



MARINE ORDERS

Part 3

Seagoing Qualifications

Issue 5 (Amendment)

Order No 14 of 1998

Pursuant to Section 425(1AA) of the *Navigation Act 1912*, I hereby make this Order amending Marine Orders, Part 3, Issue 5 by omitting pages (i), 1 to 6, 13 to 18, 21 to 24, 37, 38, 45, 46 and 57 to 60 and substituting the attached pages (i), 1 to 6, 13 to 18, 21 to 24, 37, 38, 45, 46 and 57 to 60 to come into operation on 1 January 1999.

Clive Davidson
Chief Executive
11 December 1998

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Previous issues

Issue 1, Order No 3 of 1981

Issue 2, Order No 3 of 1983

—Amended by Order No 3 of 1984

—Amended by Order No 6 of 1985

Issue 3, Order No 3 of 1988

—Amended by Order No 3 of 1993

Issue 4, Order No 7 of 1994

Issue 5, Order No 8 of 1997

1 Definitions

1.1 In this Part, unless the contrary intention appears, the following definitions apply:

approved means approved by the Manager;

AMSA means the Australian Maritime Safety Authority;

certificate of medical fitness means a certificate of medical fitness issued under Marine Orders, Part 9 (Health—Medical Fitness), or any medical fitness certificate considered by the Manager as equivalent for the purposes of this Part;

course of study means an approved course of study;

designated ship means any ship considered by the Manager to be suitable, by reason of its designed operation and accommodation, to be manned with ratings qualified as chief integrated rating or integrated rating;

Note: The Manager will not consider suitability of a ship unless the ship is recommended for that purpose by the owner and by a seafarer's union.

examiner means a person appointed by the Manager to conduct oral examinations;

First Engineer means the engineer officer next in rank to the Chief Engineer, however described in the ship's Articles of Agreement;

Note: It is the normal practice in Australian ships for the engineer officer who is next in line of responsibility after the Chief Engineer to be known as the First Engineer. This position is the same as that referred to in the STCW Convention as "Second Engineer". The officer after the First Engineer is normally known as the Second Engineer, and so on.

General Manager means the person occupying the position of General Manager, Maritime Operations, in AMSA.

GMDSS General Operators Certificate means a GMDSS General Operators Certificate issued or recognised in accordance with the provisions of Marine Orders Part 6 (Marine Qualifications—Radio)

high speed craft means a vessel to which Marine Orders, Part 49 (High Speed Craft) applies;

holder, in relation to a certificate, means the person identified as the holder by that certificate;

HSC Code means the International Code of Safety for High Speed Craft, adopted by IMO Resolution MSC.36(63);

kind, in relation to the means of propulsion of a ship, means steam or motor;

Manager means the person occupying the position of Manager, Marine Operations and Personnel in AMSA or, in respect of any particular purpose under this Part, a suitably qualified person authorised by the Manager, for that purpose;

qualifying service means seagoing service calculated in accordance with 2 of Appendix 2, 3 of Appendix 3 or 3 of Appendix 4, as appropriate;

responsible officer means Master, Chief Mate, Chief Engineer, First Engineer or any other person on operational duty in the control room or any other operational control position and with the immediate responsibility for loading, discharging, care in transit or other handling of cargo;

revalidation course means an approved training course that complies with 3 of Appendix 2 or 4 of Appendix 3, as appropriate;

satisfactorily means:

- (a) in relation to a training course or a course of study, satisfactorily in the opinion of the person or persons conducting the course; or
- (b) in relation to the issue of a steering certificate, satisfactorily in the opinion of the master of the ship steered by the applicant for that certificate;

sight test means a test of sight in accordance with Marine Orders Part 9, (Health-Medical Fitness);

STCW Code means the Code referred to in the STCW Convention;

STCW Convention means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended;

steering certificate means a certificate attesting that the person identified by the certificate has:

- (a) satisfactorily completed 10 hours aggregate service steering a ship of 500 gross tonnage or more, which must include at least 2 hours steering service while the ship is being conned; or

- (b) satisfactorily completed an approved training course, that complies with 2.5 of Appendix 4;

USL Code means the Uniform Shipping Laws Code referred to in section 427 of the Navigation Act;

valid, in relation to a certificate, means a certificate that:

- (a) is current;
- (b) is not cancelled or under suspension;
- (c) bears the signature of the holder; and
- (d) is not invalid by virtue of 12.8.

1.2 In this Part, unless otherwise provided or unless the context otherwise requires, words and phrases have the same meaning as they have in the STCW Convention or STCW Code.

1.3 In applying a provision of the STCW Convention or STCW Code, near coastal voyage has the same meaning as Off-shore operational area in Appendix 1.

1.4 Subject to 1.5, where in this Part, the STCW Convention or the STCW Code, a limitation is expressed in terms of gross tonnage of a ship, a limitation in terms of overall length of the ship may be substituted in accordance with Table 1.

Table 1

<i>Gross tonnage</i>	<i>Length (metres)</i>
20	12
80	24
200	30
500	35
1,600	80
3,000	100
7,000	120

Note: Marine Orders, Part 19—Tonnage Measurement, provides that a reference to the tonnage of a ship in any Part of Marine Orders is a reference to the tonnage of the ship as measured in accordance with the Tonnage Measurement Convention.

1.5 For duties as master or deck officer on voyages beyond the Off-shore operational area as defined in Appendix 1, the limitation is solely the gross tonnage.

1.6 In this Part:

- (a) headings and sub-headings are part of the Part;
- (b) each Appendix is part of the Part;
- (c) a note included in the text and printed in italics is not part of the Part.

2 Purpose & application

2.1 Purpose

This Part:

- (a) for the purposes of subsection 15(1) of the Navigation Act:
 - (i) specifies standards of competence to be attained and other conditions to be satisfied; and
 - (ii) specifies conditions to be satisfied,

by a person in order to be a qualified master, officer or seaman for the purposes of the Navigation Act, in accordance with the STCW Convention and the STCW Code;

- (b) for the purposes of section 16 of the Navigation Act, specifies duties that are the duties of a master, officer or seaman of a particular designation; and
- (c) for the purposes of Marine Orders, Part 25 (Equipment—Life-Saving), specifies the conditions to be met by a person for the issue of a certificate of proficiency in survival craft, rescue boats or fast rescue boats.

2.2 Application

This Part applies:

- (a) to a person performing or intending to perform duties as a qualified master, officer or seaman on a ship subject to Part II of the Navigation Act; and
- (b) to a person holding a certificate issued under this Part.

3 Review of decisions

3.1 Reviewable decisions

Application may be made to the Administrative Appeals Tribunal for review of a decision:

- (a) by the Manager not to grant a temporary dispensation under 6.10;
- (b) by the Manager under 7.6.4(c) restricting the duties for which, or period during which, a certificate of recognition may be used;
- (c) by the Manager refusing to consider training as equivalent under 8;
- (d) by the Manager that, for the purposes of 10.1.2, circumstances are not such that it would be unreasonable or impracticable to require a person to comply with 10.1.1(b)
- (e) by the Manager imposing conditions for the purposes of 10.1.2;
- (f) by the Manager refusing to issue, revalidate or endorse a certificate under 11.4;
- (g) by the Manager refusing to certify under 11.5 that the holder of a certificate meets the requirements of the STCW Convention;
- (h) by the Manager requiring surrender of a certificate under 11.6.1;
- (i) by the Manager relating to the equivalence of a function under 12.6.2(e);
- (j) by the Manager refusing to extend the duration of a certificate under 12.6.3(a);
- (k) by the Manager refusing to issue a lower grade certificate under 12.6.3(b);
- (l) by the General Manager, under 13.1, cancelling or suspending a certificate, or imposing restrictions on the purposes for which a certificate is valid for use;
- (m) by the General Manager, or a person authorised by the General Manager, to cancel a certificate under 13.8;
- (n) by the Manager, under 13.9.3, refusing to issue a certificate;
- (o) by the Manager to cancel a certificate under 13.10;
- (p) by the Manager to suspend a certificate under 13.10;
- (q) by the Manager refusing to issue a certified copy of a certificate under 14.1;
- (r) by the Manager relating to the endorsement of a certificate under 1.8 of Appendix 2;

- (s) by the Manager to specify particular qualifications and experience for the purposes of 1.7 of Appendix 2 or 1.4 of Appendix 3;
- (t) by the Manager relating to the training, experience and familiarisation undergone by a person for the purposes of 5(b) of Appendix 5;
- (u) by the Manager refusing to approve a course or program of training or study where, under a provision of the Order, a discretion to do so lies with the Manager.

3.2 Statement to accompany notices

If a person making a decision referred to in 3.1 gives to a person whose interests are affected by the decision notice in writing of the decision, the notice must:

- (a) include a statement to the effect that, if the person is dissatisfied with the decision, application may, subject to the *Administrative Appeals Tribunal Act 1975*, be made to the Administrative Appeals Tribunal for review of the decision; and
- (b) except where subsection 28(4) of that Act applies, also include a statement to the effect that the person may request a statement under section 28 of that Act.

3.3 Validity of decisions

Failure to comply with 3.2 in relation to a decision does not affect the validity of that decision.

4 Penal provisions

Provisions 11.2.1, 11.2.2, 11.6.2, 13.9.1 and 14.2 are penal provisions.

Note: *Regulation 4 of the Navigation (Orders) Regulations provides:*

'4. A person who contravenes a provision of an order made under subsection 425(1AA) of the Act that is expressed to be a penal provision is guilty of an offence and is punishable on conviction:

- (a) if the offender is a natural person—by a fine not exceeding \$2,000; or*
- (b) if the offender is a body corporate—by a fine not exceeding \$5,000.*

5 Passport to be held

A person is not qualified to serve on a ship engaged on an overseas voyage unless that person holds a valid passport.

