
GENERAL NOTICE

NOTICE 189 OF 2006

Draft Merchant Shipping Regulations: For comment

South African Maritime Safety Authority

Draft Merchant Shipping Regulations: For comment

The South African Maritime Safety Authority (SAMSA) publishes for public comment the proposed measures set out in the accompanying Schedule. Written submissions should reach SAMSA on or **before 31 March 2006** (Note: late submission may be disregarded). These should be addressed to the Chief Executive Officer (for the attention of Mr C Briesch) and may be either:

- hand-delivered to SAMSA, 161 Lynwood Road, Brooklyn 0181, Pretoria; or
- mailed to SAMSA, PO Box 13186 Hatfield 0028; or
- faxed to (012) 366 2601; or
- emailed to cbriesch@samsa.org.za.

Telephonic enquiries should be directed to Mr C Briesch at (012) 366 2624. Attention is invited to the explanatory note appearing at the end of each set of regulations.

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Part 1A **Draft Merchant Shipping (Training and Certification) Amendment Regulations, 2006 (No. 1)**

I Title and commencement

- (1) These regulations are called the *Merchant Shipping (Training and Certification) Amendment Regulations, 2006 (No. 1)*.
- (2) These regulations commence on the day they are published in the Gazette.

2 Definitions

In these regulations "the Regulations" means the *Merchant Shipping (Training and Certification) Regulations, 1999*, published by Government Notice No. R. 1547 of 30 December 1999, as amended by Government Notices Nos. R. 502 of 26 April 2002, and 1196 and 1197 of 15 October 2004.

3 Amendment of Regulation 1 of Regulations

Regulation 1 of the Regulations is amended—

- (a) by the deletion in subregulation (1) of the definitions of "accelerated training" and "accredited institution";
- (b) by the ~~insertion~~ in subregulation (1) before the definition of "approved" of the following definition:
 "**accredited**" means accredited by the Authority;";
- (c) by the insertion in subregulation (1) after the definition of "approved" of the following definitions:
 "**approved accelerated training programme**", for certification of a particular kind, means an accelerated training programme approved for certification of that kind;
 '**approved training**', for certification of a particular kind, means training programmes and/or courses approved for certification of that kind;
 '**approved training record book**', for certification of a particular kind, means a training record book approved for certification of that kind;";
- (d) by the deletion in subregulation (1) of the definitions of "approved sea service" and "assessor";

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- (e) by the insertion in subregulation (1) after the definition of "assistant engineer officer" of the following definitions:
- "candidate'** means a person desiring certification in terms of these regulations;
- 'certificate'** and **'certification'** means a certificate of competency or qualification and includes an endorsement;";
- (f) by the substitution in subregulation (1) for the definition of "certificated" of the following definition:
- "certificated'**, in relation to—
- (a) a deck officer on a ship **of** a particular kind, means holding valid appropriate certification that entitles the holder to serve **as** an officer in charge of a navigational watch on a ship of that kind; and
- (b) **an** engineer officer on a ship of a particular kind, means holding valid appropriate certification that entitles the holder to serve as an officer in charge of an engineering watch on a ship of that kind;";
- (g) by the substitution in subregulation (1) for the definition of "deck officer" of the following definition:
- "deck officer'** means a ship's officer serving in the deck department on a ship, and includes the master;";
- (h) by the insertion in subregulation (1) after the definition of "deck officer" of the following definition:
- "deck officer certificate'** means the certification covered by Division 1 of **Part 3**;";
- (i) by the deletion in subregulation (1) of the definition of "deck rating";
- (j) by the substitution in subregulation (1) for the definitions of "endorsement" and "engineer officer" of the following definitions:
- "endorsement'** means a document that is appended to a certificate of competency and that modifies the terms **of** the certificate;
- 'engineer officer'** means a ship's officer serving in the engine department on a ship;";
- (k) by the insertion in subregulation (1) after the definition of "engineer officer" of the following definitions:
- "engineer officer certificate'** means the certification covered by Division 2 of **Part 3**;

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- '**equivalent certification**' has the meaning given by regulation 4(1);";
- (l) by the deletion in subregulation (1) of the definition of "engineer rating";
- (m) by the substitution in subregulation (1) for the definition of "examiner" of the following definition:
"**examiner**' means a person appointed as an examiner under section 77(4) of the Act;";
- (n) by the deletion in subregulation (1) of the definition of "general purpose rating";
- (o) by the substitution in subregulation (1) for the definition of "GT" of the following definition:
"**GT**', for a ship, means its gross tonnage calculated in accordance with the *Tonnage Regulations, 1986*";
- (p) by the insertion in subregulation (1) after the definition of "GT" of the following definition:
"**holder**', of a certificate or other document, means the person identified as holder by the certificate or document;";
- (q) by the insertion in subregulation (1) after the definition of "IGC Code" of the following definition:
"**length**' has the same meaning as in regulation 2 of the *Tonnage Regulations, 1986*";
- (r) by the insertion in subregulation (1) after the definition of "oil tanker" of the following definition:
"**onboard training**' is training that—
(a) is conducted principally on board a vessel during qualifying service; and
(b) is set out, and assessed, in an approved training record book;";
- (s) by the substitution in subregulation (1) for the definition of "qualifying service" of the following definition:
"**qualifying service**', for certification of a particular **kind**, means the sea service or port operations service, as the case may be, required for certification of that kind;";
- (t) by the insertion in subregulation (1) after the definition of "unlimited" of the following definition:
"**valid**', in relation to a certificate or other document, means a certificate or document that is current and that has not been suspended or cancelled;";

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- (u) by the substitution for subregulation (2) of the following subregulation:
 - "(2) A reference in these regulations to a particular level of assessment shall be read as a reference to assessment at that level in accordance with regulation 18."; and
- (v) by the deletion of subregulation (3).

4 Amendment of regulation 2 of Regulations

Regulation 2 of the Regulations is amended—

- (a) by the substitution for subregulations (1) and (2) of the following subregulations:
 - "(1) These regulations prescribe the conditions to be ~~met~~ and the standards of competence required for the ~~issue~~ of the certification specified in subregulations (3), (4), (5) and (6).
 - (2) A person is qualified for the purposes of the ~~Act~~ to serve in a certificated capacity covered by these regulations, if—
 - (a) in the case of a master or ship's officer, the person—
 - (i) holds a valid appropriate certificate of competency as master or ship's officer as specified in subregulation (3) or (4); or
 - (ii) holds equivalent certification; or
 - (iii) has been authorised under section 83(1) of the Act to serve in the capacity concerned; and
 - (b) in the case of a rating, the person holds—
 - (i) a valid appropriate certificate of qualification as a rating as specified in subregulation (5); or
 - (ii) equivalent certification; or
 - (iii) valid appropriate certification that ~~has~~ been endorsed in accordance ~~with~~ the STCW Convention by or on behalf of the government of another country; or
 - (iv) valid certification issued by or ~~on~~ behalf of the government of another country ~~that~~ the Authority is satisfied qualifies ~~the~~ person to serve in the capacity concerned.";

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- (b) by the substitution for paragraphs (h) and (i) of subregulation (3) of the following paragraphs:
- (h) skipper (unlimited)
- master of a ship of less than 200 GT on unlimited voyages (*management level*);
- (i) skipper (coastal)
- master of a ship of less than 200 GT on near-coastal voyages (*management level*); and";
- (c) by the substitution for subparagraph (i) of subregulation (4)(d) of the following subparagraph:
- (i) officer in charge of an engineering watch on a ship of any kilowatt propulsion power (*operational level*);";
- (d) by the substitution for paragraph (e) of subregulation (4) of the following paragraph:
- (e) chief engineer officer (port operations)
- chief engineer officer of a ship of less than 1500kW propulsion power operating within a port operations area;";
- (e) by the substitution for subparagraph (ii) of subregulation (4)(f) of the following subparagraph:
- (ii) endorsed chief engineer officer of a ship of less than 1500kW propulsion power operating within in a port operations area.";
- (f) by the substitution for subregulation (5) of the following subregulation:
- (5) Subject to subregulation (7), the certificates of qualification, with their relative levels of responsibility (if any), applicable to ratings are—
- (a) ordinary seaman (*support level*);
- (b) able seaman (*support level*);
- (c) wiper (*support level*);
- (d) oiler (*support level*);
- (e) ordinary seaman (port operations);
- (f) able seaman (port operations);
- (g) wiper (port operations);
- (h) oiler (port operations);
- (i) efficient general purpose rating (port operations); and

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- (j) efficient cook."; and
- (g) by the substitution for subregulation (9) of the following subregulation:

"(9) The certificates mentioned in subregulations (3) to (6) shall be issued and endorsed in accordance with the STCW Convention, except—

- (a) the certificates of competency (special grade);
- (b) the port operations certification;
- (c) the certificate of qualification as efficient cook; and
- (d) the certificate of qualification **as** proficient in liferafts."

5 Amendment of regulation 3 of Regulations

Regulation 3 of the Regulations is amended—

- (a) by the substitution for subregulations (1) and (2) of the following subregulations:

"(1) A certificate of competency issued in terms of these regulations, and any equivalent certification, is not valid for sea service or port operations service **unless** revalidated at intervals not exceeding five years to establish continued professional competence in accordance with subregulation (2).

(2) Continued professional competence is established—

(a) **by—**

- (i) Completing, during the preceding five years, at least 12 months sea service or port operations service, as appropriate to the certification held; or
- (ii) performing functions considered by the Authority to be equivalent to ~~the~~ service mentioned in subparagraph (i); or
- (iii) completing—
 - (aa) in a supernumerary capacity, at least three months sea service or port operations service, as appropriate to the certification held; and
 - (bb) assessment at level 3 to meet the standard of competence specified in the Code; and

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- (b) by completing applicable approved (refresher) training and meeting the standard of competence specified in the Code.";
- (b) by the deletion of subregulation (3);
- (c) by the substitution for subregulation (4) of the following subregulation:
 - "(4) Application for revalidation shall be made in the form and manner, include the information and be accompanied by the documents specified by the Authority."; and
- (d) by the deletion of subregulation (6).

6 Substitution of regulation 4 of Regulations

The following regulation is substituted for regulation 4 of the Regulations:

"4 Equivalent certification

- (1) *Equivalent certification* is valid certification that—
 - (a) was issued—
 - (i) before the commencement of these regulations; or
 - (ii) thereafter in terms of regulation 72; and
 - (b) is taken, in terms of regulation 23 of the *Merchant Shipping (Safe Manning) Regulations, 1999*, to be equivalent to the specified certification in terms of these regulations.
- (2) Equivalent certification shall be exchanged for the corresponding certification in terms of these regulations in the manner and within the time specified by the Authority."

7 Substitution of regulation 6 of Regulations

The following regulation is substituted for regulation 6 of the Regulations:

"6 Senior examiners

- (1) For these regulations, the Authority shall designate in writing, from among the examiners, a senior examiner (deck) and a senior examiner (engine).

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- (2) In addition to the functions specified in these regulations, a senior examiner has the other functions specified in his or her instrument of designation."

8 Substitution of regulation 8 of Regulations

The following regulation is substituted for regulation 8 of the Regulations:

"8 Syllabus committee

- (1) The Authority may establish a committee (the *syllabus committee*) to advise it about the implementation and operation of these regulations and the related provisions of the Code.
- (2) The syllabus committee shall consist of—
- (a) the chair, who shall be a senior examiner designated in writing for the purpose by the Authority; and
 - (b) the other senior examiner; and
 - (c) the Registrar; and
 - (d) not more than nine other members, appointed in writing by the Authority, who shall be persons with appropriate knowledge and experience in matters relating to the education and training of seafarers.
- (3) The Authority may give the syllabus committee Written directions about—
- (a) the way in which the committee is to carry out its work; and
 - (b) procedures to be followed in relation to its meetings.
- (4) The syllabus committee shall take account of the directions given to it by the Authority.
- (5) The Authority may reconstitute or disband the syllabus committee at any time, as it thinks fit."

