500 kW in waters to the outer limits of the EEZ</p> <p>(c) Chief Engineer or Second Engineer on a vessel with an outboard engine with unlimited propulsion in waters to the outer limits of the EEZ</p> <p>(d) assist an engineer in any tasks that may be required on board while working under the direct supervision of the person in charge of the vessel's engines</p> <p>(e) work in the engine room of a vessel &lt;80 m long with propulsion power &lt;3000 kW</p>
2.4	Marine Engine Driver Grade 1 NC	<p>(a) Chief Engineer on a vessel with an inboard engine with propulsion power &lt;1500 kW in waters to the outer limits of the EEZ</p> <p>(b) Second Engineer on a vessel with an inboard engine with propulsion power &lt;3000 kW in waters to the outer limits of the EEZ</p> <p>(c) Chief Engineer or Second Engineer on a vessel with an outboard engine with unlimited propulsion in waters to the outer limits of the EEZ</p> <p>(d) assist an engineer in any tasks that may be required on board while working under the direct supervision of the person in charge of the vessel's engines</p>

Item	Certificate	Activities
		(e) work in the engine room of a vessel <80 m long with propulsion power <3000 kW
2.5	Engineer Class 3 NC	(a) Chief Engineer on a vessel with an inboard engine with propulsion power <3000 kW in waters to the outer limits of the EEZ (b) Chief Engineer or Second Engineer on a vessel with an outboard engine with unlimited propulsion in waters to the outer limits of the EEZ (c) assist an engineer in any tasks that may be required on board while working under the direct supervision of the person in charge of the vessel's engines (d) work in the engine room of a vessel <80 m long with propulsion power <3000 kW
2.6	Coxswain Grade 2 NC	(a) command and operate the engines of a vessel <12 m long that is not carrying passengers: (i) in sheltered waters or within 5 nm from point of departure, shore base or aquaculture lease; and (ii) with propulsion power: (A) for an inboard engine — <100 kW unless endorsed to <500 kW inboard propulsion; or (B) for an outboard engine — unlimited (b) command and operate the engines of a vessel that is not carrying passengers: (i) as a tender or auxiliary vessel within 3 nm of a parent vessel in waters to the outer limits of the EEZ; and (ii) with propulsion power: (A) for an inboard engine — <100 kW unless endorsed to <500 kW inboard propulsion; or (B) for an outboard engine — unlimited
2.7	Coxswain Grade 1 NC	(a) command and operate the engines of a vessel <12 m long: (i) in inshore waters, or in waters designated for a specific purpose by a State or Territory authority in which it permits holders of this certificate to operate, subject to any conditions that it may impose; and (ii) with propulsion power: (A) for an inboard engine — <500 kW; or (B) for an outboard engine — unlimited; and (iii) if the vessel is a tender or auxiliary vessel — within 3 nm of a parent vessel in waters to the outer limits of the EEZ Restricted to: (b) if the holder completes only the entry level motor engineering unit of the Transport and Logistics Industry Skills Council Ltd maritime training package — vessels with unlimited outboard propulsion power or inboard propulsion power <100 kW; and (c) if the holder does not meet the sea service requirement mentioned in paragraph 1.7(2)(a) of Schedule 1 — command and operate the engines of a vessel only in sheltered waters or within 5 nm from point of departure, shore base or aquaculture lease
2.8	Master <24 m NC	(a) command a commercial vessel <24 m long in waters to the outer limits of the EEZ

<b>Item</b>	<b>Certificate</b>	<b>Activities</b>
		(b) act as Chief Mate or deck watchkeeper on a vessel <35 m long in waters to the outer limits of the EEZ
		(c) act as Chief Mate or deck watchkeeper on a vessel <80m long in inshore waters
		Paragraph (a) restricted to:
		(d) if the holder does not meet the sea service requirement mentioned in paragraph 1.8(3)(a) of Schedule 1 — command of a vessel only in sheltered waters
2.9	Master (Inland waters)	command a commercial vessel <24 m long in inland waters
2.10	Master <35 m NC	(a) command a commercial vessel <35 m long in waters to the outer limits of the EEZ (b) be Master of a vessel <80 m long in inshore waters (c) act as Chief Mate or deck watchkeeper on a vessel <80 m long in waters to the outer limits of the EEZ
2.11	Mate <80 m NC	be second in command of a commercial vessel <80 m long operating in waters to the outer limits of the EEZ
2.12	Master <80 m NC	(a) command a commercial vessel <80m long in waters to the outer limits of the EEZ (b) act as Chief Mate or deck watchkeeper on a vessel <80 m long in waters to the outer limits of the EEZ Restricted to: (c) if the holder does not meet the qualifying sea service requirement mentioned in paragraph 1.12(3)(a) of Schedule 1 — command of a vessel <80 m long in sheltered waters

## Schedule 3 Equivalent qualifications

(section 2.3)

Item	Certificate issued by a State or the Northern Territory	Certificate of competency
1	General Purpose Hand	General Purpose Hand NC
2	Coxswain	Coxswain Grade 1 NC
3	Coxswain (restricted to sheltered waters)	Coxswain Grade 1 NC (restricted to sheltered waters)
4	Coxswain (restricted to outboard propulsion power)	Coxswain Grade 1 NC (restricted to <100 kW inboard propulsion power)
5	Master Class 5 Skipper Grade 3 Master Class 5 / Skipper Grade 3 Master Class V (Trading) Master Class V (Fishing) Master Class 5 (Trading and Fishing)	Master <24 m NC
6	Mate Class 4 Mate Class IV (Fishing) Mate Class IV (Trading)	Mate <80 m NC
7	Master Class 4 Skipper Grade 2 Master Class IV (Trading) Master Class IV (Fishing)	Master <35 m NC
8	Master Class 3 Skipper Grade 1 Master Class III (Trading) Master Class III (Fishing)	Master <80 m NC
9	Marine Engine Driver Grade 3	Marine Engine Driver Grade 3 NC
10	Marine Engine Driver Grade 2	Marine Engine Driver Grade 2 NC
11	Marine Engine Driver Grade 1	Marine Engine Driver Grade 1 NC
12	Coxswain Inland Waters	Coxswain Grade 2 NC
13	Master Class 5 (restricted to inland waters)	Master (Inland waters)
14	Master Class 4 (restricted to inland waters)	Master (Inland waters) endorsed
15	Master Class 5 (restricted to smooth waters)	Master <24m NC (restricted to sheltered waters)
16	Master Class 4 (restricted to smooth waters)	Master <35m NC (restricted to sheltered waters)
17	Engineer Class 3	Engineer Class 3 NC