6 Certificate to be held

6.1 Certificates required to serve

For the purposes of section 16 of the Navigation Act, a person being the holder of a valid:

(a) certificate of competency or certificate of recognition as:

- (i) Master Class 1;
- (ii) Chief Mate Class 1;
- (iii) Master Class 2;
- (iv) Chief Mate Class 2;
- (v) Second Mate Class 1;
- (vi) Second Mate Class 2;
- (vii) Master Class 3;
- (viii) Master Class 4;
- (ix) Mate Class 4;
- (x) Master Class 5;
- (xi) Coxswain;
- (xii) Engineer Class 1;
- (xiii) Engineer Class 2;
- (xiv) Engineer Watchkeeper;
- (xv) Engineer Class 3;
- (xvi) Marine Engine Driver Grade 1;
- (xvii) Marine Engine Driver Grade 2; or
- (xviii) Marine Engine Driver Grade 3;

(b) certificate of proficiency as:

- (i) Chief Integrated Rating; or
- (ii) Integrated Rating;

(c) certificate of rating as:

- (i) Able Seaman;
- (ii) Engine Room Rating; or
- (iii) Deck Rating; or

(d) certificate of safety training,

issued, revalidated or endorsed under 11 or recognised under 15 is, subject to 6.2, 6.3, 6.4, 6.5 and 6.6 qualified to serve or to be taken into employment on a ship to perform the duties of a master, officer or seaman applicable to that certificate, as specified in Appendix 1.

6.2 Tankers

A person is not qualified to undertake any specific duties or responsibilities related to cargo or cargo equipment on tankers unless that person:

(a) is the holder of:

(i) a valid certificate of competency as Master, deck officer or engineer officer;
or

(ii) a certificate of proficiency as Chief Integrated Rating or Integrated Rating;
or

(iii) a certificate of rating as Deck Rating or Engine Room Rating; and

(b) has evidence of satisfactorily completing a tanker familiarisation course that complies with section A-V/1 of the STCW Code.

6.3 Responsible officer on a tanker

A person is not qualified to be a responsible officer on an oil tanker, a chemical tanker or a liquefied gas tanker unless that person's certificate of competency or certificate of recognition bears the appropriate endorsement as evidence that the holder meets the requirements specified in 1 of Appendix 5.

6.4 Passenger ships

6.4.1 A person is not qualified to serve as master, officer or other person designated to assist passengers in emergency situations on board a passenger ship unless that person has evidence of satisfactorily completing the training specified in 2 of Appendix 5.

6.4.2 A person is not qualified to serve as master, officer or other person designated to assist passengers in emergency situations on board a ro-ro passenger ship unless that person has evidence of satisfactorily completing the additional training specified in 3 of Appendix 5.

6.5 High speed craft

A person is not qualified to serve as master, chief mate or deck officer of a high speed craft on a particular route unless that person holds, in addition to the appropriate certificate, a Type Rating Endorsement for that type of high speed craft on that route.

6.6 Sailing ships

A person is not qualified to serve as a master on a sailing ship unless that person's certificate of competency or certificate of recognition bears an endorsement as evidence that the holder meets the requirements specified in 4 of Appendix 5.

6.7 Medical training

6.7.1 A person is not qualified to provide medical first aid on board ship unless the Master is satisfied that the person has satisfactorily completed a course of study, which complies with the training and assessment standards specified in table A-VI/4, paragraphs 1 to 3 of the STCW Code.

6.7.2 A person is not qualified to take charge of medical care on board ship unless the Master is satisfied that the person has satisfactorily completed a course of study, which complies with the training and assessment standards specified in table A-VI/4, paragraphs 4 to 6 of the STCW Code.

6.8 Survival craft and rescue boats

6.8.1 A person is not qualified to be in charge of a survival craft or rescue boat, other than a fast rescue boat, unless that person holds:

- (a) a certificate of competency or certificate of recognition referred to in 6.1(a)(i) to (vi) or 6.1(a)(xii) to (xiv);
- (b) a certificate of proficiency referred to in 6.1(b); or
- (c) a certificate issued in compliance with 7.7.1.

6.8.2 A person is not qualified to be in charge of a fast rescue boat unless that person holds a certificate issued in compliance with 7.7.3.

6.9 Knowledge of English

A person is not qualified to serve on a ship if that person is not sufficiently familiar with the English language to enable a full understanding of directions as to the performance of duties.

6.10 Temporary dispensation

The Manager may, upon written application, grant a temporary dispensation from 6.1, consistent with Article VIII of the STCW Convention.

7 Eligibility for certificates

7.1 Certificate of competency—deck officers

To be eligible for a certificate of competency referred to in 6.1(a)(i) to (xi), a person must comply with the appropriate requirements specified in Appendix 2.

7.2 Certificate of competency—engineer officers

To be eligible for a certificate of competency referred to in 6.1(a)(xii) to (xviii), a person must comply with the appropriate requirements specified in Appendix 3.

7.3 Certificate of proficiency

To be eligible for a certificate of proficiency referred to in 6.1(b), a person must comply with the appropriate requirements specified in Appendix 4.

7.4 Certificate of rating

To be eligible for a certificate of rating a person must comply with the appropriate requirements specified in Appendix 4.

7.5 Certificate of safety training

To be eligible for a certificate of safety training referred to in 6.1(d), a person must comply with the appropriate requirements specified in 10.

7.6 Certificate of recognition

7.6.1 A certificate of recognition may be issued for any certificate listed in 6.1.

7.6.2 To be eligible for a certificate of recognition, a person must:

- (a) hold a valid certificate of medical fitness;
- (b) hold a certificate issued by a marine administration in a country other than Australia that:
 - (i) has been approved as having training and certification standards in accordance with the STCW Convention; and
 - (ii) in the case of a certificate of competency, has an agreement with Australia regarding the recognition of that country's certificates;
- (c) produce evidence to the satisfaction of the Manager that:
 - (i) the certificate referred to in (b) was issued in accordance with the requirements of the STCW Convention and is equivalent in grade to the grade of certificate of recognition applied for;

- (ii) the person has completed practical training equivalent to that required for the issue of an equivalent certificate; and
- (iii) the person has completed qualifying sea service equivalent to that required for the issue of an equivalent certificate;
- (d) in the case of a certificate of competency, have passed an oral examination in appropriate operational knowledge and knowledge of Australian maritime legislation conducted by an examiner; and
- (e) except for the issue of a restricted certificate of recognition under 7.6.4:
 - (i) be an Australian citizen; or
 - (ii) be a permanent resident of Australia; or
 - (iii) produce evidence that he or she is to be employed in a ship to which Part II of the Navigation Act applies.

Note: An application for a certificate of recognition will be accepted from a prospective migrant before arrival in Australia provided that evidence of approval for migration is produced. However, a certificate will not be issued until the applicant takes up residence in Australia.

7.6.3 If a person does not meet all the requirements for the issue of a certificate of recognition of a particular grade, but meets all the requirements for the issue of a certificate of recognition of a lower grade, the person may be issued with a certificate of recognition of that lower grade.

7.6.4 If:

- (a) a person is required to perform duties on a ship to which Part II of the Navigation Act applies in particular circumstances or for a particular time;
- (b) the person is not eligible under 7.6.2 for the issue of a certificate of recognition; and
- (c) the Manager is satisfied that the person holds qualifications that are adequate for the performance of those duties in the particular circumstances or for the particular time,

the person may be issued with a certificate of recognition restricted to such duties and for such period as the Manager determines.

7.7 Certificate of proficiency in survival craft, rescue boats and fast rescue boats

7.7.1 To be eligible for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats, a person must:

- (a) be 18 years of age or more;
- (b) have completed at least 6 months qualifying service; and
- (c) have satisfactorily completed an approved program of training that complies with section A-VI/2 paragraphs 1 to 4 of the STCW Code.

7.7.2 The holder of a certificate of competency or certificate of recognition referred to in 6.1(a) or a certificate of proficiency referred to in 6.1(b) is deemed to be the holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats.

7.7.3 To be eligible for a certificate of proficiency in fast rescue boats, a person must:

- (a) be 18 years of age or more;
- (b) hold a certificate of proficiency in survival craft and rescue boats other than fast rescue boats; and
- (c) have satisfactorily completed an approved program of training that complies with section A-VI/2 paragraphs 5 to 8 of the STCW Code.

7.8 Tanker endorsement

To be eligible for a tanker endorsement as a responsible officer a person must, as a prerequisite to meeting the requirements of 1 of Appendix 5, have satisfactorily completed a tanker familiarisation course that complies with A-V/1 of the STCW Code.

7.9 Type Rating Endorsement for high speed craft

To be eligible for Type Rating Endorsement for a high speed craft a person must meet the requirements specified in 5 of Appendix 5.

7.10 Oral examination

Where, under this Part, the issue of a certificate to a person is dependent upon that person passing an oral examination, that examination must be passed:

- (a) when all other eligibility criteria have been met; or
- (b) within the 12 months before the certificate is issued, unless the Manager determines otherwise.

7.11 Approved course

Where, under this Part, the issue of a certificate to a person is dependent upon that person satisfactorily completing an approved course, that course must have been completed within 5 years of the certificate being issued.

8 Equivalent qualifying sea service and training

If a person has satisfactorily completed qualifying sea service or training which the Manager considers is equivalent to all or part of the qualifying sea service or training prescribed by this Part in relation to eligibility to hold a certificate, that person is deemed to have satisfactorily completed all or that part, as appropriate, of the prescribed qualifying sea service or training in respect of that certificate.

9 Watchkeeping

9.1 Navigational watch

A person is not qualified to form part of a navigational watch on a ship of 500 gross tonnage or more unless that person holds a valid certificate of medical fitness for the deck department and is the holder of a valid:

- (a) certificate of competency or certificate of recognition referred to in 6.1 (a)(i) to (x);
- (b) certificate of proficiency referred to in 6.1(b);
- (c) certificate of rating referred to in 6.1(c)(i) or 6.1(c)(iii); or
- (d) certificate of safety training referred to in 6.1(d), together with documentary evidence to the satisfaction of the master that the person is competent to form part of a navigational watch.