9 Insertion of regulations 8A and 8B in Regulations

The following regulations are inserted in ~~Part~~ 1 of the Regulations after regulation 8:

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"8A Mislaid, lost or destroyed certification

If certification issued in terms of these regulations is at any time mislaid, lost or destroyed, the Registrar may issue replacement certification on application made by the holder in the form and manner and including the information and accompanied by the documents specified by the Authority.

8B Accreditations and approvals

Every accreditation or approval in terms of these regulations—

- (a) shall be given in writing; and
- (b) shall state the date on which it takes effect and expires and the conditions (**if** any) on which it is given; and
- (c) may, after reasonable notice, be altered or cancelled."

10 Repeal of regulation 9 of Regulations

Regulation 9 of the Regulations is repealed.

11 Substitution of regulations 10 and 11 of Regulations

The following regulations are substituted for regulations 10 and 11 of the Regulations:

"10 Dates and places for level 3 assessments

- (1) The Authority shall publish at least annually in a marine notice the times and places for level 3 assessments.
- (2) However, published times and places may be varied by agreement between examiner and candidate.

11 How to apply

- (1) Unless subregulation (2) applies, application for certification in terms of these regulations shall be made in the form and manner specified by the Authority and be accompanied by the appropriate documents specified in the Annex.
- (2) Application for certification in terms of Division 4 of ~~Part 3~~ shall be made in the form and manner, include the

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information and be accompanied by the documents specified by the Authority.

- (3) If the certification requires assessment at level 3, the application shall be made at least 14 days before the intended date of assessment."

12 Amendment of regulation 12 of Regulations

Regulation 12 of the Regulations is amended by the substitution for subregulation (1) of the following subregulation:

- "(1) In the case of doubt about the appropriateness or sufficiency of a candidate's qualifying service, the candidate may submit his or her case, accompanied by the relevant certificates, discharges, testimonials, training records, watchkeeping certificates and such other documents as may be required, for determination by the relevant senior examiner."

13 Repeal of regulation 13 of Regulations

Regulation 13 of the Regulations is repealed.

14 Substitution of regulations 14 and 15 of Regulations

The following regulations are substituted for regulations 14 and 15 of the Regulations:

"14 Bribery

A candidate who has been convicted of bribery as described in section 314 of the Act or upon whom a penalty for such bribery has been imposed under section 324 of the Act shall be disqualified from obtaining any certification in terms of these regulations for a period expiring 12 months after the date of the conviction or imposition of the penalty, as the case may be.

15 Unsatisfactory conduct

- (1) If the Authority **finds** that a candidate's conduct during qualifying service is unsatisfactory, the Authority—
- (a) shall refuse the application for certification; and
 - (b) may require that the candidate perform a further period of qualifying service, not exceeding 24 months, before reapplying for the certification concerned.

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- (2) Unsatisfactory conduct is conduct of the following kind
- (a) signing a crew agreement, as mentioned in section 102 of the Act, and failing, without reasonable excuse, to join the ship concerned;
 - (b) absence without leave, or desertion, from a ship;
 - (c) misconduct."

15 Repeal of regulations 16 and 17 of Regulations

Regulations 16 and 17 of the Regulations are repealed.

16 Substitution of regulation 18 of Regulations

The following regulation is substituted for regulation 18 of the Regulations:

"18 Assessing competence

- (1) Candidates required to meet an applicable standard of competence specified in the Code shall be assessed to meet that standard at one or more of the following levels (listed from lowest to highest), as the case requires:
- (a) Level 1 candidates required to complete onboard training shall be assessed at this level in an approved training record book;
 - (b) Level 2 candidates required to complete approved training shall be assessed at this level at the accredited maritime training provider providing the training;
 - (c) Level 3 candidates for a certificate of competency, any endorsement to a certificate of competency (except in terms of Division 4 of Part 3), or the removal of any limitation to a certificate of competency shall be assessed at this level by way of oral examination in terms of regulation 18B.
- (2) A candidate required to be assessed at more than one level shall not be assessed at the higher level before he or she has been found competent at the lower level."

17 Insertion of regulations 18A and 18B in Regulations

The following regulations are inserted in the Regulations after regulation 18:

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"18A Level 2 assessment

- (1) This regulation applies to written examinations that form part of assessment at level 2 for the certificates of competency, and related endorsements, covered by these regulations.
- (2) The Authority shall designate, in Writing, one or more examiners to do any one or more of the following:
 - (a) moderate examination question papers, memoranda and scripts;
 - (b) re-mark examination scripts, if requested by the maritime training provider concerned,
 - (c) consult with instructors, supervisors and assessors, about defects or other problems detected in examination memoranda or scripts.
- (3) For a course covering the syllabus in the Code for chartwork, navigation, naval architecture or emergency procedures, the **minimum** aggregate mark for a candidate for a deck officer certificate shall be 60 per cent. For other candidates, and courses covering other syllabuses, the minimum aggregate mark shall be 50 per cent.
- (4) In the case of doubt about a candidate's aggregate mark for a course covering the syllabus in the Code for chartwork, navigation, naval architecture, emergency procedures or engineering knowledge, the decision of the relevant senior examiner shall be final.

18B Level 3 assessment

- (1) The main purpose of the level 3 assessment is to assess a candidate's competence in the practical aspects of a **seafarer's** duties and responsibilities.
- (2) The assessment shall be conducted by an examiner in the presence of another approved person.
- (3)
 - (a) If a candidate is assessed as competent and complies in all other respects with the requirements for the issue of the certification concerned, the examiner shall issue the candidate with an interim certificate in the approved form.
 - (b) The interim certificate
 - (i) shall be valid for six **months from** its date of issue; and

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- (ii) during that period, serves as interim certification (pending the issue of the appropriate full-term certification by the Registrar); and
 - (iii) shall be surrendered to the Authority when the holder is issued with the full-term certification.
- (4) If a candidate is assessed **as** not yet competent, the examiner shall issue the candidate with **a** written notice, signed by the examiner, stating—
- (a) the details of the assessment; and
 - (b) the conditions (if any) imposed by the examiner; **and**
 - (c) the requirement to produce the notice when next applying for assessment at level. **3**.
- (5) If a candidate is assessed **as** not yet competent because of a significant deficiency in the candidate's practical knowledge, the examiner may require that the candidate complete a **further** period of appropriate **qualifying** service, not exceeding **six months**, before reapplying for the certification concerned.
- (6) If a Candidate, without reasonable excuse, fails to appear for the assessment at the appointed time and place, the examiner shall assess the candidate **as not yet competent by default**."

18 Repeal of regulations 19 and 20 of Regulations

Regulations 19 and 20 of the Regulations are repealed.

19 Substitution of regulation 21 of Regulations

The following regulation is substituted for regulation 21 of the Regulations:

"21 Proficiency in English

- (1) For certification as master or ship's officer, a candidate shall have **a** command of English that is appropriate to the efficient discharge of routine and emergency duties and responsibilities associated with the certificate concerned.
- (2) **An** examiner may require that a candidate demonstrate proficiency consistent with subregulation (1).

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- (3) A requirement under subregulation (2) shall take account of—
- (a) the obligations of the Republic under the STCW Convention; and
 - (b) any related resolutions adopted by the International Maritime Organisation."

20 Repeal of regulation 22 of Regulations

Regulation 22 of the Regulations is repealed.

21 Substitution of Divisions 1, 2 and 3 of Part 3 of Regulations

The following Divisions are substituted for Divisions 1, 2 and 3 of ~~Part~~ 3 of the Regulations:

"Division ■ Deck officer certificates

23 Skipper (port operations)

- (1) For the certificate of competency as skipper (port Operations), a candidate shall—
- (a) be at least **18** years of age; and
 - (b) have at least **12** months sea service or port operations service in the deck department on any of the following **kinds** of ships of **25** GT or more:
 - (i) trading ships;
 - (ii) fishing vessels;
 - (iii) ships of class V, VI or XII (within the meaning of the Construction Regulations, **1968**);
 - (iv) port operations vessels;
 - (v) naval ships; and
 - (c) have performed, during the required service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least six months; **and**
 - (d) have completed approved training and meet the standard of competence specified in the Code.
- (2) If the port operations service contemplated in subregulation (1)(b) has been performed on ships restricted to operating within the confines of the

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breakwaters of a port, the certificate shall be limited accordingly.

24 Skipper (coastal)

For the certificate of competency as skipper (coastal), a candidate shall—

ALTERNATIVE A

- (a) be at least 18 years of age; and
- (b) have at least 12 months sea service in the deck department on any of the following **kinds** of ships of **25** GT or more:
 - (i) trading ships;
 - (ii) fishing vessels;
 - (iii) ships of class V or XII (within the meaning of the *Construction Regulations, 1968*);
 - (iv) naval ships; and
- (c) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least **six** months; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competency as skipper (port operations))

- (a) have completed, while holding as a minimum the certificate of competency as skipper (port operations), at least six months sea service in the deck department on any of the following kinds of ships of **25** GT or more:
 - (i) trading ships;
 - (ii) fishing vessels;
 - (iii) ships of class V or XII (within the meaning of the *Construction Regulations, 1968*);
 - (iv) naval ships; and
- (b) have performed, during the required sea service, bridge watchkeeping duties under the supervision

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of a certificated deck officer for at least three months; and

- (c) have completed approved training and meet the standard of competence specified in the Code.

24A Skipper (unlimited)

For the certificate of competence as skipper (unlimited), a candidate shall—

ALTERNATIVE A

- (a) be at least **18** years of age; and
- (b) have at least **12** months sea service in the deck department on any of the following kinds of ships of **25** GT or more on unlimited voyages:
- (i) trading ships;
 - (ii) fishing vessels;
 - (iii) ships of class V or XII (within the meaning of the *Construction Regulations, 1968*);
 - (iv) naval ships; and
- (c) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least six months; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competency as skipper (port operations))

- (a) have completed, while holding as a minimum the certificate of competency as skipper (port operations), at least **six** months sea service in the deck department on any of the following kinds of ships of **25** GT or more on unlimited voyages:
- (i) trading ships;
 - (ii) fishing vessels;
 - (iii) ships of class V or XII (within the meaning of the *Construction Regulations, 1968*);
 - (iv) naval ships; and

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- (b) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least three months; and
- (c) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE C

(if the candidate holds the certificate of competency as skipper (coastal))

- (a) have completed, while holding as a minimum the certificate of competency as skipper (coastal), at least **six** months sea service in the deck department on **any** of the following **kinds** of ships of **25** GT or more on unlimited voyages:
 - (i) **trading** ships;
 - (ii) fishing vessels;
 - (iii) ships of class V or XII (within the meaning of the *Construction Regulations, 1968*);
 - (iv) naval ships; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

25 Mate (coastal)

For the certificate of competency as mate (coastal), a candidate shall—

ALTERNATIVE A

- (a) be at least 18 years of age; and
- (b) have at least **12** months sea service in the deck department on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in **an** approved training record book; **and**
- (d) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least six months; **and**
- (e) have completed approved training and meet the standard of competence specified in the Code,

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or

ALTERNATIVE B

(if the candidate holds the certificate of competency as skipper (unlimited) or skipper (coastal))

- (a) have completed, while holding as a minimum the certificate of competency as skipper (unlimited) or skipper (coastal), at least **six** months sea service in the deck department on trading ships of 100GT or more on unlimited or near-coastal voyages; and
- (b) have completed, during the required sea service, onboard training that is documented in **an** approved training record book; and
- (c) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least three months; and
- (d) have completed approved training and meet the standard of competence specified in the Code.