9.2 Engine room watch

A person is not qualified to form part of an engine room watch unless that person holds a valid certificate of medical fitness for the engine department, and is the holder of a valid:

- (a) certificate of competency or certificate of recognition referred to in 6.1(a)(xii) to (xviii);
- (b) certificate of proficiency referred to in 6.1(b);
- (c) certificate of rating referred to in 6.1(c)(ii); or

- (d) certificate of safety training referred to in 6.1(d), together with documentary evidence to the satisfaction of the Chief Engineer that the person is competent to form part of an engine room watch.

9.3 Eye-sight standards

A certificate of proficiency as Integrated Rating or Chief Integrated Rating or a certificate of rating as able seaman or deck rating must be endorsed to certify that the holder meets the standards for forming part of a navigation watch providing that the person is the holder of a valid certificate of medical fitness for the deck department.

10 Certificate of Safety Training

10.1 Requirements for Certificate of Safety Training

10.1.1 To be eligible for a certificate of safety training, a person must:

- (a) be 16 years of age or more; and
- (b) have satisfactorily completed an approved training course that complies with the training and assessment standards specified in table A-VI/1 of the STCW Code.

10.1.2 If the Manager is satisfied that circumstances are such that it would be unreasonable or impracticable to require a person to comply fully with 10.1.1(b), that person may be issued with a certificate of safety training for such voyages and subject to such conditions as the Manager determines.

11 Issue of certificates

11.1 Application for certificate

Application for the issue, revalidation or endorsement of a certificate must be made in an approved form and accompanied by such evidence of relevant service, certificates held or other documents as the Manager considers necessary.

11.2 Evidence of service

11.2.1 An employer must, when requested by an employee or former employee, provide to that person such details of his or her service with the employer as are required for making application for issue, revalidation or endorsement of a certificate under this Part.

11.2.2 Details provided under 11.2.1 must not falsely indicate the capacity in which the person actually served or the time during which he or she served in that capacity.

11.3 Medical fitness

An applicant for the issue or revalidation of a certificate of competency, a certificate of recognition, a certificate of rating or a certificate of proficiency must hold a valid certificate of medical fitness.

11.4 Authority to issue or endorse a certificate

A certificate is to be issued, revalidated or endorsed by the Manager.

11.5 STCW endorsement

If satisfied that the applicant for, or holder of, a certificate meets the requirements of the STCW Convention for that grade of certificate, the Manager is to certify that, either by endorsing the certificate or by issuing an appropriate document to accompany the certificate.

11.6 Surrender of superseded certificates

11.6.1 The Manager may direct a person who is eligible for the issue of a certificate to surrender for cancellation any certificate held by the person which entitles the person to perform duties permitted by the certificate to be issued.

11.6.2 A person must comply with a direction by the Manager under 11.6.1.

12 Duration and revalidation of certificates & endorsements

12.1 Duration of certificate of competency or endorsement

12.1.1 Subject to 12.6.3, a certificate of competency remains current for an initial term of up to 5 years and, if the holder complies with 12.6.2, may be revalidated for periods of up to 5 years from the date of compliance with 12.6.2.

Note: A certificate of competency will normally be issued for 5 years. However, a certificate issued to a person who does not comply fully with the upgraded provisions of the STCW Convention and STCW Code will be issued for a period ending on 31 January 2002.

12.1.2 An endorsement to a certificate of competency issued for the purposes of 6.3 remains current for a period of five years and will only be revalidated if the holder:

- (a) has approved seagoing service, performing functions appropriate to the endorsement, for a period of at least 3 months in total during the preceding 5 years prior to the application date; or

(b) has satisfactorily completed the appropriate tanker safety course within the preceding 12 months.

12.2 Duration of certificate of recognition

12.2.1 Subject to 12.6.3, a certificate of recognition, other than a restricted certificate of recognition issued for the purposes of 7.6.4, remains current for an initial term of 5 years, or a lesser period as determined by the Manager, and, if the holder complies with 12.6.2, may be revalidated for periods of up to 5 years from the date of compliance with 12.6.2.

Note: The Manager will determine a lesser period in the situation described in the Note to 12.1.1; in addition, the Manager may determine a lesser period in other appropriate cases such as where the applicant intends to work for a limited period on a ship to which Part II of the Navigation Act applies.

12.2.2 A restricted certificate of recognition issued for the purposes of 7.6.4 remains current until the expiry date shown on the certificate.

12.3 Duration of certificate of proficiency and certificate of rating

A certificate of proficiency and a certificate of rating remains current for an unlimited term.

12.4 Duration of certificate of safety training

A certificate of safety training remains current:

- (a) for an unlimited term; or
- (b) for such shorter term, or voyage or voyages as the certificate specifies.

12.5 Duration of Type Rating Endorsement

A Type Rating Endorsement remains current for:

- (a) a period of two years; or
- (b) such shorter term, or for such voyage or voyages, as is specified in the endorsement.

12.6 Revalidation of certificate of competency

12.6.1 In 12.6.2, **application date** means the date on which the holder of a certificate applies for revalidation of that certificate.

12.6.2 The holder of a certificate of competency or certificate of recognition referred to in 6.1(a) is eligible to have that certificate revalidated if the holder:

- (a) has approved seagoing service as a master, deck officer or engineer officer (including electrical engineer) for a period of at least one year in total during the preceding 5 years prior to the application date; or
- (b) has completed three months approved seagoing service immediately prior to the application date as a master, deck officer, engineer officer (including electrical engineer), supernumerary deck officer or supernumerary engineer officer; or
- (c) has within the 12 months prior to the application date satisfactorily completed an approved revalidation course appropriate to the grade of certificate held; or
- (d) has within the 12 months prior to the application date passed an oral examination in operational knowledge appropriate to the grade of certificate held, conducted by an examiner; or
- (e) has performed functions relating to the duties appropriate to the grade of certificate held that are, in the opinion of the Manager, at least equivalent to the service specified in (a).

Note: Approved seagoing service under 12.6.2(a) and (b) will be service that is approved by the Principal Examiner of Masters and Mates or the Principal Examiner of Engineers, as appropriate. All revalidations will be considered in accordance with the guidelines set out in the AMSA advisory document entitled Revalidation of Certificates of Competency and dated 15 September 1997.

12.6.3 If the Manager is satisfied that circumstances exist which have prevented a person from meeting the requirements of 11.2 before the expiry date of that person's certificate, the Manager may:

- (a) extend the duration of that person's certificate for such period not exceeding 12 months as the Manager determines as reasonable to enable the person to comply with 11.2; or
- (b) endorse the certificate or issue a lower grade certificate.

12.7 Revalidation of Type Rating Endorsement

The holder of a Type Rating Endorsement is eligible to have the endorsement revalidated if he or she:

- (a) has approved service of at least 6 months within the preceding two years on a high speed craft of the type and on the route to which the endorsement refers; or
- (b) has within the 12 months prior to the application for revalidation satisfactorily completed an approved training program for high speed craft operation.

12.8 Medical fitness

If the holder of a certificate ceases for any reason to be the holder of a valid certificate of medical fitness, that certificate is deemed to be invalid until a valid certificate of medical fitness is obtained.

13 Dealing with certificates

13.1 Power to deal with certificate

If, in relation to a certificate, the General Manager determines that:

- (a) the holder has demonstrated incompetence or misconduct relating to the safe navigation, management or working of a ship; or
- (b) the holder is unable from any cause to perform properly the duties appropriate to the certificate; or
- (c) the certificate was obtained by reason of a false representation,

the General Manager may:

- (d) cancel the certificate;
- (e) suspend the certificate until specified conditions are met; or
- (f) impose restrictions on the purposes for which the certificate is valid for use until specified conditions are met.

13.2 Examples of the conditions that the General Manager might specify under 13.1(e) or (f) are:

- (a) successful completion of a particular course;
- (b) passing an oral examination in appropriate operational knowledge;
- (c) completion of additional relevant sea service;

(d) production of references.

13.3 Examples of restrictions that the General Manager might impose under 13.1(f) are:

- (a) restriction on duties that may be undertaken;
- (b) restriction on size of ship;
- (c) restriction on type of ship;
- (d) restriction on area of operation;
- (e) degree of supervision required.

13.4 Rights of certificate holder

The General Manager must not cancel, suspend or impose restrictions on the use of a certificate under 13.1 until the following steps have been completed:

- (a) the General Manager considers that there are *prima facie* grounds for believing that one or more of the circumstances listed in 13.1(a) to (c) exist in relation to the certificate;
- (b) the holder has been informed that action against his or her certificate is contemplated, and the reason why;
- (c) the holder has been provided with copies of any documents which the General Manager will be using to make his or her decision;
- (d) the holder has been allowed sufficient time, which must not be less than 28 days, during which he or she may make submissions, which need not be in writing, in relation to the decision;
- (e) the General Manager has given proper consideration to submissions made by the holder.

13.5 Serious accidents or incidents

If a ship is involved in a serious accident or incident and the General Manager is satisfied that it is in the interests of safety or the protection of the marine environment that the certificate of a person involved in the accident or incident be suspended or its use limited pending the completion of the procedures specified in 13.4, the General Manager may suspend or limit the use of the certificate of the person for such period not exceeding one month as is reasonably necessary for the completion of the procedures specified in 13.4.

Note: In making a decision to suspend or limit the use of a certificate under 13.5, the General Manager must take into account the degree of risk involved in allowing the holder of that certificate to continue to serve in various capacities for which the certificate could otherwise be valid. Action would not be taken unless there was a clear and identifiable risk.

13.6 Notice of decision

If a decision has been made to cancel, suspend or impose restrictions on the use of a certificate, the General Manager must cause to be given to the holder notice in writing of:

- (a) the decision;
- (b) the right of review contained in provision 3; and
- (c) the date on which the cancellation, suspension or restriction is to take effect.

13.7 Alteration in date of effect

Notwithstanding that notice has been given to the holder of a certificate of the date on which a cancellation, suspension or restriction is to take effect, the General Manager, or a person authorised by the General Manager for the purpose, may alter that date to a date not earlier than the date first notified to the holder.

13.8 Unlawful alteration

The General Manager, or a person authorised by the General Manager for the purpose, may cancel at any time a certificate that has been unlawfully altered by any kind of addition, interpolation or erasure and may cause such further action to be taken, including action for the issue of a replacement certificate, as the circumstances of the case require.

13.9 Cancelled or suspended certificates

13.9.1 The holder of a certificate that has been cancelled or suspended must surrender it to a proper authority within 14 days of that cancellation or suspension.

13.9.2 Subject to any conditions attached to the suspension, a suspended certificate must be returned to the holder upon the expiration of the period of suspension.

13.9.3 The Manager may refuse to issue a certificate to a person whose certificate has been cancelled, is under suspension or has had restrictions imposed on its use.

13.10 Certificates containing factual errors

The Manager may cancel a certificate that contains factual errors and issue a correct certificate in its place.

14 Replacement of certificates

14.1 Replacement

The Manager, if satisfied that a certificate has been lost, stolen, damaged or destroyed, may issue a replacement certificate.

14.2 Recovery of original

When a lost certificate has been recovered and returned to the holder, the holder must return the replacement certificate to the Manager within 14 days for cancellation.

15 Recognition of certificates issued by State & Territory authorities

15.1 Recognition of certificates

A certificate:

- (a) issued, revalidated, endorsed or recognised by a State or Territory that permits the holder to perform duties on a ship of a particular size and in a particular operational area identified with an asterisk in column 1 of Table 1 of Appendix 1; and
- (b) certified by the Manager under 11.4,

is recognised, for the purpose of 6.1, as a certificate of competency corresponding to that specified in column 2 of that table.

15.2 Limitation

If a State or Territory certificate referred to in 15.1 is subject to conditions or limitations on its use, its recognition under 15.1 is subject to like conditions or limitations.

Note: Provision 7.6 deals with recognition of certificates issued by overseas administrations.

16 Transitional

16.1 A current certificate issued, revalidated, endorsed or recognised under Marine Orders, Part 3 (Seagoing Qualifications), Issue 4, is deemed to be a corresponding certificate issued, revalidated, endorsed or recognised under this Issue of this Part until:

- (a) its expiry date; or
- (b) 1 February 2002,

whichever comes first.

16.2 A certificate of proficiency as Bosun Integrated Rating issued or endorsed under Marine Orders, Part 3 (Seagoing Qualifications), Issue 4, and current on 10 July 1994, is deemed to be a certificate of proficiency as Chief Integrated Rating issued or endorsed under this Part.

16.3 A person having completed 24 months aggregate service before 31 December 1991:

- (a) as an able seaman, or as an able seaman and an integrated rating; or
- (b) as a greaser, or as a greaser and an integrated rating, and being the holder of a steering certificate,

is deemed to be in compliance with 1.1(a) of Appendix 4.

16.4 A person who, before 1 November 1997, had commenced a program aimed at meeting the requirements specified in Issue 4 of this Part for the issue of a certificate of proficiency as Provisional Integrated Rating or Integrated Rating may continue to qualify under that Issue for the issue of a certificate of proficiency as Integrated Rating.

16.5 The holder of a certificate of rating as Provisional Integrated rating who, before 1 November 1997, was entitled under Issue 4 of this Part to form part of a watch may continue to do so.

16.6 The holder of a certificate of validity is eligible for the issue of a certificate of recognition, subject to meeting the relevant revalidation requirements in 12.6.

* * * *

Appendix 1

Value of certificate

1. The minimum qualification required for the performance of the duties shown in column 1 of Table 1 is a certificate of the designation specified in column 2 opposite those duties.
2. Duties requiring the minimum qualification shown in column 1 of Table 2 may also be undertaken by the holder of a certificate specified in column 2 opposite that minimum qualification.
3. Duties as a master on a sailing ship of a particular kind of rig may be performed only by a person holding a certificate specifically applying to sailing ships of that kind of rig.
4. Duties as an engineer officer on a steamship may be performed only by a person holding a certificate specifically applying to steamships and duties as an engineer officer on a motorship may be performed only by a person holding a certificate specifically applying to motorships.
5. Duties as master, officer or other personnel designated on muster lists to assist passengers in emergency situations on board passenger ships may be performed only by persons with evidence of having completed training appropriate to these duties as specified in section A-V of the STCW Code.
6. Duties as a responsible officer on an oil tanker, a chemical tanker or a liquefied gas tanker may be performed only by a person whose certificate of competency or certificate of recognition bears the appropriate endorsement as evidence that the holder meets the requirements specified in 1 of Appendix 5.
7. Duties as master or deck officer on a high speed craft on a particular route may be performed only by a person who holds a Type Rating Endorsement appropriate to that type of high speed craft on that route.

Table 1

<i>Column 1</i> <i>Available duties</i>	<i>Column 2</i> <i>Minimum qualification</i>
Master—	
7000 gt and over	
all areas	Master Class 1
3000 gt and over, but less than 7000 gt	
u/l and ACMW	Master Class 1
o/s and i/s	Master Class 2

<i>Column 1</i> <i>Available duties</i>	<i>Column 2</i> <i>Minimum qualification</i>
<i>Master (continued)—</i>	
1600 gt and over, but less than 3000 gt u/l *ACMW, o/s and i/s	Master Class 2 Master Class 3
500 gt and over, but less than 1600 gt u/l *ACMW and o/s *i/s	Master Class 2 Master Class 3 Master Class 4
80 gt and over, but less than 500 gt *u/l and ACMW *o/s and i/s	Master Class 3 Master Class 4
20 gt and over, but less than 80 gt *u/l and ACMW *o/s (to 200 nautical miles) *o/s (to 100 nautical miles) and i/s	Master Class 3 Master Class 5**** Master Class 5
Less than 20 gt *u/l and ACMW *o/s (to 200 nautical miles) *o/s (to 100 nautical miles) *i/s	Master Class 3 Master Class 5**** Master Class 5 Coxswain
<i>Chief Mate—</i>	
7000 gt and over all areas	Chief Mate Class 1
3000 gt and over, but less than 7000 gt u/l and ACMW o/s and i/s	Chief Mate Class 1 Chief Mate Class 2
1600 gt and over, but less than 3000 gt u/l *ACMW, o/s and i/s	Chief Mate Class 2 Master Class 3
500 gt and over but less than 1600 gt u/l *ACMW *o/s *i/s	Chief Mate Class 2 Master Class 3 Master Class 4 Mate Class 4

<i>Column 1</i> <i>Available duties</i>	<i>Column 2</i> <i>Minimum qualification</i>
Chief Mate (continued) —	
80 gt and over, but less than 500 gt *u/l and ACMW *o/s * i/s	Master Class 4 Mate Class 4 Master Class 5
20 gt and over, but less than 80 gt *u/l and ACMW *o/s (to 200 nautical miles) *o/s (to 100 nautical miles) and i/s	Master Class 4 Master Class 5***** Master Class 5
Less than 20 gt *u/l *ACMW and o/s (to 200 nautical miles) *o/s (to 100 nautical miles) *i/s	Master Class 4 Master Class 5***** Master Class 5 Coxswain
Navigational Watchkeeper—	
7000 gt and over all areas	Second Mate Class 1
3000 gt and over, but less than 7000 gt u/l and ACMW o/s and i/s	Second Mate Class 1 Second Mate Class 2
1600 gt and over, but less than 3000 gt u/l and ACMW *o/s and i/s	Second Mate Class 2 Mate Class 4
500 gt and over but less than 1600 gt u/l and ACMW *o/s *i/s	Second Mate Class 2 Mate Class 4 Master Class 5
80 gt and over, but less than 500 gt *u/l, ACMW and o/s *i/s	Mate Class 4 Master Class 5
less than 80 gt *u/l and ACMW *o/s (to 200 nautical miles) *o/s (to 100 nautical miles) *i/s	Mate Class 4 Master Class 5***** Master Class 5 Coxswain
Chief Engineer—	
3000 kW and over— u/l and ACMW o/s and i/s	Engineer Class 1 Engineer Class 2

<i>Column 1</i> <i>Available duties</i>	<i>Column 2</i> <i>Minimum qualification</i>
Chief Engineer (<i>continued</i>) —	
750 kW and over, but less than 3000 kW— u/1 and ACMW o/s *i/s	Engineer Class 2 Engineer Class 3** Marine Engine Driver Grade 1**
500 kW and over, but less than 750 kW— *u/1 *ACMW, o/s and i/s	Engineer Class 3 Marine Engine Driver Grade 1
250 kW and over, but less than 500 kW *u/1 and ACMW *o/s *i/s	Marine Engine Driver Grade 1 Marine Engine Driver Grade 2 Marine Engine Driver Grade 3
Less than 250 kW *u/1 *ACMW *o/s *i/s	Marine Engine Driver Grade 1 Marine Engine Driver Grade 2 Marine Engine Driver Grade 3 Coxswain
First Engineer—	
3000 kW and over— u/1 and ACMW o/s and i/s	Engineer Class 2 Engineer Watchkeeper**
750 kW and over, but less than 3000 kW— u/1 and ACMW *o/s	Engineer Watchkeeper** Marine Engine Driver Grade 1**
500 kW and over, but less than 750 kW— u/1 *ACMW *o/s	Engineer Class 3 Marine Engine Driver Grade 1 Marine Engine Driver Grade 2
250 kW and over, but less than 500 kW *u/1 *ACMW and o/s	Marine Engine Driver Grade 1 Marine Engine Driver Grade 2
Watchkeeping Engineer—	
3000 kW and over— u/1, ACMW and o/s	Engineer Watchkeeper
750 kW and over, but less than 3000 kW— u/1	Engineer Watchkeeper
Chief integrated rating on a designated ship	Chief Integrated Rating
Integrated rating on a designated ship	Integrated Rating

<i>Column 1</i> <i>Available duties</i>	<i>Column 2</i> <i>Minimum qualification</i>
Forming part of a bridge watch	Certificate of safety training ***
Forming part of an engine room watch	Certificate of safety training****
Able seaman on a ship other than a designated ship	Able Seaman
Ordinary seaman on a ship other than a designated ship	Deck Rating
Greaser on a ship other than a designated ship	Engine Room Rating
Any other duties on board ship not specified above	Safety training
gt	gross tonnage
kW	propulsion power in kilowatts
u/1	means unlimited operational area
ACMW	Australian Coastal and Middle Water operational area which, for the purposes of this part, is within 600 nautical miles of the coast
o/s	Off-shore operational area which for the purposes of this part is within 200 nautical miles of the coast
i/s	In-shore operational area which for the purposes of this part is within 15 nautical miles of the coast and a place of safe refuge
*	refer to Provision 15.1
**	For issue of an STCW endorsement to serve in this capacity the person must meet the sea service requirements specified in STCW95 appropriate to that certificate
***	accompanied by documentary evidence in accordance with 9.1(d).
****	accompanied by documentary evidence in accordance with 9.2(d)
*****	Endorsed for operations up to 200 nautical miles offshore on successful completion of the Master Class 4 examination in Navigation and Position Determination

Note: Operational areas referred to in Table 1 are those operational areas set out in the Uniform Shipping Laws Code.