26 Master (port operations)

- (1) For the certificate of competency as master (port operations), a candidate **shall—**

ALTERNATIVE A

- (a) be at least 20 years of age; and
- (b) have completed, while holding **as a minimum** the certificate of competency as skipper (port operations), at least **12 months** port operations service as **officer** in charge of a navigational watch on port operations vessels of 100GT or more; and
- (c) have completed approved **training** and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competency as mate (coastal))

- (a) be at least 20 years of age; and
- (b) have completed, while holding **as a minimum** the certificate of Competency **as** mate (coastal), **at** least 12 months sea service as officer in charge **of** a navigational watch on trading ships of 100GT **or** more on unlimited or near-coastal voyages; **and**

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- (c) have completed approved training and meet the standard of competence specified in the Code.
- (2) If the port operations service contemplated in paragraph (a) of **ALTERNATIVE A** in subregulation (1) has been performed on ships restricted to operating within the confines of the breakwaters of a port, the certificate shall be limited accordingly.

27 Master (coastal)

- (1) For the certificate of competency as master (coastal), a candidate shall—
- (a) be at least 20 years of age; and
 - (b) have completed, while holding as a minimum the certificate of competency as mate (coastal), at least **12** months sea service as officer in charge of a navigational watch on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
 - (c) have Completed approved training **and** meet the standard of competence specified in the Code.

28 Deck officer

For the certificate of competency as deck officer, a candidate shall—

ALTERNATIVE A

- (a) be at least **18** years of age; and
- (b) have at least **36** months sea service in the deck department on trading ships of 500 GT or more on unlimited voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in an approved training record **book**; and
- (d) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least **six** months; and
- (e) have completed approved training and meet the standard of competence specified in the Code,

or

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ALTERNATIVE B

(accelerated training, if the candidate has a grade 12 or equivalent pass with mathematics and physics as subjects)

- (a) be at least **18** years of age; and
- (b) have at least **12** months sea service in the deck department on trading ships of 500 GT or more on unlimited voyages as part of an approved accelerated training programme that includes onboard training documented in an approved training record book; and
- (c) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least **six** months; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE C

(if the candidate holds the certificate of competency as master (coastal) or mate (coastal))

- (a) have at least six months sea service in the deck department on trading ships of 500 GT or more on unlimited voyages; and
- (b) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least three months; and
- (c) have completed approved training and meet the standard of competence specified in the Code.

29 Endorsement as chief mate of a ship of less than 3 000 GT on unlimited voyages

For the endorsement as chief mate of a ship of less than 3 000 GT on unlimited voyages, a candidate shall—

- (a) have completed, while holding as a minimum the certificate of competency as deck officer, at least 12 months sea service as officer in charge of a navigational watch on trading ships of 500 GT or more on unlimited voyages; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

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**30 Endorsement as master of a ship of less than
500 GT on unlimited voyages**

For the endorsement as master of a ship of less than 500 GT on unlimited voyages, a candidate shall —

- (a) have completed, while holding **as** a minimum the certificate of competency **as** deck officer, at least 12 months sea service as officer in charge of a navigational watch on trading ships of 100 GT or more on unlimited voyages; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

**30A Endorsement as master of a ship of less than
3 000 GT on unlimited voyages**

For the endorsement as master of a ship of less than 3 000 GT on unlimited voyages, a candidate shall —

ALTERNATIVE A

(if the candidate holds the certificate of competency as deck officer)

- (a) have completed, while holding **as** a minimum the certificate of competency **as** deck officer, at least 36 months sea service **as** officer in charge of a navigational watch on trading ships of 500 GT or more on unlimited voyages; and
- (b) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competency as chief mate)

- (a) have completed, while holding **as** a minimum the certificate of competency **as** chief mate or the endorsement as chief mate of a ship of less than 3 000 GT on unlimited voyages, at least 12 months sea service as chief mate of a trading ship of 500 GT or more on unlimited voyages; and
- (b) have completed approved **training** and meet the standard of competence specified in the Code.

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31 Chief mate

For the certificate of competency as chief mate, a candidate shall—

- (a) have completed, while holding as a minimum the certificate of competency as deck officer, at least 12 months sea service as officer in charge of a navigational watch on trading ships of 3 000 GT or more on unlimited voyages; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

32 Master

For the certificate of competency as master, a candidate shall—

ALTERNATIVE A

(if the candidate holds the certificate of competency as deck officer)

- (a) have completed, while holding as a minimum the certificate of competency as deck officer, at least 36 months sea service as officer in charge of a navigational watch on trading ships of 3 000 GT or more on unlimited voyages; and
- (b) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competency as chief mate)

- (a) have completed, while holding as a minimum the certificate of competency as chief mate, at least 12 months sea service as chief mate of a trading ship of 3 000 GT or more on unlimited voyages; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

33 Mining operations limitation

- (1) If more than half a candidate's qualifying service for certification referred to in regulation 25, 27, 28, 29, 30, 30A, 31 or 32 is made up of sea service performed on ships employed in mining operations contemplated in

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regulation 61(2)(b)(ii), the certification concerned shall be limited to mining operations.

- (2) For this regulation, references in regulations 25, 27, 28, 29, 30, 30A, 31 and 32 to sea service shall be taken to include sea service performed on ships employed in mining operations.

34 Master (special grade)

For the certificate of competency as master (special grade), a candidate shall—

- (a) hold the certificate of competency as master; and
(b) while holding that certificate, have completed approved training and meet the standard of competence specified in the Code."

Division 2 Engineer officer certificates

35 Second engineer officer (port operations)

For the certificate of competency as second engineer officer (port operations), which includes the endorsement mentioned in regulation 2(4)(f)(ii), a candidate shall—

- (a) be at least 18 years of age; and
(b) have completed at least six months sea service, or port operations service, as assistant engineer officer on ships of 750 kW propulsion power or more under the supervision of a certificated engineer officer; and
(c) have completed an approved accelerated training programme of at least 30 months that includes onboard training documented in an approved training record book and meet the standard of competence specified in the Code.

36 Chief engineer officer (port operations)

For the certificate of competency as chief engineer officer (port Operations), a candidate shall—

- (a) have completed, while holding as a minimum the certificate of competency as second engineer officer (port operations), at least 12 months port operations service as officer in charge of an engineering watch on ships of 750 kW propulsion

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power or more of which at least three months shall have been on ships of 1 500 kW propulsion power or more; and

- (b) have completed approved training and meet the standard of competence specified in the Code.

37 Engineer officer

For the certificate of competency as engineer officer, a candidate shall—

ALTERNATIVE A

- (a) be at least 18 years of age; and
- (b) have at least 18 months sea service in the engine department on trading ships of 750 kW propulsion power or more of which at least **six** months shall have been served as assistant engineer **officer** under the supervision of a certificated engineer officer; and
- (c) have completed, during the required sea service, onboard training that is documented **in** an approved training record **book**; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 18 years of age; and
- (b) have completed at least six months sea service as assistant engineer officer on **trading** ships of 750 kW propulsion power **or** more **under** the supervision **of** a certificated engineer officer; and
- (c) have completed an approved accelerated **training** programme of at least **30** months that includes onboard training documented in an approved training record book and meet the standard **of** competence specified in the Code,

or

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ALTERNATIVE C

(if the candidate holds the certificate of competency as marine motorman higher grade)

- (a) have completed, while holding **as** a minimum the certificate of competency as marine motorman higher grade, at least three months sea service **as** assistant engineer officer on trading ships of 750 kW propulsion power or more under the supervision of a certificated engineer officer; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

38 Second engineer officer (< 3 000 kW)

For the certificate of competency **as** second engineer officer of a ship of less than 3 000 kW propulsion power, a candidate shall—

- (a) have completed, while holding **as** a **minimum** the certificate of competency as engineer officer, at least 12 months sea service as officer in charge of **an** engineering watch on trading ships of 750 kW propulsion power or more; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

38A Second engineer officer (≥ 3 000 kW)

For the certificate of competency **as** second engineer officer of a **ship** of 3 000 kW propulsion power or more, a candidate shall—

- (a) have completed, while holding as a minimum the certificate of competency **as** engineer officer, at least **12** months sea service as officer in charge of **an** engineering watch on trading ships of 3 000 kW propulsion power or more; and
- (b) have completed approved training and meet the **standard** of competence specified in the Code.

39 Chief engineer officer (< 3 000 kW)

For the certificate of competency **as** chief engineer officer **of** a ship of less than 3 000 kW propulsion power, a candidate shall—

- (a) have at least 36 months sea service as assistant engineer officer, or engineer officer, on trading

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ships of 750 kW propulsion power or more of which at least 12 months shall have been served as officer in charge of an engineering watch while holding as a minimum the certificate of competency as second engineer officer of a ship of less than 3 000 kW propulsion power; and

- (b) have completed approved training and meet the standard of competence specified in the Code.

39A Chief engineer officer (≥ 3 000 kW)

For the certificate of competency as chief engineer officer of a ship of 3 000 kW propulsion power or more, a candidate shall—

- (a) have at least 36 months sea service as assistant engineer officer, or engineer officer, on trading ships of 3 000 kW propulsion power or more of which at least 12 months shall have been served as officer in charge of an engineering watch while holding as a minimum the certificate of competency as second engineer officer of a ship of 3 000 kW propulsion power or more; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

40 Endorsement as chief engineer officer of a ship of any kilowatt propulsion power operating within a port operations area

For the endorsement as chief engineer officer of a ship of any kilowatt propulsion power operating within a port operations area, a candidate shall—

ALTERNATIVE A

- (a) have completed, while holding as a minimum the certificate of competency as engineer officer, at least 12 months sea service as officer in charge of an engineering watch on trading ships of 750 kW propulsion power or more; and
- (b) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

- (a) have completed, while holding as a minimum the certificate of competency as engineer officer, at

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least 12 months port operations service on ships of 750 kW propulsion power or more of which at least three months shall have been on ships of 1 500 kW propulsion power or more; and

- (b) have completed approved training and meet the standard of competence specified in the Code.

40A Endorsement as chief engineer officer of a ship of less than 750 kW propulsion power

For the endorsement as chief engineer officer of a ship of less than 750 kW propulsion power, a candidate shall—

- (a) have completed, while holding as a minimum the certificate of competency as second engineer officer of a ship of less than 3 000 kW propulsion power, at least six months sea service as officer in charge of an engineering watch on trading ships of 750 kW propulsion power or more; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

40B Endorsement as chief engineer officer of a ship of less than 3 000 kW propulsion power

For the endorsement as chief engineer officer of a ship of less than 3 000 kW propulsion power, a candidate shall—

- (a) have completed, while holding as a minimum the certificate of competency as second engineer officer of a ship of 3 000 kW propulsion power or more, at least 12 months sea service as officer in charge of an engineering watch on trading ships of 750 kW propulsion power or more; and
- (b) have completed approved training and meet the standard of competence specified in the Code.

41 Chief engineer officer (special grade)

For the certificate of competency as chief engineer officer (special grade), a candidate shall—

- (a) hold the certificate of competency as chief engineer officer of a ship of 3 000 kW propulsion power or more; and
- (b) while holding that certificate, have completed approved training and meet the standard of competence specified in the Code."

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Division 3 Rating certificates

42 Ordinary seaman (port operations)

- (1) For the certificate of qualification as ordinary seaman (port operations), a candidate shall—

ALTERNATIVE A

- (a) be at least **16** years of age; and
- (b) have at least six months port operations service on ships of 100GT or more; and
- (c) have completed, during the required port operations service, onboard training that is documented in an approved training record book and meet the standard of competence specified **in** the Code; and
- (d) hold the provisional certificate of qualification **as** ordinary seaman (port operations) issued by the master of the ship on which the onboard training was completed,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 16 years of age; and
 - (b) have completed at least two months **port** operations service on ships of 100GT or more as **part** of an approved accelerated training programme that includes onboard **training** documented in an approved training record **book** and meet the standard of competence specified in the Code; and
 - (c) hold the provisional certificate of qualification as ordinary seaman (port operations) issued by the master of the ship on which the onboard training was completed.
- (2) The provisional certificate mentioned in subregulation (1) shall be valid for port operations service for **six months from** its date of issue and may be exchanged for the certificate of qualification **as** ordinary seaman (port operations) on application in terms of regulation 11.

42A Ordinary seaman

- (1) For the certificate of qualification as ordinary seaman, a candidate shall—

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ALTERNATIVE A

- (a) be at least 16 years of age; and
- (b) have at least six months sea service in the deck department on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in an approved training record book and meet the standard of competence specified in the Code; and
- (d) hold the provisional certificate of qualification as ordinary seaman issued by the master **of** the ship on which the onboard training was completed,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 16 years of age; and
- (b) have completed at least two months sea service in the deck department on trading ships of 100GT or more on unlimited or near-coastal voyages as **part** of an approved accelerated training programme that includes onboard training documented in an approved training record book and meet the standard of competence specified in the Code; and
- (c) hold the provisional certificate of qualification as ordinary seaman issued by the master **of** the ship on which the onboard training was completed,

or

ALTERNATIVE C

(if the candidate holds the certificate of qualification as ordinary seaman (port operations))

- (a) have at least three months sea service in the deck department on trading ships of 100GT or more on unlimited or near-coastal voyages; and
- (b) have completed, during the required sea service, onboard training that is documented in an approved training record book and meet the standard of competence specified in the Code; and
- (c) hold the provisional certificate of qualification as **ordinary** seaman issued **by** the master **of** the ship **on** which the onboard training was completed,

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- (2) The provisional certificate mentioned in subregulation (1) shall be valid for sea service for six months from its date of issue and may be exchanged for the certificate of qualification as ordinary seaman on application in terms of regulation 11.

43 Able seaman (port operations)

For the certificate of qualification as able seaman (port operations), a candidate shall—

ALTERNATIVE A

- (a) be at least **18** years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as ordinary seaman (port operations) or ordinary seaman, at least **12 months** port operations service on ships of 100GT or more; and
- (c) have completed, during the required port operations service, onboard training that is documented in an approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 18 years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as ordinary seaman (port operations) or ordinary seaman, at least six months port operations service on ships of 100GT or more as part of an approved accelerated training programme that includes onboard training documented in an approved training record book; and
- (c) have completed approved training and meet the standard of competence specified in the Code,

or

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ALTERNATIVE C

(if the candidate does not hold the certificate, or provisional certificate, of qualification as ordinary seaman (port operations))

- (a) be at least 18 years of age; and
- (b) have at least 18 months port operations service on ships of 100 GT or more; and
- (c) have completed, during the required port operations service, onboard training that is documented in an approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code.

43A Able seaman

For the certificate of qualification as able seaman, a candidate shall—

ALTERNATIVE A

- (a) be at least 18 years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as ordinary seaman, at least 12 months sea service in the deck department on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in an approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 18 years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as ordinary seaman, at least six months sea service in the deck department on trading ships of 100 GT or more on unlimited or near coastal voyages as part of an approved accelerated training programme that includes

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onboard training documented in **an** approved training record book; and

- (c) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE C

(if the candidate does not hold the certificate, or provisional certificate, of qualification as ordinary seaman)

- (a) be at least 18 years of age; and
- (b) have at least 18 months sea service in the deck department on trading ships of 100 GT or more on unlimited or near coastal voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in **an** approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE D

(if the candidate holds the certificate of qualification as able seaman (port operations))

- (a) have completed, while holding as a minimum the certificate of qualification **as** able seaman (~~port~~ operations), at least **six** months ~~sea~~ service in the deck department on trading ships of 100GT or more on unlimited or near-coastal voyages; and
- (b) have completed, during the required sea service, onboard training that is documented in an approved training record book; and
- (c) have completed approved training and meet the standard **of** competence specified in the Code.

44 Wiper (port operations)

- (1) For the certificate of qualification as **wiper** (port operations), a candidate shall —

ALTERNATIVE A

- (a) be at least 16 years of age; and
- (b) have at least six months port operations service on ships of 100GT or more; and

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- (c) have completed, during the required port operations service, onboard training that is documented in an approved training record book and meet the standard of competence specified in the Code; and
- (d) hold the provisional certificate of qualification as wiper (port operations) issued by the chief engineer officer of the ship on which the onboard training was completed,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least **16** years of age; and
 - (b) have completed at least two months port operations service on ships of **100 GT** or more as part of an approved accelerated training programme that includes onboard training documented in an approved training record book and meet the standard of competence specified in the Code; and
 - (c) hold the provisional certificate of qualification as wiper (port operations) issued by the chief engineer officer of the ship on which the onboard training was completed.
- (2) The provisional certificate mentioned in subregulation (1) shall be valid for port operations service for six months from its date of issue and may be exchanged for the certificate of qualification as wiper (port operations) on application in terms of regulation 11.

44A Wiper

- (1) For the certificate of qualification as wiper, a candidate shall—

ALTERNATIVE A

- (a) be at least 16 years of age; and
- (b) have at least six months sea service in the engine department on trading ships of **100 GT** or more on unlimited or near-coastal voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in an approved training record book and meet the standard of competence specified in the Code; and

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- (d) hold the provisional certificate of qualification as wiper issued by the chief engineer officer of the ship on which the onboard training was completed,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 16 years of age; and
- (b) have completed at least two months sea service in the engine department on trading ships of 100 GT or more on unlimited or near-coastal voyages as part of an approved accelerated training programme that includes onboard training documented in an approved training record book and meet the standard of competence specified in the Code; and
- (c) hold the provisional certificate of qualification as wiper issued by the chief engineer officer of the ship on which the onboard training was completed,

or

ALTERNATIVE C

(if the candidate holds the certificate of qualification as wiper (port operations))

- (a) have at least three months sea service in the engine department on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
- (b) have completed, during the required sea service, onboard training that is documented in an approved training record book and meet the standard of competence specified in the Code; and
- (c) hold the provisional certificate of qualification as wiper issued by the chief engineer officer of the ship on which the onboard training was completed.
- (2) The provisional certificate mentioned in subregulation (1) shall be valid for sea service for six months from its date of issue and may be exchanged for the certificate of qualification as wiper on application in terms of regulation 11.

45 Oiler (port operations)

For the certificate of qualification as oiler (port operations), a candidate shall—

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ALTERNATIVE A

- (a) be at least 18 years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as wiper (port operations) or wiper, at least 12 months port operations service on ships of 100 GT or more; and
- (c) have completed, during the required port operations service, onboard training that is documented in an approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least 18 years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as wiper (port operations) or wiper, at least **six** months port operations service on ships of 100 GT or more **as** part of an approved accelerated training programme that includes onboard training documented in an approved training record book; and
- (c) have completed approved training and meet the standard of competence specified in the Code.

45A Oiler

- (1) For the certificate of qualification as oiler, a candidate shall—

ALTERNATIVE A

- (a) be at least 18 years of age; and
- (b) have completed, while holding as a minimum the certificate, or provisional certificate, of qualification as wiper, at least 12 months sea service in the engine department on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
- (c) have completed, during the required sea service, onboard training that is documented in an approved training record book; and

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- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(accelerated training)

- (a) be at least **18** years of age; and
- (b) have completed, while holding **as a minimum** the certificate, or provisional certificate, of qualification **as wiper** at least **six** months sea service in the engine department on **trading ships** of 100 GT or more on unlimited or near **coastal** voyages **as part of an** approved accelerated training programme that includes onboard training documented in **an** approved training record book; and
- (c) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE C

(if the candidate does not hold the certificate, or provisional certificate, of qualification as wiper)

- (a) be at least 18 years of age; and
- (b) have completed at least 18 months sea service in the engine department on trading ships of 100 GT or more on unlimited or near coastal voyages; and
- (c) have completed, during the required sea service, onboard **training** that is documented in an approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE D

(if the candidate holds the certificate of qualification as oiler (port Operations))

- (a) have completed, while holding **as a minimum** the certificate of qualification **as oiler** (port operations) or efficient general purpose rating (port operations), at least six months sea service in the engine department on trading ships of 100 GT or more on unlimited or near-coastal voyages; and

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- (b) have completed, during the required sea service, onboard training that is documented in an approved training record book; and
- (c) have completed approved training and meet the standard of competence specified in the Code.

46 Efficient general purpose rating (port operations)

For the certificate of qualification as efficient general purpose rating (port operations), a candidate shall—

- (a) be at least 18 years of age; and
- (b) have at least 18 months sea service or port operations service on **ships** of 100 GT or more made up of—
 - (i) at least *six* months in the deck department; and
 - (ii) at least *six* months in the engine department; and
 - (iii) the remainder in either; and
- (c) have completed, during the required sea service or port operation service, onboard training that is documented in an approved training record book; and
- (d) have completed approved training and meet the standard of competence specified in the Code; and
- (e) hold the certificates, or provisional certificates, of qualification as ordinary seaman or ordinary seaman (port operations) and as wiper or wiper (port operations).

47 Proficiency in liferafts

For the certificate of qualification as proficient in liferafts, a candidate shall—

- (a) be at least 16 years of age; and
- (b) have at least three months sea service or port operations service; and
- (c) have completed approved training and meet the standard of competence specified in the Code.

48 Proficiency in survival craft

For the certificate of qualification as proficient in survival craft, a candidate shall—

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- (a) be at least 18 years of age; and
- (b) have at least six months sea service on trading ships of 100 GT or more on unlimited or near-coastal voyages; and
- (c) have completed approved training and meet the standard of competence specified in the Code.

49 Proficiency in fast rescue boats

For the certificate of qualification as proficient in fast rescue boats, a candidate shall—

- (a) hold the certificate of qualification as proficient in survival craft; and
- (b) while holding that certificate, have completed approved training and meet the standard of competence specified in the Code.

50 Efficient cook

For the certificate of qualification as efficient cook, candidate shall—

- (a) be at least 18 years of age; and
- (b) hold a qualification as cook or chef; and
- (c) have at least three months sea service in the catering department on any of the following kinds of ships:
 - (i) trading ships of 100GT or more on unlimited or near-coastal voyages;
 - (ii) fishing vessels of 24 metres or more in length."

22 Amendment of regulation 51 of Regulations

Regulation 51 of the Regulations is amended—

- (a) by the substitution for subregulation (1) of the following subregulation:

"(1) In addition to the other training required by these regulations, officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall—

ALTERNATIVE A

- (a) have at least three months sea service on tankers; and

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- (b) have completed approved training covering tanker fire-fighting and meet the standard of competence specified in the Code;

or

ALTERNATIVE B

have completed approved training covering tanker familiarisation and tanker fire-fighting and meet the standard of competence specified in the Code.";

- (b) by the substitution for paragraphs (a) and (b) of subregulation (2) of the following paragraphs:

"(a) In addition to meeting the requirements of subregulation(1), masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging and care in transit or handling of cargo on tankers shall—

- (i) have at least three months sea service in a watchkeeping capacity on tankers of the type for which endorsement is desired; and

- (ii) have completed approved specialised training for that type of tanker and meet the standard of competence specified in the Code; however, the Authority may dispense with this requirement if it is shown, to the satisfaction of the Authority, that the person has served in a senior capacity on the type of tanker concerned for at least one year in the preceding five years.

- (b) Masters, officers and other persons referred to in paragraph (a) who have served the three months sea service mentioned in that paragraph on oil/chemical tankers (ship-type 2 or 3) engaged in carrying products listed in chapter 17 of the IBC Code shall, in addition to meeting the requirements of paragraph (a), have completed approved training covering the loading, discharging, care in transit and handling of cargoes on chemical tankers and meet the standard of competence specified in the Code.";

- (c) by the deletion of paragraphs (c) and (d) of subregulation (2); and

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(d) by the substitution for subregulation (4) of the following subregulation:

"(4) Masters, officers and ratings who are qualified in accordance with this regulation shall be required, at intervals not exceeding five years, to show continued professional competence on tankers, in accordance with regulation 3(2)."