Table 2

<i>Column 1</i> <i>Minimum qualification</i>	<i>Column 2</i> <i>Alternative qualification</i>
Master Class 1	Nil
Chief Mate Class 1	Master Class 1
Master Class 2	Master Class 1

<i>Column 1</i> <i>Minimum qualification</i>	<i>Column 2</i> <i>Alternative qualification</i>
Chief Mate Class 2	Master Class 1 Chief Mate Class 1 Master Class 2
Second Mate Class 1	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2
Second Mate Class 2	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2 Second Mate Class 1 Master Class 3
Master Class 3	Master Class 1 Master Class 2
Master Class 4 (Master's duties)	Master Class 1 Master Class 2 Master Class 3
Master Class 4 (Chief Mate's duties)	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2 Master Class 3 Second Mate Class 1 Second Mate Class 2
Mate Class 4 (Chief Mate's duties)	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2 Master Class 3 Master Class 4 Second Mate Class 1 Second Mate Class 2
Master Class 4 and Mate Class 4 (Watchkeeping duties)	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2 Second Mate Class 1 Second Mate Class 2 Master Class 3 Master Class 4

<i>Column 1</i> <i>Minimum qualification</i>	<i>Column 2</i> <i>Alternative qualification</i>
Master Class 5 (Master's duties)	Master Class 1 Master Class 2 Master Class 3 Master Class 4
Master Class 5 (Chief Mate's duties)	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2 Master Class 3 Master Class 4 Mate Class 4 Second Mate Class 1 Second Mate Class 2
Coxswain	Master Class 1 Chief Mate Class 1 Master Class 2 Chief Mate Class 2 Master Class 3 Master Class 4 Mate Class 4 Master Class 5 Second Mate Class 1 Second Mate Class 2
Engineer Class 1	Nil
Engineer Class 2	Engineer Class 1
Engineer Watchkeeper	Engineer Class 1 Engineer Class 2
Engineer Class 3	Engineer Class 1 Engineer Class 2
Marine Engine Driver Grade 1	Engineer Class 1 Engineer Class 2 Engineer Watchkeeper Engineer Class 3
Marine Engine Driver Grade 2	Engineer Class 1 Engineer Class 2 Engineer Watchkeeper Engineer Class 3 Marine Engine Driver Grade 1

<i>Column 1</i> <i>Minimum qualification</i>	<i>Column 2</i> <i>Alternative qualification</i>
Marine Engine Driver Grade 3	Engineer Class 1 Engineer Class 2 Engineer Watchkeeper Engineer Class 3 Marine Engine Driver Grade 1 Marine Engine Driver Grade 2 Master Class 5 * Coxswain *
Chief Integrated Rating	Nil
Integrated Rating	Chief Integrated Rating
Able Seaman	Chief Integrated Rating Integrated Rating
Greaser	Chief Integrated Rating Integrated Rating
Ordinary Seaman	Chief Integrated Rating Integrated Rating Able Seaman
Safety training	Any certificate, which need not be current, issued or recognised under this Part, other than a certificate that has been cancelled or suspended.

* if appropriately endorsed.

Appendix 2

ELIGIBILITY REQUIREMENTS—DECK OFFICERS

1 Requirements for issue of certificates of competency

1.1 Master Class 1

To be eligible for the issue of a certificate of competency as Master Class 1, a person must:

- (a) hold a certificate as Chief Mate Class 1, Master Class 2 or Chief Mate Class 2, which need not be current, or such other certificate as the Manager considers to be equivalent or superior;
- (b) have completed at least 36 months qualifying service in charge of a navigation watch on ships 500 gross tonnage or over while holding a certificate as Chief Mate Class 1, Master Class 2, Chief Mate Class 2, Second Mate Class 1, Second Mate Class 2 or Master Class 3, or such other certificate as the Manager considers to be equivalent or superior, with the following conditions:
 - (i) at least 24 months must have been served on trading ships of 3000 gross tonnage or over;
 - (ii) at least 24 months must have been served on voyages of 24 hours or more duration;
 - (iii) at least 12 months must have been served while holding a certificate as Chief Mate Class 1, Master Class 2, or Chief Mate Class 2;
- (c) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-II/2 of the STCW Code and includes management training and knowledge of the International Safety Management Code; and
 - (ii) includes practical training in:
 - (A) command navigation, ARPA, radar and electronic navigation;
 - (B) medical training that meets the standard of competence specified in section A-VI/4 paragraphs 4 to 6 of the STCW Code;

- (c) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (d) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats issued or recognised under this part;
 - (ii) valid GMDSS General Operators certificate;
 - (iii) valid certificate of medical fitness for service in the deck department; and
- (e) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.2 Chief Mate Class 1

To be eligible for issue of a certificate of competency as Chief Mate Class 1, a person must:

- (a) hold a certificate as Master Class 2, Chief Mate Class 2, Second Mate Class 1, Second Mate Class 2 or Master Class 3, which need not be current, or such other certificate as the Manager considers to be equivalent or superior;
- (b) have completed at least 18 months qualifying service in charge of a navigation watch on ships 500 gross tonnage or over while holding a certificate referred to in (a), with the following conditions:
 - (i) at least 12 months must have been served on trading ships of 3000 gross tonnage or over;
 - (ii) at least 12 months must have been served on voyages of 24 hours or more duration;
- (c) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-II/2 of the STCW Code and includes management training and knowledge of the International Safety Management Code; and
 - (ii) includes practical training in:
 - (A) command navigation, ARPA, radar and electronic navigation;
 - (B) medical training that meets the standard of competence specified in section A-VI/4 paragraphs 4 to 6 of the STCW Code;

- (c) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (d) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats issued or recognised under this part;
 - (ii) valid GMDSS General Operators certificate;
 - (iii) valid certificate of medical fitness for service in the deck department; and
- (e) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.3 Master Class 2

To be eligible for issue of a certificate of competency as Master Class 2, a person must:

- (a) hold a certificate as Chief Mate Class 2 or Master Class 3, which need not be current, or such other certificate as the Manager considers to be equivalent or superior;
- (b) have completed at least 36 months qualifying service in charge of a navigation watch on ships 80 gross tonnage or over while holding a certificate as Chief Mate Class 2, Second Mate Class 1, Second Mate Class 2, Master Class 3, Master Class 4 or Mate Class 4, or such other certificate as the Manager considers to be equivalent or superior, with the following conditions:
 - (i) at least 24 months must have been served on trading ships of 500 gross tonnage or over;
 - (ii) at least 24 months must have been served on voyages of 24 hours or more duration;
 - (iii) at least 12 months must have been served while holding a certificate as Chief Mate Class 1, Chief Mate Class 2 or Master Class 3;
- (c) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-II/2 of the STCW Code and includes management training and knowledge of the International Safety Management Code; and
 - (ii) includes practical training in:
 - (A) command navigation, ARPA, radar and electronic navigation;

- (B) medical training that meets the standard of competence specified in section A-VI/4 paragraphs 4 to 6 of the STCW Code;
 - (C) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (d) hold the following certificates:
- (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - (ii) valid GMDSS General Operators certificate;
 - (iii) valid certificate of medical fitness for service in the deck department; and
- (e) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.4 Chief Mate Class 2

To be eligible for issue of a certificate of competency as Chief Mate Class 2, a person must:

- (a) hold a certificate as Second Mate Class 1, Second Mate Class 2, Master Class 3, Master Class 4 or Mate Class 4, which need not be current, or such other certificate as the Manager considers to be equivalent or superior;
- (b) have completed at least 18 months qualifying service in charge of a navigation watch on ship 80 gross tonnage or over while holding a certificate referred to in (a), with the following conditions:
 - (i) at least 12 months must have been served on trading ships of 500 gross tonnage or over;
 - (ii) at least 12 months must have been served on voyages of 24 hours or more duration;
- (c) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-II/2 of the STCW Code and includes management training and knowledge of the International Safety Management Code; and
 - (ii) includes practical training in:
 - (A) command navigation, ARPA, radar and electronic navigation;

- (B) medical training that meets the standard of competence specified in section A-VI/4 paragraphs 4 to 6 of the STCW Code;
- (C) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (d) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - (ii) valid GMDSS General Operators certificate;
 - (iii) valid certificate of medical fitness for service in the deck department; and
- (e) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.5 Second Mate Class 1

To be eligible for issue of a certificate of competency as Second Mate Class 1, a person must:

- (a) be 20 years of age or more;
- (b) have completed:
 - (i) an approved and monitored course for trainee deck officers of at least 18 months qualifying sea service, or
 - (ii) an approved and monitored course for integrated ratings of at least 24 months qualifying sea service, or
 - (iii) at least 36 months qualifying sea service.
- (c) qualifying sea service must be served on ships of 500 gross tonnage or over, with the following conditions:
 - (i) at least 12 months must have been served on trading ships of 3000 gross tonnage or over;
 - (ii) at least 12 months must have been served on voyages of 24 hours or more duration;
 - (iii) at least 6 months must have been served as understudy of the officer in charge of a navigation watch on a trading ship of 3,000 gross tonnage or over;

Note: *Trainees on Australian ships working towards initial officer qualification are required to complete an approved course of tasks and guided studies as part of the overall program.*

- (d) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-II/1 of the STCW Code;
and
 - (ii) includes practical training in:
 - (A) ARPA, radar and electronic navigation;
 - (B) medical training that meets the standard of competence specified in section A-VI/4 paragraphs 4 to 6 of the STCW Code;
 - (C) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (e) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - (ii) valid GMDSS General Operator's certificate;
 - (iii) valid certificate of medical fitness for service in the deck department, and;
- (f) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.6 Second Mate Class 2

To be eligible for issue of a certificate of competency as Second Mate Class 2, a person must:

- (a) be 20 years of age or more;
- (b) have completed
 - (i) an approved and monitored course for trainee deck officers of at least 18 months qualifying sea service, or
 - (ii) an approved and monitored course for integrated ratings of at least 24 months qualifying sea service, or
 - (iii) at least 36 months qualifying sea service.
- (c) qualifying sea service must be served on ships of 80 gross tonnage or over, with the following conditions:

- (i) at least 12 months must have been served on trading ships of 500 gross tonnage or over;
- (ii) at least 12 months must have been served on voyages of 24 hours or more duration; and
- (iii) at least 6 months must have been served as understudy of the officer in charge of a navigation watch on a trading ship of 500 gross tonnage or over;

Note: *Trainees on Australian ships working towards initial officer qualification are required to complete an approved course of tasks and guided studies as part of the overall program.*

- (d) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-II/1 of the STCW Code; and
 - (ii) includes practical training in:
 - (A) ARPA, radar and electronic navigation;
 - (B) medical training that meets the standard of competence specified in section A-VI/4 paragraphs 4 to 6 of the STCW Code;
 - (C) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (e) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - (ii) valid GMDSS General Operator's certificate;
 - (iii) valid certificate of medical fitness for service in the deck department; and
- (f) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.7 Other grades

To be eligible for a certificate of competency as:

- (a) Master Class 3;
- (b) Master Class 4;
- (c) Mate Class 4;
- (d) Master Class 5;

(e) Coxswain;

a person must have such qualifications and experience as may be specified by the Manager consistently with requirements for a certificate of that grade specified in the STCW Convention and the STCW Code.

Note: Generally, the certificates referred to in 1.7 are issued only by State or Territory authorities.

1.8 Where the holder of a certificate has met the requirements of 1.1 except for 1.1(b)(i), that person is eligible for the issue of a Certificate of Competency as Master Class 1 as follows:

- (a) provided that 18 months qualifying service has been on ships of 1600 gross tonnage or over, the holder is eligible for issue of a Certificate of Competency as Master Class 1 for service as:
 - (i) watchkeeper on a ship of any tonnage; and
 - (ii) master on ships of less than 3000 gross tonnage, engaged solely in offshore industry operations;
- (b) on completion of 24 months qualifying service as master on ships of more than 1600 gross tonnage, or 3 months service in charge of a navigation watch on ships of 3000 gross tonnage or more, the holder is eligible for issue of a Certificate of Competency as Master Class 1 valid for service as master on ships of any tonnage engaged solely in offshore industry operations.

2 Calculation of sea service

2.1 Period of service

2.1.1 A period of service is to be calculated from the date of engagement to the date of discharge from a ship, both dates inclusive.

2.1.2 A period of service is to be reckoned by the calendar month, one month being the time between any given day in a month and the preceding day of the following month, both days inclusive.

2.1.3 The number of complete months from the commencement of the period of seagoing service is to be computed, after which the excess days are to be summed.

2.1.4 Each summation of 30 excess days from different periods of qualifying service is to be reckoned as a month.

2.2 Voyages of 24 hours or more duration

For the purposes of this Appendix, a voyage is one of 24 hours or more duration if 24 hours or more elapse between the ship's departure from a port (or other location regarded as the commencement of passage) and the ship's arrival at its next port of call (or other location regarded as the ship's immediate destination).

Note: Where a ship is on a "voyage" (in the commercial sense) entailing passage between a number of ports, the duration of such passages cannot be aggregated to produce a voyage of 24 hours or more.

2.3 Certificate as Master, Chief Mate or Second Mate

2.3.1 In any period of service, seagoing service is:

- (a) where the vessel is under way for two-thirds or more of the period—the whole period; and
- (b) where the vessel is under way for less than two-thirds of the period—the actual period under way plus 50% of that period.

2.3.2 Qualifying service in charge of a navigational watch for a certificate as master or chief mate must be performed in a capacity regularly engaged in keeping a navigational watch:

- (a) on a voyage of 24 hours or more—for not less than 8 hours in each 24 hour period; or
- (b) on a voyage of less than 24 hours—for not less than 4 hours during the voyage.

2.3.3 Qualifying service for a certificate as second mate must be performed in a capacity regularly engaged in deck duties for not less than 4 hours in each 24 hour period.

2.3.4 Service performed on the following ships will be accepted as service on trading ships for the purpose of qualifying for a certificate other than Master Class 1, Chief Mate Class 1 or Second Mate Class 1:

- (a) off-shore industry vessels;
- (b) fishing vessels used for manufacturing, processing or carrying fish caught by other vessels;
- (c) lighthouse tenders; and
- (d) supply vessels of the Australian defence forces.

2.3.5 Service performed on off-shore industry vessels of 3000 gross tonnage or more will be accepted as service on trading ships for the purpose of qualifying for any certificate.

2.3.6 Off-shore industry mobile units will not be regarded as equivalent to trading ships.

2.3.7 For the purpose of qualifying for a certificate as second mate, the understudy period to the officer in charge of the navigational watch on a trading ship is to be six months working solely in the deck department, including 480 hours (in 120 blocks of 4 hours each) undertaking an approved deck watchkeeper understudy program. Of these 480 hours:

- (a) the first 100 hours must be compiled solely as lookout duties (this may have been completed prior to the understudy period);
- (b) the next 100 hours must be completed in daylight hours and may be combined with lookout duties;
- (c) a further 100 hours must be completed in hours of darkness;
- (d) the balance (180 hours) may be completed in either hours of daylight or darkness,

and the officer of the watch is to sign a training record book on the completion of each 4 hour block.

2.4 Equivalent service

2.4.1 Service determined by the Manager as being equivalent to the service specified in this Appendix as qualifying service shall be deemed to be qualifying service.

2.4.2 Service in special capacities or in special types of ships and trades will be recognised according to its equivalence in respect of:

- (a) duration and frequency of voyages;
- (b) kind of duties performed and their duration and frequency; and
- (c) level of responsibility during the service.

2.4.3 Fully documented seagoing service performed as rating or watchkeeping officer in the specialist seaman department of the Royal Australian Navy will be recognised as qualifying service for issue of a Second Mate Class 2 certificate and will be exempt from the requirement to serve on a trading ship.

3 Revalidation Courses

3.1 Training courses for the revalidation of a certificate of competency as:

- (a) Master Class 1;
- (b) Chief Mate Class 1;
- (c) Master Class 2; and
- (d) Chief Mate Class 2,

must cover the following subjects appropriate to the grade of certificate:

- navigational aids, including developments in electronic navigational aid systems; operational procedures and limitations; case studies of recent navigational incidents
- ARPA and radar simulator exercises; bridge resource management and teamwork; passage planning exercises and case studies
- vessel stability, including methods of computation; damage stability and case studies
- developments in international and national regulations concerning safety of life at sea and protection of the marine environment
- practical exercises in fire-fighting; use of breathing apparatus in a smoke tunnel; life-saving and survival including wet drills and resuscitation
- essential and up-dating medical procedures including amendments to ship captain's medical guide
- International Safety Management Code, quality assurance and occupational health and safety.

3.2 Training courses for the revalidation of a certificate of competency as:

- (a) Second Mate Class 1; and
- (b) Second Mate Class 2,

must cover the following subjects:

- navigational aids, including developments in electronic navigational aid systems; operational procedures and limitations; case studies of recent navigational incidents
- ARPA and radar collision exercises, including simulator exercises; bridge resource management and teamwork
- vessel stability including case studies

- developments in international and national regulations concerning safety of life at sea and protection of the marine environment
- practical exercises in fire-fighting; use of breathing apparatus in a smoke tunnel; life-saving and survival including wet drills and resuscitation
- maintenance of a satisfactory knowledge of first aid
- International Safety Management Code, quality assurance and occupational health and safety.

3.3 Training courses for the revalidation of a certificate of competency as:

- (a) Master Class 3;
- (b) Mate Class 4;
- (c) Master Class 5; and
- (d) Coxswain;

must meet such requirements as may be specified by the Manager consistently with the requirements prescribed by the Uniform Shipping Laws Code.

Note: The National Maritime Industry Training Council recommends that all officers should undertake refresher training by completing such courses as are appropriate to the grade of certificate held, regardless of whether such training is prerequisite to revalidation.