23 Amendment of regulation 52 of Regulations

Regulation 52 of the Regulations is amended by the substitution for subregulations (3) to (8) of the following subregulations:

- "(3) Seafarers who are required to be trained in accordance with subregulations (4), (7) and (8) shall, at intervals not exceeding five years, complete approved (**refresher**) training and meet the standard of competence specified in the Code.
- (4) Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on ro-ro passenger ships shall have completed approved training in crowd management and meet the standard of competence specified in the Code.
- (5) Masters, officers and other personnel assigned specific duties and responsibilities on ro-ro passenger ships shall have completed approved familiarisation **training and** meet the standard of competence specified in the Code.
- (6) Personnel providing direct service to passengers in passenger spaces shall have completed approved training in ro-ro passenger ship safety and meet the standard of competence specified in the Code.
- (7) Masters, chief mates, chief engineer officers, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing **cargo**, or closing hull openings on ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity and meet the standard of competence specified in the Code.
- (8) Masters, chief mates, chief engineer officers, second engineer officers and any other person having responsibility for the safety of passengers in emergency situations on ro-ro passenger ships shall have completed

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approved training in crisis management and human behaviour and meet the standard of competence specified in the Code."

24 Amendment of regulation 52A of Regulations

Regulation 52A of the Regulations is amended by the substitution for subregulations (3) to (8) of the following subregulations:

- "(3) Seafarers who are required to be trained in accordance with subregulations (4), (7) and (8) shall, at intervals not exceeding five years, complete approved (refresher) training and meet the standard of competence specified in the Code.
- (4) Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on passenger ships shall have completed approved training in crowd management and meet the standard of competence specified in the Code.
- (5) Masters, officers and other personnel assigned specific duties and responsibilities on passenger ships shall have completed approved familiarisation training and meet the standard of competence specified in the Code.
- (6) Personnel providing direct service to passengers in passenger spaces shall have completed approved training in passenger ship safety and meet the standard of competence specified in the Code.
- (7) Masters, chief mates, and every person assigned immediate responsibility for the embarking and disembarking passengers shall have completed approved training in passenger safety and meet the **standard** of competence specified in the Code.
- (8) Masters, chief mates, chief engineer officers, second engineer officers and any other person having responsibility for the safety of passengers in emergency situations on passenger ships shall have completed approved training in crisis management and human behaviour and meet the standard of competence specified in the Code,".

25 Insertion of regulation 52B in Regulations

The following regulation is inserted in Division 5 of ~~Part~~ 3 of the Regulations before regulation 53:

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"52B Proof of qualifying service

- (1) A candidate must produce proof of qualifying service to the examiner's satisfaction.
- (2) The examiner may require that the candidate explain to the examiner's satisfaction any period of discontinuity in qualifying service."

26 Substitution of regulations 53, 54 and 55 of Regulations

The following regulations are substituted for regulations 53, 54 and 55 of the Regulations:

"53 Misrepresenting qualifying service

- (1) A candidate who wilfully misrepresents his or her qualifying service shall be disqualified from certification in terms of these regulations until he or she has made up any deficiency in qualifying service plus an additional 12 months of the appropriate service.
- (2) Additional service performed because of subregulation (1) shall not count towards the qualifying service for any other certification (whether in terms of these regulations or otherwise under the Act).

54 Qualifying service as rating

Sea service or port operations service performed as a rating shall count in full towards the qualifying service for a first certificate of competency, if appropriate to the certificate.

55 Validity of qualifying service

Qualifying service shall have been performed not earlier than 10 years before the date of application for the certification concerned."

27 Amendment of regulation 56 of Regulations

Regulation 56 of the Regulations is amended—

- (a) by the deletion of subregulation (1); and
- (b) by the substitution for subregulations (2), (2A) and (3) of the following subregulations:

"(2) Sea service performed on deck on naval or other ships that regularly proceed to sea shall count in full towards

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the qualifying service for the certificate of competency as deck officer, but a candidate shall also have at least 12 months sea service on trading ships of 500 GT or more on unlimited voyages that is documented in an approved training record book, unless the candidate can show, to the satisfaction of the examiner, that the duties and responsibilities of the candidate on any such ship were the same as those covered by the onboard training contemplated in ALTERNATIVE A in regulation 28.

- (2A) Sea service performed in the engine department on naval or other ships that regularly proceed to sea shall count in full towards the qualifying service for the certificate of competency as engineer officer, but a candidate shall also have at least six months sea service on trading ships of 750 kW propulsion power or more that is documented in an approved training record book, unless the candidate can show, to the satisfaction of the examiner, that the duties and responsibilities of the candidate on any such ship were the same as those covered by the onboard training contemplated in ALTERNATIVE A in regulation 37.
- (3) Subject to this regulation and to any applicable tonnage, voyage or propulsion power requirement, sea service performed in cable ships, fishery protection vessels, scientific research vessels, coastal patrol vessels, salvage vessels or other non-trading ships that regularly proceed to sea shall, for these regulations, count in full towards the qualifying service for a certificate."

28 Substitution of regulations 58, 59 and 60 of Regulations

The following regulations are substituted for regulations 58, 59 and 60 of the Regulations:

"58 Recognition of naval bridge watchkeeping certificate

- (1) This regulation applies if a candidate —
- (a) is at least 18 years of age; and
 - (b) holds a valid South African Navy bridge watchkeeping certificate; and
 - (c) has at least 12 months sea service, performed not earlier than 10 years before the date of the

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application for certification, as officer in charge of a navigational watch on naval vessels of 30 metres or more in overall length.

- (2) For the certificate of competency as deck officer, the candidate shall—
- (a) have at least six months sea service in the deck department on trading ships of 500 GT or more on unlimited voyages; and
 - (b) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least two months; and
 - (c) have completed onboard training that—
 - (i) covers cargo handling and stowage, pollution prevention, monitoring compliance with statutory requirements, and operating life-saving appliances; and
 - (ii) is documented in an approved training record book; and
 - (d) have completed approved training covering the relevant parts of the following syllabuses in the Code: naval architecture, cargo handling and stowage, business law and personnel management, and electronic navigation systems (ARPA section); and
 - (e) meet the standard of competence specified in the Code.
- (3) If a candidate produces documentary evidence of having successfully completed naval training that has been certified by the relevant senior examiner to be equivalent to training covered by a documentary requirement specified in the Annex, the Registrar shall accept the evidence in the place of the specified documentary requirement.

59 Recognition of radio officer certification

- (1) This regulation applies if a candidate—
- (a) is at least 18 years of age; and
 - (b) holds certification as a radio operator (class 1 or 2) issued or recognised by the Independent Communications Authority of South Africa; and

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- (c) has at least three years sea service, performed not earlier than 10 years before the date of the application for certification, as radio officer on trading ships of 500 GT or more on unlimited voyages.
- (2) For the certificate of competency as deck officer, the candidate shall—
- (a) have at least six months sea service in the deck department on trading ships of 500 GT or more on unlimited voyages; and
- (b) have performed, during the required sea service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least four months; and
- (c) have completed onboard training that—
- (i) covers cargo handling and stowage, pollution prevention, monitoring compliance with statutory requirements, and operating life-saving appliances; and
- (ii) is documented in an approved training record book; and
- (d) have completed approved training covering the relevant parts of the syllabuses in the Code applicable to the certificate of competency as deck officer; and
- (e) meet the standard of competence specified in the Code.

60 Fishing certification endorsements

(1)

Item	Column 1	Column 2
	<i>Certificate of competency</i>	<i>Endorsement In terms of these regulations</i>
1	High Seas Command Endorsement	Master of a ship of less than 200 GT on unlimited voyages
2	Fisherman Grade 2	Master of a ship of less than 500 GT on near-coastal voyages

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Item	Column 1	Column 2
	<i>Certificate of competency</i>	<i>Endorsement in terms of these regulations</i>
3	Fisherman Grade 3	Chief mate/officer in charge of a navigational watch on ships of less than 500 GT on near-coastal voyages
4	Fisherman Grade 4 (Skipper)	Master of a ship of less than 200 GT on near-coastal voyages
		Master of a ship of less than 200 GT operating within a port operations area

- (2) A candidate for certification shall —
- (a) have completed approved training, appropriate to the endorsement desired, covering the following syllabuses in the Code: naval architecture; business law and personnel management; and, for the endorsement mentioned in item 1 of the table in subregulation (1), ships' power plants and electronic navigation systems; and
 - (b) meet the standard of competence specified in the Code.
- (3) The certification shall have effect only in relation to the following kinds of ships:
- (a) diamond mining vessels;
 - (b) fishery research or patrol vessels;
 - (c) pollution patrol or combating vessels;
 - (d) tugs, dredgers, hoppers and self-propelled floating cranes;
 - (e) seismic or oceanographic survey vessels."

29 **Amendment of regulation 61 of Regulations**

Regulation 61 of the Regulations is amended by the substitution for paragraph (a) of subregulation (1) of the following paragraph:

- "(a) Service performed on ships not regularly proceeding to sea shall count in full towards qualifying service for a deck officer certificate if the time actually spent at sea equals or exceeds two-thirds of the total period of the candidate's

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service on the ship. If the time actually spent at sea is less, then one and a half times the time actually spent at sea shall count towards qualifying service."

30 Substitution of regulation 63 of Regulations

The following regulation is substituted for regulation **63** of the Regulations:

"63 Novel craft

Service on dynamically supported or other novel craft shall count towards qualifying service to the extent determined by the relevant senior examiner."

31 Repeal of regulations 64 and 65 of Regulations

Regulations **64** and **65** of the Regulations are repealed.

32 Substitution of regulations 66 and 66A of Regulations

The following regulations are substituted for regulations **66** and **66A** of the Regulations:

"66 Removal of mining operations limitation

The holder of certification who desires the removal of a mining operations limitation shall —

- (a) have completed at least half the qualifying service for the desired unlimited certificate; and
- (b) meet the standard of competence specified in the Code.

66A Removal of tonnage limitation

The holder of certification **who** desires the removal **of** a tonnage limitation shall —

- (a) have completed the qualifying service for the desired certificate; and
- (b) if additional approved training must be completed for the desired certificate, have completed that training; and
- (c) meet the standard of competence specified in the Code."

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33 Substitution of Part 4 of Regulations

The following Part is substituted for Part 4 of the Regulations:

"Part 4 Training

67 Maritime training providers

- (1) To be accredited as a maritime training provider authorised to conduct approved training in terms of these regulations, a training provider shall—
- (a) have appointed instructors who—
 - (i) have an appreciation of the training programme and ~~an~~ understanding **of** the specific training objectives for the particular **type** of training to be conducted; and
 - (ii) are qualified in the task for which the training is to be conducted; and
 - (iii) if training is to be conducted using a simulator—
 - (aa) have received appropriate guidance in instructional techniques involving the use of simulators; and
 - (bb) have gained practical operational experience on the particular type of simulator to be used; and
 - (b) have appointed training supervisors, appropriate to the approved training programmes and courses to be conducted **by** the provider, who have ~~a~~ thorough understanding **of** each approved training programme and course they are to supervise including its specific objectives; and
 - (c) have appointed assessors who—
 - (i) have an appropriate level of knowledge and understanding of the competence to be assessed; and
 - (ii) are qualified in the ~~task~~ for which the assessment is to be made; and
 - (iii) have received appropriate guidance in assessment methods and practice; and
 - (iv) have gained practical assessment experience; and

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- (v) if they are to conduct assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator to be used under the supervision and to the satisfaction of an experienced assessor; and
 - (d) maintain records of all certificates issued to students who complete their training at the provider, incorporating details of the training received and the relevant dates, together with their full names and dates and places of birth; and
 - (e) make available information about the status of such certificates and about approved training programmes and courses as appropriate; and
 - (f) continuously monitor its training and assessment activities through a quality-standards system to ensure achievement of its defined objectives including those concerning the qualifications and experience of its instructors and assessors; and
 - (g) undergo evaluation at intervals not exceeding three years, by suitably qualified persons who are not themselves involved in the training or assessment activities concerned, so as to verify that the administrative and operational procedures at all levels within the provider are managed, organised, undertaken, supervised and monitored internally in order to ensure their fitness for purpose and achievement of stated objectives.
- (2) Application for accreditation shall be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.
- (3) For accreditation, a ~~maritime~~ training provider shall allow the Authority —
- (a) to inspect the provider's facilities, and training and assessment arrangements, methods and materials; and
 - (b) to interview the provider's students, administrative personnel, and training instructors, supervisors and assessors.
- (4) **An** accredited maritime training provider shall —

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- (a) make available to the Authority any information it may require about approved training offered by the provider; and
 - (b) inform the Authority, without delay, of any change in the personnel delivering the training or the methods or material for delivering it.
- (5) Every accredited training provider authorised to conduct level 2 assessments shall—
- (a) make available, for moderation by an examiner, any examination question papers, memoranda or scripts that the Authority may require; and
 - (b) make available to an examiner any examination scripts, assessment results, course assignments, progress reports ~~or~~ other training-related reports that the Authority may require; and
 - (c) for audit purposes, keep for at least five years the information referred to in paragraphs (a) and (b).
- (6) An examiner may visit an accredited maritime training provider at any time to inspect and audit the conduct of any activity covered by the provider's accreditation.