Appendix 3

ELIGIBILITY REQUIREMENTS—ENGINEER OFFICERS

1 Requirements for issue of Certificates of Competency

1.1 Engineer Class 1

To be eligible for a certificate of competency as Engineer Class 1, a person must:

- (a) hold a certificate as Engineer Class 2, which need not be current, or such other certificate as the Manager considers to be equivalent or superior;
- (b) have completed at least 39 months qualifying service, calculated in accordance with 3, on ships of at least 750 kW propulsion power, with the following conditions:
 - (i) at least 30 months must have been served while holding a certificate as Engineer Watchkeeper, at least 15 months of those 30 must have been served on ships of at least 3,000 kW propulsion power, and at least 12 months of those 15 must have been served while holding a certificate as Engineer Class 2; or
 - (ii) at least 15 months must have been on ships of at least 3,000 kW propulsion power while holding a certificate as Engineer Class 2;
- (c) have completed at least 9 months of the service on ships of at least 3,000 kW propulsion power referred to in (b) in charge of an engine-room watch on ships using propulsion of the kind to which the certificate relates;
- (d) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-III/2 of the STCW Code and includes management training and knowledge of the International Safety Management Code; and
 - (ii) includes practical training in:
 - (A) first aid at sea;
 - (B) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;

(e) hold the following certificates:

- (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
- (ii) valid certificate of medical fitness for service in the engine department issued or recognised under Marine Orders Part 9 (Health - Medical Fitness); and

(f) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.2 Engineer Class 2

To be eligible for a certificate of competency as Engineer Class 2, a person must:

- (a) hold a certificate as Engineer Watchkeeper, which need not be current, or such other certificate as the Manager considers to be equivalent or superior,
- (b) have completed at least 24 months qualifying service, calculated in accordance with 3, on ships of at least 750 kW propulsion power, of which at least 15 months must have been while holding a certificate as Engineer Watchkeeper and at least 9 months being on ships using propulsion of the kind to which the certificate relates;
- (c) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-III/2 of the STCW Code and includes management training and knowledge of the International Safety Management Code; and
 - (ii) includes practical training in:
 - (A) first aid at sea;
 - (B) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (d) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - (ii) valid certificate of medical fitness for service in the engine department issued or recognised under Marine Orders Part 9 (Health - Medical Fitness); and
- (e) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.3 Engineer Watchkeeper

To be eligible for a certificate of competency as Engineer Watchkeeper, a person must:

- (a) be 20 years of age or more;
- (b) have satisfactorily completed initial training as set out in 2;
- (c) have completed not less than 36 months approved education or training relevant to the duties of a marine engineer, including:
 - (i) qualifying service, calculated in accordance with 3, of at least 36 weeks on ships of at least 750 kW propulsion power of which, except for the holder of a certificate as Engineer Class 1, Engineer Class 2 or Engineer Watchkeeper certificate, at least 16 weeks must have been on ships using propulsion of the kind to which the certificate relates; and
 - (ii) approved practical training ashore of at least 36 weeks duration which at least meets the standards of table A-III/1 of the STCW Code;
- (d) have satisfactorily completed an appropriate course of study that:
 - (i) at least meets the standards specified in table A-III/1 of the STCW Code; and
 - (ii) includes practical training in:
 - (A) first aid at sea;
 - (B) advanced fire fighting in accordance with the provisions of section A-VI/3 of the STCW Code;
- (e) hold the following certificates:
 - (i) certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - (ii) valid certificate of medical fitness for service in the engine department issued or recognised under Marine Orders Part 9 (Health - Medical Fitness); and
- (f) have passed an oral examination in appropriate operational knowledge conducted by an examiner.

1.4 Other grades

To be eligible for a certificate of competency as:

- (a) Engineer Class 3;
- (b) Marine Engine Driver Grade 1;

- (c) Marine Engine Driver Grade 2; or
- (d) Marine Engine Driver Grade 3,

a person must have such qualifications and experience as may be specified by the Manager consistently with requirements for a certificate of that grade specified in the STCW Convention and the STCW Code.

Note: Generally, the certificates referred to in 1.4 are issued only by State or Territory authorities.

2 Initial training

2.1 Types of initial training

A person may complete initial training through:

- (a) training as an engineer cadet; or
- (b) training as an engineering tradesman.

2.2 Engineer cadet

A person must have completed an approved cadet training course.

2.3 Engineering tradesman

A person must:

- (a) have completed one of the following engineering trades:
 - fitter and turner/machinist;
 - diesel fitter;
 - electrical fitter; or
- (b) have an equivalent Tradesman's Rights certificate; or
- (c) have completed an engineering trade involving an approved program of workshop service.

Note: The following program of workshop service has been approved by the Manager:

1. A person must have performed eligible workshop service for at least 4 years. This will be reduced to 18 months in the case of a person who has satisfactorily completed a full-time course of study of at least the standard of a course leading to a Diploma in Mechanical Engineering, or its equivalent, for a period of at least 3 years at a university or technical institute.
2. To be eligible, workshop service must be of a type listed in column 1 of the following table. The maximum period that each type of service may contribute to the total of 4 years is specified in column 2 of the Table opposite that type of service.

column 1 - type of work column 2 - maximum period

metal turning 2 years

brass finishing 1 year

boiler making or repairing 1 year

pattern making 1 year

planing, slotting, shaping & milling 1 year

tool room work 1 year

training in the use of hand & small machine

tools under an approved training scheme 1 year

smith work 6 months

coppersmith work 6 months

welding 6 months

work in a drawing office as a draughtsman or 1 year, or if more than 1 year

engineer engaged on arrangement, detail has been so spent, 1 year plus

or design half the time in excess of 1 year

electrical shop or repair work not already 1 year, or if more than 1 year

specified in this column (not being work has been so spent, 1 year plus

of a minor nature half the time in excess of 1 year

or 18 months, whichever is less

3. At least 9 months of the total of 4 years must have been spent fitting, erecting or repairing mechanical or electrical machinery or engines having a shaft size of 150 mm or over, or turbines having a shaft diameter of 100 mm or over, being suitable training for a marine engineer.

3 Calculation of sea-going service

3.1 Period of service

3.1.1 A period of service is to be calculated from the date of engagement to the date of discharge from a ship, both dates inclusive.

3.1.2 A period of service is to be reckoned by the calendar month, one month being the time between any given day in a month and the preceding day of the following month, both days inclusive.

3.1.3 The number of complete months from the commencement of the period of seagoing service is to be computed, after which the excess days are to be summed.

3.1.4 Each summation of 30 excess days from different periods of qualifying service is to be reckoned as a month.

3.2 Certificate as Engineer

3.2.1 Service must have been performed as engineer, trainee engineer, engineer cadet or equivalent capacity regularly engaged in engine-room watchkeeping, which may include service 'on call' in periodically unattended machinery spaces.

3.2.2 In any period of service, seagoing service is the whole period, except in the following cases:

- (a) where the machinery is in use or immediately available for use for less than two thirds of the period, the seagoing service is the actual period the machinery is in use or immediately available for use plus 50% of that period;
- (b) where the service is on:
 - (i) an off-shore industry mobile unit that is not self-propelled; or
 - (ii) a dredge that is not self-propelled; or
 - (iii) auxiliary machinery run independently of the main propulsion machinery, the seagoing service is 50% of the actual period the machinery is in use or immediately available for use, subject to the following:
 - (iv) the maximum amount of seagoing service that can be credited for a certificate as Engineer Watchkeeper is 20 weeks;
 - (v) the maximum amount of seagoing service that can be credited for a certificate as Engineer Class 2 is 6 months;

(vi) the maximum amount of seagoing service that can be credited for a certificate as Engineer Class 1 is 12 months.

3.2.3 For any period on Daywork, seagoing service is the whole period, subject to the following:

- (a) the maximum amount of seagoing service that can be credited for a certificate as Engineer Watchkeeper is 20 weeks;
- (b) the maximum amount of seagoing service that can be credited for a certificate as Engineer Class 2 is 6 months;
- (c) the maximum amount of seagoing service that can be credited for a certificate as Engineer Class 1 is 12 months.

3.2.4 For a period of service on a ship of the defence force, seagoing service will be:

- (a) for fully documented days at sea—the whole period;
- (b) in other cases—half the period.

3.2.5 For the purposes of 3.2, machinery means:

- (a) propulsion machinery on propelled vessels;
- (b) generator prime movers and drilling prime movers on:
 - (i) off-shore industry mobile units;
 - (ii) floating production, storage or off-take facilities; and
 - (iii) facilities similar to (i) or (ii);that are not self-propelled;
- (c) dredging machinery.

3.3 Equivalent service

3.3.1 Service determined by the Manager as being equivalent to the service specified in this Appendix as qualifying service shall be deemed to be qualifying service.

3.3.2 Service in special capacities or in special types of ships and trades will be recognised according to its equivalence in respect of:

- (a) duration and frequency of voyages;
- (b) kind of duties performed and their duration and frequency; and
- (c) level of responsibility during the service.

4 Revalidation courses

4.1 Training courses for the revalidation of a certificate of competency as:

- (a) Engineer Class 1;
- (b) Engineer Class 2; and
- (c) Engineer Watchkeeper,

must cover the following subjects appropriate to the grade of certificate:

- developments in national and international regulations concerning safety of life at sea; protection of the marine environment and pollution prevention
- review of recent machinery and boiler casualties, including review of safe operational and working practices and the consideration of case studies
- review of marine engineering developments, including case studies
- practical exercises in fire-fighting; use of breathing apparatus in a smoke tunnel; life-saving and survival including wet drills and resuscitation
- essential procedures in first aid
- International Safety Management Code, quality assurance and occupational health and safety.

4.2 Training courses for the revalidation of a certificate of competency as:

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

must meet such requirements as may be specified by the Manager consistently with the requirements prescribed by the Uniform Shipping Laws Code.

Note: *The National Maritime Industry Training Council recommends that all officers should undertake refresher training by completing such courses as are appropriate to the grade of certificate held, regardless of whether such training is prerequisite to revalidation.*

Appendix 4

ELIGIBILITY REQUIREMENTS—RATINGS

1 Requirements for Certificates

1.1 Certificate of proficiency as Chief Integrated Rating

To be eligible for issue of a certificate of proficiency as Chief Integrated Rating, a person must:

- (a) have completed 24 months aggregate service at sea as integrated rating; and
- (b) have satisfactorily completed an approved training course that complies with 2.1.

1.2 Certificate of proficiency as Integrated Rating

To be eligible for issue of a certificate of proficiency as Integrated Rating, a person must:

- (a) :
 - (i) be 18 years of age or more;
 - (ii) have satisfactorily completed approved pre-sea and vocational training courses that comply with 2.2; and
 - (iii) have satisfactorily completed 36 weeks aggregate service at sea on a designated ship, including approved vocational training; or
- (b) be the holder of a certificate of rating as Able Seaman and have satisfactorily completed an approved training course that complies with 2.2; or
- (c) be the holder of a steering certificate and a certificate of rating as Engine Room Rating, have completed 24 months aggregate service at sea and have satisfactorily completed an approved training course that complies with 2.2.

1.3 Certificate of rating as Able Seaman

To be eligible for issue of a certificate of rating as Able Seaman, a person must:

- (a) have completed 12 months aggregate service at sea as deck rating in any capacity connected with keeping a navigation watch; and
- (b) be the holder of a steering certificate.

1.4 Certificate of rating as Engine Room Rating

To be eligible for issue of a certificate of rating as Engine Room Rating, a person must:

- (a) be 18 years of age or more;
- (b) have satisfactorily completed approved pre-sea and vocational training courses that comply with 2.4; and
- (c) have completed 6 months aggregate service at sea in any capacity connected with keeping an engine room watch.

1.5 Certificate of rating as Deck Rating

To be eligible for issue of a certificate of rating as Deck Rating, a person must:

- (a) be 18 years of age or more; and
- (b) have satisfactorily completed 12 months training and service at sea, comprising:
 - (i) approved pre-sea and vocational training courses that comply with 2.3; and
 - (ii) service at sea in any capacity connected with keeping a navigation watch.

2 Training courses

2.1 Chief Integrated Rating

Supervisory elements

An elements of supervision training course must cover:

- supervision of personnel
- personal communications
- human relations
- inter-personal relations and counselling
- leadership.

Fire prevention and extinction

A fire prevention and extinction course must cover:

- theory of combustion and extinction
- knowledge of fire-fighting installations and appliances on ships and associated personal apparatus
- practical familiarity with fire-fighting appliances and associated personal apparatus.

Ship maintenance

A ship maintenance course must cover:

- theory of corrosion and cathodic protection
- lubrication and lubricant storage and handling
- cleaning materials and storage and handling of such materials
- health hazards associated with maintenance procedures
- use and care of personal safety equipment.

Elements of storekeeping

An elements of storekeeping course must cover:

- inventory control of stores and spare parts
- costing.

Note: The training required for Chief Integrated Rating is in addition to that specified in 2.2.

2.2 Integrated rating

A. A safety training course, for trainees other than an able seaman referred to in 1.2(b), must cover:

- general familiarity with ships
- proficiency in survival craft
- basic fire-fighting
- basic life support (first aid)
- ship-board safety practices
- cargo hazards
- tanker familiarisation

- team-work and personal communications
- ISM Code.

B. A safety training course for an able seaman referred to in 1.2(b) must cover:

- proficiency in survival craft
- basic fire-fighting
- basic life support (first aid)
- safe working practices in tankers
- team-work and personal communications
- ISM Code.

C. A vocational training course for all trainees must cover:

- workshops
- watchkeeping and bridge operations
- deck operations
- rope and wire work
- knowledge of and practical familiarity with deck and engine room equipment and machinery
- knowledge of and practical familiarity with ship-board maintenance and paint systems
- general ship-board knowledge
- mechanics drawing
- cargo work
- occupational health, emergencies and safety procedures
- communications

and must include practical experience on a training vessel.

2.3 Deck rating

Pre-sea training

A pre-sea training course must cover:

- general ship knowledge
- seamanship

- steering procedures
- personal survival techniques
- proficiency in survival craft
- basic fire-fighting
- first aid
- hygiene.

Vocational training

A vocational training course must cover:

- normal and emergency operational and watchkeeping practices at sea, at anchor and in port
- basic navigational instruments and equipment
- ship maintenance
- cargo handling equipment
- mooring and anchoring operations and equipment; boat handling
- safe working practices; and tanker familiarisation.

2.4 Engine room rating

Pre-sea training

A pre-sea training course must cover:

- general ship knowledge
- engine room basics
- personal survival techniques
- proficiency in survival craft
- basic fire-fighting
- first aid
- hygiene.

Vocational training

A vocational training course must cover:

- normal and emergency operational and watchkeeping practices in an engine room
- basic engine room instruments and equipment

- engine room maintenance procedures and equipment
- pollution prevention
- boiler operation
- safe working practices
- tanker familiarisation.

2.5 Steering Certificate course

A training course for a steering certificate must cover:

- instruction in steering principles and procedures
- 2 hours practical training in steering a ship of 500 gross tonnage or more whilst the ship is being conned, plus 8 hours on a steering simulator.

3 Calculation of seagoing service

3.1 Period of service

3.1.1 A period of service is to be calculated from the date of engagement to the date of discharge from a ship, both dates inclusive.

3.1.2 A period of service is to be reckoned by the calendar month, one month being the time between any given day in a month and the preceding day of the following month, both days inclusive.

3.1.3 The number of complete months from the commencement of the period of seagoing service is to be computed, after which the excess days are to be summed.

3.1.4 Each summation of 30 excess days from different periods of qualifying service is to be reckoned as a month.

3.2 Equivalent service

3.2.1 Service determined by the Manager as being equivalent to the service specified in this Appendix as qualifying service shall be deemed to be qualifying service.

3.2.2 Service in special capacities or in special types of ships and trades will be recognised according to its equivalence in respect of:

- (a) duration and frequency of voyages;
- (b) kind of duties performed and their duration and frequency; and
- (c) level of responsibility during the service.

Appendix 5

Special training requirements for certain types of ships

1 Tankers

(STCW V-1)

1.1 Oil tanker

A certificate will be endorsed for service as responsible officer on an oil tanker if the holder has satisfactorily completed an approved course of training which meets the requirements of paragraphs 9 to 14 of Section A-V/1 of the STCW Code and has provided evidence of having completed:

- (a) 6 months shipboard service within the previous 5 years in connection with cargo handling duties on an oil tanker or a minimum of 3 months such service which must include experience of 6 loads and 6 discharges; or
- (b) 28 days approved shipboard training in cargo handling duties on an oil tanker within the previous 5 years; or
- (c) such other service, which may include a combination of (a) and (b), as the Manager determines to be equivalent to (a) or (b).

1.2 Chemical tanker

A certificate will be endorsed for service as responsible officer on a chemical tanker if the holder has satisfactorily completed an approved course of training which meets the requirements of paragraphs 16 to 21 of Section A-V/1 of the STCW Code and has provided evidence of having completed:

- (a) 6 months shipboard service within the previous 5 years in connection with cargo handling duties on a chemical tanker or a minimum of 3 months such service which must include experience of 6 loads and 6 discharges; or
- (b) 28 days approved shipboard training in cargo handling duties on a chemical tanker within the previous 5 years; or
- (c) such other service, which may include a combination of (a) and (b), as the Manager determines to be equivalent to (a) or (b).

1.3 Liquefied gas tanker

A certificate will be endorsed for service as responsible officer on a liquefied gas tanker if the holder has satisfactorily completed an approved course of training which meets the requirements of paragraphs 23 to 34 of Section A-V/1 of the STCW Code and has provided evidence of having completed:

- (a) 6 months shipboard service within the previous 5 years in connection with cargo handling duties on a liquefied gas tanker or a minimum of 3 months such service which must include experience of 6 loads and 6 discharges; or
- (b) 28 days approved shipboard training in cargo handling duties on a liquefied gas tanker within the previous 5 years; or
- (c) such other service, which may include a combination of (a) and (b), as the Manager determines to be equivalent to (a) or (b).

2 Ro-ro passenger ships (STCW V-2)

2.1 Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on board ro-ro passenger ships must have completed training in crowd management as specified in section A-V/2, paragraph 1 of the STCW Code.

2.2 Masters, officers and other personnel assigned specific duties and responsibilities on board ro-ro passenger ships must have completed the familiarisation training specified in section A-V/2, paragraph 2 of the STCW Code.

2.3 Personnel providing direct service to passengers in passenger spaces on board ro-ro passenger ships must have completed the safety training specified in section A-V/2, paragraph 3 of the STCW Code.

2.4 Masters, chief mates, chief engineers, first engineers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board ro-ro passenger ships must have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.

2.5 Masters, chief mates, chief engineers, first engineers and any person having responsibility for the safety of passengers in emergency situations on board ro-ro passenger ships must have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 5 of the STCW Code.

2.6 Seafarers who are required to be trained in accordance with this section must, at intervals not exceeding five years, undertake appropriate approved refresher training, or provide evidence of having achieved the required standard of competence within the previous five years.

3 Passenger ships

(STCW V-3)

3.1 Prior to being assigned shipboard duties on board a passenger ship, a seafarer must have completed the training specified in 3.3 to 3.7 as appropriate to his or her capacity, duties and responsibilities.

3.2 Seafarers who are required to be trained in accordance with this section must, at intervals not exceeding five years, undertake appropriate approved refresher training, or provide evidence of having achieved the required standard of competence within the previous five years.

3.3 Personnel designated on muster lists to assist passengers in emergency situations on board passenger ships must have completed training in crowd management as specified in section A-V/3, paragraph 1 of the STCW Code.

3.4 Masters, officers and other personnel assigned specific duties and responsibilities on board passenger ships must have completed the familiarisation training specified in section A-V/3, paragraph 2 of the STCW Code.

3.5 Personnel providing direct service to passengers in passenger spaces on board passenger ships must have completed the safety training specified in section A-V/3, paragraph 3 of the STCW Code.

3.6 Masters, chief mates, and any person assigned immediate responsibility for embarking and disembarking passengers must have completed approved training in passenger safety as specified in Section A-V/3. paragraph 4 of the STCW Code.

3.7 Masters, chief mates, chief engineers, first engineers and any person having responsibility for the safety of passengers in emergency situations on board passenger ships must have completed approved training in crisis management and human behaviour as specified in section A-V/3, paragraph 5 of the STCW Code.

4 Sailing ships

4.1 A certificate will be endorsed for service as a master on a sailing ship if the holder:

- (a) has produced evidence of knowledge and experience of sailing ships to the satisfaction of the Manager; and
- (b) has served as a deck officer on a sailing ship of the type for which the endorsement is required:
 - (i) for a period of at least 12 months; or

- (ii) for a period of at least 6 months and produces testimonials from the master of the ship confirming that the holder was assessed on board ship and found competent to serve as master.

4.2 An endorsement may be limited to one or more kinds of rig.

5 High speed craft

A Type Rating Endorsement will be granted to a person in respect of a particular type of high speed craft for a particular route if that person:

- (a) has satisfactorily completed approved high speed craft training, relevant to the type of craft and the route, that meets the requirements of paragraphs 18.3.3 to 18.3.3.12 (inclusive) of the HSC Code; and
- (b) has practical experience and familiarisation training to the satisfaction of the Manager.

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