68 Training programmes and courses

- (1) To be approved in terms of these regulations, a training programme or course shall—
- (a) be structured in accordance with written programmes that—
 - (i) are based on the relevant syllabuses in the Code; and
 - (ii) include such methods and media of delivery, procedures, and course material as are necessary to achieve the standard of competence specified in the Code; and
 - (b) be conducted, supervised and evaluated by persons qualified in accordance with regulation 67(1)(a), (b) and (c), respectively.
- (2) Application for approval shall be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.

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69 Accelerated training programmes

- (1) To be approved in terms of these regulations, an accelerated training programme (*accelerated training*) shall—
- (a) be set out in a training plan that states, for each stage of the programme—
 - (i) the objectives; and
 - (ii) the outcomes, taking in account the relevant competencies specified in the Code; and
 - (iii) how the outcomes will be achieved; and
 - (b) provide intensive and systematic practical training and experience in the duties and responsibilities associated with the kind of certification concerned; and
 - (c) be conducted, supervised and evaluated by persons qualified in accordance with subregulations (2), (3) and (4), respectively; and
 - (d) provide appropriate periods, within the normal operational requirements of the ship, for the completion of onboard training; and
 - (e) provide for the keeping of comprehensive records in relation to training conducted under the programme.
- (2) Anyone conducting accelerated training shall—
- (a) have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training being conducted; and
 - (b) be qualified in the task for which the training is being conducted; and
 - (c) if conducting training using a simulator—
 - (i) have received appropriate guidance in instructional techniques involving the use of simulators; and
 - (ii) have gained practical operational experience on the particular type of simulator being used.
- (3) Anyone responsible for supervising accelerated training shall have a thorough understanding of the training programme and of the specific objectives for each type of training being conducted.

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- (4) Anyone assessing the competence of a candidate undergoing accelerated training shall—
- (a) have an appropriate level of knowledge and understanding of the competence to be assessed; and
 - (b) be qualified in the task for which the assessment is being made; and
 - (c) have received appropriate guidance in assessment methods and practice; and
 - (d) have gained practical assessment experience; and
 - (e) if conducting assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator under the supervision and to the satisfaction of an experienced assessor.
- (5) Application for approval shall be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.

70 Training record book

- (1) To be approved in terms of these regulations, a training record book **shall** meet the form and content requirements specified by the Authority taking into account—
- (a) the principles and standards set out in the **STCW** Convention; and
 - (b) any related guidance published by the International Maritime Organisation.
- (2) Application for approval shall be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.
- (3) If the Authority finds that the holder of an approved training record book has deliberately misrepresented information in the book, the holder shall, apart from any other penalty that may be imposed, be required to complete an additional 12 months appropriate qualifying service."

34 Amendment of regulation 71 of Regulations

Regulation 71 of the Regulations is amended by the deletion of subregulation (3).

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35 Substitution of Annex to Regulations

The following Annex is substituted ~~for~~ the Annex to the Regulations:

"Annex Documents to accompany application for certification (Regulation 11(1))

X indicates a requirement to produce the specified document(s). Certificates required to be produced shall be valid.

Documents	DECK OFFICERS										
	Endorsements					Certification					
	Master < 3 000 GT	Master < 500 GT	Chief mate < 3 000 GT	MMster	Chief mate	Deck Officer	Master (coastal)	Master (port operations)	Mate (coastal)	Skipper (unlimited or coastal)	Skipper (port operations)
Proof of identity	X	X	X	X	X	X	X	X	X	X	X
3 x Black & white photographs (passport size)	X	X	X	X	X	X	X	X	X	X	X
Testimonials	—	—	—	—	—	X	—	X	X	X	X
Previous certificate of competency (if applicable)	X	X	X	X	X	X	X	X	X	X	—
Trainee bridge watchkeeping certificate	—	—	—	—	—	X	—	—	X	X	X

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Documents	DECK OFFICERS										
	Endorsements			Certification							
	Master < 3 000 GT	Master < 500 GT	Chief mate < 3 000 GT	Master	Chief mate	Deck Officer	Master (coastal)	Master (port operations)	Mate (coastal)	Skipper (unlimited or coastal)	Skipper (port operations)
Bridge watchkeeping certificate	X	X	X	X	X	—	X	X	—	—	—
Eyesight certificate	X	X	X	X	X	X	X	X	X	X	X
Medical certificate	X	X	X	X	X	X	X	X	X	X	X
First aid at sea certificate	—	—	—	—	—	X	—	X	X	X	X
Ship captain's medical training certificate	X	X	X	X	X	—	X	—	—	—	—
Fire-fighting course (small vessels) certificate	—	—	—	—	—	—	—	—	—	X	X
Fire-fighting course certificate	—	—	—	—	—	X	—	—	—	—	—
Advanced fire-fighting course certificate	X	X	X	X	X	X	X	X	X	X	X

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Documents	DECK OFFICERS											
	Endorsements			Certification								
	Master < 3 000 GT	Master < 500 GT	Chief mate < 3 000 GT	Master	Chief mate	Deck Officer	Master (coastal)	Master (port operations)	Mate (coastal)	Skipper (unlimited or coastal)	Skipper (port operations)	
Certificate of qualification as able seaman	—	—	—	—	—	X	—	—	X	—	—	—
Certificate of qualification as proficient in survival craft	—	—	—	—	—	X	X	—	X	—	—	—
Certificate of qualification as proficient in liferafts	—	—	—	—	—	—	—	—	—	—	—	X
Pre-sea training course certificate	—	—	—	—	—	X	—	—	X	—	—	X
Restricted radiotelephone operator (marine) certificate	—	—	—	—	—	—	—	—	—	—	—	X
GMDSS general operator certificate	X	X	X	X	X	X	X	—	—	X	—	—

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DECK OFFICERS											
Documents	Endorsements			Certification							
	Master < 3 000 GT	Master < 500 GT	Chief mate < 3 000 GT	Master	Chief mate	Deck Officer	Master (coastal)	Master (port operations)	Mate (coastal)	Skipper (unlimited or coastal)	Skipper (port operations)
Certificate of results	X	X	X	X	X	X	X	X	X	X	X
Approved training record book	—	—	—	—	—	X	—	—	X	—	—
Proof of qualifying service	X	X	X	X	X	X	X	X	X	X	X
Receipt for certification fee	X	X	X	X	X	X	X	X	X	X	X

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Documents	ENGINEER OFFICERS									
	Endorsements					Certification				
	Chief engineer officer < 3 000 kW	Chief Engineer officer < 750 kW	Chief engineer officer (port operations)	Chief engineer officer (< 3 000 kW and ≥ 3 000 kW)	Second engineer officer (< 3 000 kW and ≥ 3 000 kW)	Engineer officer	Chief engineer officer (port operations)	Second engineer officer (port operations)		
Proof of identity	X	X	X	X	X	X	X	X	X	X
3 x Black & white photographs (passport size)	X	X	X	X	X	X	X	X	X	X
Previous certificate of competency (if applicable)	X	X	X	X	X	X	X	X	X	X
Medical certificate	X	X	X	X	X	X	X	X	X	X
First aid at sea certificate	X	X	X	X	X	X	X	X	X	X
Fire-fighting course certificate	X	X	X	X	X	X	X	X	X	X
Advanced fire-fighting course certificate	X	X	X	X	X	X	X	X	X	X

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Documents	ENGINEER OFFICERS									
	Endorsements					Certification				
	Chief engineer officer < 3 000 kW	Chief Engineer officer < 750 kW	Chief engineer officer (port operations)	Chief engineer officer (< 3 000 kW and ≥ 3 000 kW)	Second engineer officer (< 3 000 kW and ≥ 3 000 kW)	Engineer officer	Chief engineer officer (port operations)	Second engineer officer (port operations)		
Certificate of qualification as proficient in survival craft	X	X	—	X	X	X	—	—		
Certificate of qualification as proficient in liferafts	—	—	X	—	—	—	X	X		
Pre-sea training course certificate	—	—	—	—	—	X	—	—	X	X
Certificate of results	X	X	X	X	X	X	X	X	X	X
Approved training record book	—	—	—	—	—	X	—	—	X	X
Proof of qualifying service	X	X	X	X	X	X	X	X	X	X
Receipt for certification fee	X	X	X	X	X	X	X	X	X	X

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Documents	RATINGS									
	Wiper/Wiper (port operations)	Ordinary seaman/Ordinary seaman (port operations)	Oiler/Oiler (port operations)	Able seaman/Able seaman (port operations)	Efficient general purpose rating (port operations)	Proficiency in survival craft	Proficiency in liferafts	Proficiency in fast rescue boats	Efficient cook	
Proof of identity	X	X	X	X	X	X	X	X	X	
3 x Black & white photographs (passport size)	X	X	X	X	X	X	X	X	X	
Eyesight certificate	—	X	—	X	X	X	X	X	X	
Medical certificate	X	X	X	X	X	—	—	—	—	
Fire-fighting course certificate	—	—	X	X	X	X	X	X	X	
First aid at sea certificate	—	—	X	X	X	—	—	—	—	
Certificate of qualification as proficient in survival craft	—	—	X*	X*	X	—	—	—	—	
Certificate of qualification as proficient in liferafts	—	—	X†	X†	X	—	X	—	—	

* Not port operations certification.
 † Only port operations certification.

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Documents	RATINGS								
	Wiper/Wiper (port operations)	Ordinary seaman/Ordinary seaman (port operations)	Oiler/Oiler (port operations)	Able seaman/Able seaman (port operations)	Efficient general purpose rating (port operations)	Proficiency in survival craft	Proficiency in liferafts	Proficiency in fast rescue boats	Efficient cook
Pre-sea training course certificate	X	X	X	X	X	X	X	X	X
Provisional certificate of qualification as ordinary seaman/ordinary seaman (port operations) (if applicable)	—	X	—	X	X	—	—	—	—
Certificate of qualification as ordinary seaman/ordinary seaman (port operations) (if applicable)	—	—	—	X	X	—	—	—	—
Provisional certificate of qualification as wiper/wiper (port operations) (if applicable)	X	—	X	—	X	—	—	—	—
Certificate of qualification as wiper/wiper port operations (if applicable)	—	—	X	—	X	—	—	—	—
Certificate of results	—	—	X	X	X	X	X	X	X

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RATINGS									
Documents	Certification								
	Wiper/Wiper (port operations)	Ordinary seaman/Ordinary seaman (port operations)	Oiler/Oiler (port operations)	Able seaman/Able seaman (port operations)	Efficient general purpose rating (port operations)	Proficiency in survival craft	Proficiency in liferafts	Proficiency in fast rescue boats	Efficient cook
Approved training record book	X	X	X	X	X	—	—	—	—
Proof of qualifying service	X	X	X	X	X	X	X	—	X
Receipt for certification fee	X	X	X	X	X	X	X	X	X

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Notes to tables:

- 1 A South African identity document or an official passport shall be sufficient proof of identity. A true copy of the original, or relevant part of the original, shall be acceptable.
- 2 A testimonial is a document, signed by the master or employer, testifying to the candidate's character (including sobriety), experience, ability, and general shipboard conduct.
- 3 A trainee bridge watchkeeping certificate is a certificate, signed by the master, stating—
 - (a) the period the candidate performed supervised bridge watchkeeping duties; and
 - (b) that those duties were performed for not less than eight hours in every 24 hours during that period; and
 - (c) that the candidate has not been used as a helmsman or lookout during that period.
- 4 A bridge watchkeeping certificate is a certificate, signed by the master, stating—
 - (a) the period the candidate performed duties as officer in charge of a navigational watch; and
 - (b) that those duties were performed for not less than eight hours in every 24 hours during that period,and containing a statement about the candidate's sobriety, conduct and ability.
- 5 An eyesight certificate is the eyesight certificate mentioned in regulation 3 of the *Merchant Shipping (Eyesight and Medical Examination) Regulations, 2004*.
- 6 A medical certificate is the medical certificate mentioned in regulation 3 of the *Merchant Shipping (Eyesight and Medical Examination) Regulations, 2004*.
- 7 A First Aid at Sea Certificate is the certificate mentioned in regulation 2(b) of the *Merchant Shipping (Medical Training) Regulations, 1992*.
- 8 A Ship Captain's Medical Training Certificate is the certificate mentioned in regulation 2(c) of the *Merchant Shipping (Medical Training) Regulations, 1992*.
- 9 A fire-fighting course certificate (including the certificate for small vessels) is a certificate attesting successful completion of approved training in fire-fighting. The certificate is valid for five years from the date of completing the course.
- 10 An advanced fire-fighting course certificate is a certificate attesting successful completion of approved training in advanced fire-fighting. The certificate is valid for five years from the date of completing the course.

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- 11 A pre-sea training course certificate is a certificate attesting successful completion of the safety induction training mentioned in regulation 4(1)(g) of the *Merchant Shipping (Safe Manning) Regulations, 1999*.
- 12 A restricted radiotelephone (marine) operator certificate **and** a GMDSS general operator certificate are certificates of proficiency issued by the Independent Communications Authority of South Africa.
- 13 A certificate of results is a document issued by an accredited maritime training provider attesting successful completion of stated approved training. This training shall have been completed not earlier than the date specified by the Authority.
- 14 Proof of qualifying service shall be to the examiner's satisfaction **and** may be required in the form of a Seaman's Record **Book** **and/or** a declaration by **an** employer stating the seagoing service performed during the period of employment. In addition, for engineer officer certification, proof **of** qualifying service shall be given in the form of one or more testimonials, signed by the chief engineer officer or master of the ship on which the service was performed, stating—
- (a) the candidate's actual **rank** on watch; and
 - (b) the number of engineer officers simultaneously **on** watch; and
 - (c) the type of propulsion machinery and the propulsion power (in kilowatts) of the ship; and
 - (d) the nature of duties performed; and
 - (e) for any period of duty **as** officer in charge of **an** engineering watch, that the duties were performed—
 - (i) in the case of a continuously manned engine room, for **at** least eight hours in every **24** hours service claimed; and
 - (ii) in the case of a periodically unmanned engine room, for at least **24** hours in every 72 hours service claimed.

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Explanatory note

(This note is not part of the regulations)

- 1 These regulations amend the *Merchant Shipping (Training and Certification) Regulations, 1999*, made under section 356 of the *Merchant Shipping Act, 1951*.
- 2 These are the main objects of the amendments:
 - To extend the **5** yearly revalidation requirement to port operations certification; this is part of the planned extension of the principal of revalidation to all officer certification; **similar** changes for fishing certification will be covered in planned new **training** and certification measures for seagoing fishing vessel personnel.
 - **To** reduce the period of sea service required for the certificate of competency as skipper (unlimited or coastal) from **24** to 12 months and to raise the command tonnage limit from < 100 to < **200 GT**. This **aligns** the certification with the skipper (port operations) certificate and brings about consistency across the Certification range.
 - To introduce a new career path, with a reduced **12 month** sea service requirement, from skipper (port operations) to skipper (unlimited or coastal), **This** recognises the prior learning and experience gained by holders of the skipper (port operations) certificate.
 - **To** rationalise requirements for a first certificate as mate (coastal) by abolishing the accelerated **training** option and reducing the **minimum** period of sea service from **36** to **12** months.
 - To rationalise **the** sea service requirement for the certificate of competency as chief engineer officer (port operations). This change **omits** a redundancy that is covered by existing provision for the endorsement of the certificate of competency as engineer officer.
 - To introduce an alternative path for the certificate of competency as engineer officer. **This** is an alternative to the existing cadetship option.
 - **To** introduce alternative paths for the certificates of qualification as able seaman and oiler. These alternatives accommodate candidates who have not completed the lower qualification as ordinary seaman or wiper.
 - **To** reduce the sea service requirement for the certificate of qualification as proficient in liferafts from six to three months.
 - **To** rationalise requirements for the certificate of qualification as proficient in survival **craft**.

*Part 1A: Draft Merchant Shipping (Training and Certification) Amendment Regulations,
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- To make consequential changes.
- To make certain technical and editorial corrections and improvements.
- To make other changes that are necessary or desirable in preparation for the introduction of revised training and certification requirements for seagoing fishing vessel personnel. These changes will ensure consistency across the certification system.

Part 1B: Draft Ship's officers' Medical Training Amendment Regulations, 2006

Part 1B Draft Ship's Officers' Medical Training Amendment Regulations, 2006

1 Title and commencement

- (1) These regulations are called the *Ship's Officers' Medical Training Amendment Regulations, 2006*.
- (2) These regulations commence on the day they are published in the Gazette.

2 Definitions

In these regulations "the Regulations" means the *Ship's Officers' Medical Training Regulations, 1992*, published by Government Notice No. R. 2666 of 25 September 1992, as amended by Government Notice No. R. 533 of 25 March 1994.

3 Amendment of Regulation 1 of Regulations

Regulation 1 of the Regulations is amended—

- (a) by the substitution for the definition of "approved" of the following definition:
 "**approved**' means approved by the Authority;";
- (b) by the deletion of the definition of "department"; **and**
- (c) by the addition of the following definition:
 "**training and certification regulations**' means the regulations under the Act relating to the training and certification of masters and seamen."

4 Substitution of regulations 2 and 3 of Regulations

The following regulations are substituted for regulations 2 and 3 of the Regulations:

"2 Application

These regulations apply to every person who, in terms of the training and certification regulations, is required to hold one or more of the following certificates:

- (a) Elementary First Aid Certificate;
- (b) First Aid at Sea Certificate;
- (c) Ship Captain's Medical Training Certificate.

Part 1B: Draft Ship's Officers' Medical Training Amendment Regulations, 2006

3 General

- (1) The medical training of masters and seamen shall be based upon approved training programmes.
- (2) These regulations cover the following training courses:
 - (a) Elementary First Aid Certificate course;
 - (b) First Aid at Sea Certificate course;
 - (c) Ship Captain's Medical Training Certificate course."

5 Amendment of regulation 4 of Regulations

Regulation 4 of the Regulations is amended by the substitution in subregulation (1) for the expressions "Department" and "Director-General" of the expression "Authority".

6 Substitution of regulations 6 and 7 of the Regulations

The following regulations are substituted for regulations 6 and 7 of the Regulations:

"6 Period of validity

The certificates referred to in regulation 2 shall be valid for five years from the date of passing the terminal examination.

7 Where to apply

Candidates wishing to apply for admission to the certificate courses referred to in regulation 3(2) must apply at the approved institutions notified from time to time by marine notice."

7 Substitution of regulations 9 and 10 of Regulations

The following regulations are substituted for regulations 9 and 10 of the Regulations:

"9 Syllabuses for courses

The syllabuses for the certificate courses referred to in regulation 3(2) are set out in the *Code for South African Maritime Qualifications*, published by the Authority.

Part 1B: Draft Ship's Officers' Medical Training Amendment Regulations, 2006

10 Title

These regulations are called *the Merchant Shipping (Medical Training) Regulations, 1992,*."

8 Deletion of Annexures 1, 2, 3 and 4 to Regulations

The Regulations are amended by the deletion of Annexures 1, 2, 3 and 4.

Explanatory note

(This note is not part of the regulations)

- 1 These regulations amend the *Ship's Officers' Medical Training Regulations, 1992*, made under section 356 of the *Merchant Shipping Act, 1951*.
- 2 These are the main objects of the amendments:
 - To bring the principal regulations into line with existing seafarer training and certification principles and arrangements (for example by transferring the course syllabuses to the *Code for South African Maritime Qualifications*).
 - To change the title of the regulations to conform to current citation practice and to reflect the actual coverage of the regulations which extend, in respect of elementary training, to both **officers** and ratings.
 - To make certain editorial corrections **and** improvements.

*Part 1C: Draft Merchant Shipping (Safe Manning)
Amendment Regulations, 2006 (No. 1)*

Part 1C Draft Merchant Shipping (Safe Manning) Amendment Regulations, 2006 (No. 1)

1 Title and commencement

- (1) These regulations are called the *Merchant Shipping (Safe Manning) Amendment Regulations, 2006 (No. 1)*.
- (2) These regulations commence on the day they are published in the Gazette.

2 Definitions

In these regulations "**the Regulations**" means the *Merchant Shipping (Safe Manning) Regulations, 1999*, published by Government Notice No. 1548 of 30 December 1999, as amended by Government Notices Nos. R. 501 of 26 April 2002 (as corrected by Government Notice No. R. 893 of 28 June 2002) and R. 545 of 30 April 2004.

3 Amendment of regulation 1 of Regulations

Regulation 1 of the Regulations is amended—

- (a) by the insertion in subregulation (1) after the definition of "certificated" of the following definition:

"**chief engineer**' means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of a ship;"
- (b) by the insertion in subregulation (1) after the definition of "length" of the following definition:

"**mate**' means the deck officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master;"
- (c) by the insertion in subregulation (1) after the definition of "seagoing ship" of the following definition:

"**second engineer**' means the engineer officer next in rank to the chief engineer and upon whom responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship will fall in the event of the incapacity of the chief engineer;"

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Amendment Regulations, 2006 (No. 7)*

- (d) by the substitution in subregulation (1) for the definition of "the Training and Certification Regulations" of the following definition:
- "the Training and Certification Regulations'** means the regulations under the Act relating to the training and certification of masters and seamen;"; and
- (e) by the insertion in subregulation (1) after the definition of "unlimited voyage" of the following definitions:
- "watchkeeping officer'** means a ship's officer whose duties include—
- (a) if serving in the deck department, taking charge of a navigational watch on the ship; and
- (b) if serving in the engine department, taking charge of an engineering watch on the ship;
- 'watchkeeping personnel'** means everyone forming part of a navigational or engineering watch on a ship;".

4 Substitution of regulation 6 of Regulations

The following regulation is substituted for regulation 6 of the Regulations:

"6 Watchkeeping

- (1) Owners, masters, chief engineer officers and watchkeeping personnel shall observe the requirements and principles set out in Annexes 1 and 1A, as applicable, to ensure that a safe continuous watch, appropriate to the prevailing circumstances and conditions, is maintained in all ships at all times.
- (2) Without limiting subregulation (1), the master of every ship shall ensure, in particular, that watchkeeping arrangements are adequate for maintaining a safe watch, taking into account the prevailing circumstances and conditions, and that, under the master's general direction—
- (a) officers in charge of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they shall be physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room at all times; and
- (b) radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty; and

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- (c) officers in charge of the engineering watch, **under** the direction of the chief engineer officer, **are** immediately available and on call to attend the machinery spaces and, when required, are physically present in the machinery space during periods of duty; and
- (d) an appropriate and effective watch is maintained for the purpose of safety at all times, while the ship is at anchor or moored **and**, if the ship is **carrying** hazardous cargo, the organisation of the watch takes full account of the nature, quantity, **packing** and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore."

5 Amendment of regulation 19 of Regulations

Regulation **19** of the Regulations is amended—

- (a) by the substitution for subparagraph (i) of subregulation (2)(a) of the following subparagraph:
 - "(i) a valid Ship Captain's Medical Training Certificate **issued** under the *Merchant Shipping (Medical Training) Regulations, 1992*; or"; **and**
- (b) by the substitution for subparagraph (i) of subregulation (2)(b) of the following subparagraph:
 - "(i) a valid First Aid at ~~Sea~~ Certificate issued **under** the *Merchant Shipping (Medical Training) Regulations, 1992*; or"

6 Amendment of regulation 248 of Regulations

Regulation **24B** of the Regulations is amended—

- (a) by the substitution for subregulation (1) of the following subregulation:
 - "(1) Every owner commits an offence who Contravenes regulation **4(1)** or **(4)**, **6(1)**, **6A(1)**, **6B**, ~~24(1)~~ or **24A**."; **and**
- (b) by the substitution for subregulation **(4)** of the following subregulation:
 - "**(4)** Every seaman commits **an** offence who contravenes regulation **6** or **6A(3)**."

7 Substitution of Annex 1 to Regulations

Annex 1 to these regulations is substituted for Annex 1 to **the** Regulations.

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- 8** **Addition of Annex to Regulations**
Annex 1A to these regulations is added to the Regulations.

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Annex 1 Watchkeeping principles and arrangements for ships other than fishing vessels

(Regulation 6)

Part 1 Voyage planning

1 General

- 1.1 The intended voyage shall be planned in advance, taking into account all pertinent information, and any course laid down shall be checked before the voyage begins.
- 1.2 The chief engineer officer shall, in consultation with the master, determine in advance the needs of the intended voyage, taking into account the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.

2 Planning prior to each voyage

Before each voyage, the master of every ship shall ensure that the intended route from the port of departure to the first port of call is planned using adequate and appropriate charts and other nautical publications necessary for the intended voyage, containing accurate, complete and up-to-date information regarding those navigational limitations and hazards that are of a permanent or predictable nature and that are relevant to the safe navigation of the ship.

3 Verification and display of planned route

When the route planning is verified taking into account all pertinent information, the planned route shall be clearly displayed on appropriate charts and shall be continuously available to the officer in charge of the watch, who shall verify each course to be followed before using it during the voyage.

4 Deviation from planned route

If a decision is made, during a voyage, to change the next port of call of the planned route, or if it is necessary for the ship to deviate substantially from the planned route for other reasons, then an

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amended route shall be planned before deviating substantially from the route originally planned.

Part 2 Watchkeeping at sea

Division 1 Principles applying to watchkeeping generally

5 General

5.1 Owners, masters, chief engineer officers and watchkeeping personnel shall observe the following principles to **ensure** that safe watches **are** maintained at all times.

5.2 The master of every ship shall ensure that watchkeeping arrangements are adequate for maintaining a safe navigational watch. Under the master's general direction, the **officers** of the navigational watch are responsible for navigating the ship safely during **their** periods of duty, when they will be particularly concerned with avoiding collision and stranding.

5.3 The chief engineer officer of every ship shall, in consultation with the master, ensure that watchkeeping arrangements **are** adequate to maintain a safe engineering watch.

6 Protection of marine environment

The master, officers and ratings shall be aware of the **serious effects** of operational and accidental pollution of **the** marine environment and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international **and** national regulations.

Division 2 Principles to be observed in keeping a navigational watch

7 General

The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the **safe** navigation of the ship and for complying with the collision regulations.

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8 Look-out

- 8.1** A proper look-out shall be maintained at all times in compliance with rule 5 of the annex to the collision regulations, and shall serve the purpose of—
- .1 maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant change in the operating environment;
 - .2 fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
 - .3 detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.
- 8.2** The look-out must be able to give full attention to the keeping of a proper look-out and no other duties shall be undertaken or assigned that could interfere with that task.
- 8.3** The duties of the look-out and helmsperson are separate and the helmsperson shall not be considered to be the look-out while steering, except in small ships where an unobstructed all-round view is provided at the steering position and there is no impairment of night vision or other impediment to the keeping of a proper look-out. The officer in charge of the navigational watch may be the sole look-out in daylight provided that on each such occasion—
- .1 the situation has been carefully assessed and it has been established without doubt that it is safe to do so;
 - .2 full account has been taken of all relevant factors, including, but not limited to—
 - state of weather;
 - visibility;
 - traffic density;
 - proximity of dangers to navigation; and
 - the attention necessary when navigating in or near traffic separation schemes; and
 - .3 assistance is immediately available to be summoned to the bridge when any change in the situation so requires.
- 8.4** In determining that the composition of the navigational watch is adequate to ensure that a proper look-out can continuously be maintained, the master shall take into account all relevant factors, including those described in this annex, as well as the following factors:
- .1 visibility, and state of weather and sea;
 - .2 traffic density, and other activities occurring in the area in which the ship is navigating;

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- .3 the attention necessary when navigating in or near traffic separation schemes or other routeing measures;
- .4 the additional workload caused by the nature of the ship's functions, immediate operating requirements and anticipated manoeuvres;
- .5 the fitness for duty of any crew members on call who are **assigned** as members of the watch;
- .6 knowledge of and confidence in the professional competence of the ship's officers and crew;
- .7 the experience of each officer of the navigational watch, and the **familiarity** of that officer with the ship's equipment, procedures, and manoeuvring capability;
- .8 activities taking place on board the ship at any particular time, including radiocommunication activities, and the availability of assistance to be summoned immediately to the bridge when necessary;
- .9 the operational status of bridge instrumentation and controls, including **alarm** systems;
- .10 rudder and propeller control and ship manoeuvring characteristics;
- .11 the size of the ship and the field of vision available from the conning position;
- .12 the configuration of the bridge, to the extent that the configuration might inhibit a member of the watch from detecting by sight or hearing any external development;
- .13 any other relevant **standard**, procedure or **guidance** relating to watchkeeping arrangements and fitness for duty that has been specified in a marine notice.

9 Watch arrangements

When deciding the composition of the watch on the bridge, which may include appropriately qualified ratings, the following factors, *inter alia*, shall be taken into account:

- .1 at no time shall the bridge be **left** unattended;
- .2 weather conditions, visibility and whether there is daylight or darkness;
- .3 proximity of navigational hazards that may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
- .4 use and operational condition of navigational aids such as radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the ship;
- .5 whether the ship is fitted with automatic steering;
- .6 whether there are radio duties to be performed;

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- .7 unmanned machinery space (UMS) controls, alarms and indicators provided on the bridge, procedures for their use and limitations;
- .8 any **unusual** demands on the navigational watch that may arise as a result of special operational circumstances.

10 Taking over the watch

- 10.1** The officer in charge of the navigational watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is not capable of carrying out the watchkeeping duties effectively, in which case the master shall be notified.
- 10.2 The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light conditions.
- 10.3 Before taking over the watch, relieving officers shall satisfy themselves as to the ship's estimated or true position and confirm its intended track, course and speed, and UMS controls as appropriate and shall note any dangers to navigation expected to be encountered during their watch.
- 10.4** Relieving officers shall personally satisfy themselves regarding —
- .1 the standing orders and other special instructions of the master relating to navigation of the ship;
 - .2 the position, course, speed and draught of the ship;
 - .3 prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed;
 - .4 procedures for the use of main engines to manoeuvre when the main engines are on bridge control; and
 - .5 the navigational situation, including but not limited to—
 - .5.1 the operational **condition** of all navigational and **safety** equipment being used or likely to be used during the watch;
 - .5.2 the errors of **gyro-** and magnetic compasses;
 - .5.3 presence and movement of ships in sight or **known** to be in the vicinity;
 - .5.4 the conditions and hazards likely to be encountered during the watch; and
 - .5.5 the possible effects of heel, **trim**, water density and squat on under-keel clearance.
- 10.5** If at any time the officer in charge of the navigational watch is to be relieved when a manoeuvre or other action to avoid any hazard is

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taking place, the relief of that officer shall be deferred until such action has been completed.

11 Performing the navigational watch

- 11.1 The officer in charge of the navigational watch shall—
- .1 keep the watch on the bridge;
 - .2 in no circumstances leave the bridge until properly relieved;
 - .3 continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood; and
 - .4 notify the master when in any doubt about what action to take in the interest of safety.
- 11.2 During the watch, the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course.
- 11.3 The officer in charge of the navigational watch shall have **full** knowledge of the location and operation of all safety and navigational equipment on board the ship and shall be aware and take account of the operating limitations of the equipment.
- 11.4 The officer in charge of the navigational watch shall not be assigned **or** undertake any duties that would interfere with the safe navigation of the ship.
- 11.5 Officers of the navigational watch shall make the most effective use of all navigational equipment at their disposal.
- 11.6 When using radar, the officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the collision regulations.
- 11.7 In cases of need, the officer **in** charge of the navigational watch shall not hesitate to use the helm, engines and sound signalling apparatus. However, timely notice of intended variations of engine speed shall be given where possible **or** effective use made of UMS engine controls provided on the bridge in accordance with the applicable procedures.
- 11.8 Officers of the navigational watch shall **know** the handling characteristics of their ship, including its stopping distances, and should appreciate that other ships may have different handling characteristics.
- 11.9 **A** proper record shall be kept during the watch of the movements and activities relating to the navigation of the ship.
-

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- 11.10 It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper look-out is maintained. In a ship with a separate chartroom, the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper look-out is maintained.
- 11.11 Operational tests of shipboard navigational equipment shall be carried out at sea as frequently as practicable and as circumstances permit, in particular before hazardous conditions affecting navigation are expected. Whenever appropriate, these tests shall be recorded. Tests shall also be carried out before port arrival and departure.
- 11.12 The officer in charge of the navigational watch shall make regular checks to ensure that—
- .1 the person steering the ship, or the automatic pilot, is steering the correct course;
 - .2 the standard compass error is determined at least once a watch and, when possible, after any major alteration of course; the standard and gyro-compasses are frequently compared and repeaters are synchronized with their master compass;
 - .3 the automatic pilot is tested manually at least once a watch;
 - .4 the navigation and signal lights and other navigational equipment are functioning properly;
 - .5 the radio equipment available in the bridge is functioning properly in accordance with item 19 of this annex; and
 - .6 the UMS controls, alarms and indicators are functioning properly.
- 11.13 The officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the requirements in force of the Safety Convention. The officer shall take into account—
- .1 the need to station a person to steer the ship and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner; and
 - .2 that with a ship under automatic steering it is highly dangerous to allow a situation to develop to the point where the officer in charge of the navigational watch is without assistance and has to break the continuity of the look-out in order to take emergency action.
- 11.14 Officers of the navigational watch shall be thoroughly familiar with the use of all electronic navigational aids carried, including their capabilities and limitations, and shall use each of these aids when appropriate and shall bear in mind that the echo sounder is a valuable navigational aid.
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- 11.15 The officer in charge of the navigational watch shall use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations.
- 11.16 The officer in charge of the navigational watch shall ensure that range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible. It shall be borne in mind that small or poor echoes may escape detection.
- 11.17 Whenever radar is in use, the officer in charge of the navigational watch shall select an appropriate range scale and observe the display carefully, and shall ensure that plotting or systematic analysis begins in ample time.
- 11.18 The officer in charge of the navigational watch shall notify the master immediately—
- .1 if restricted visibility is encountered or expected;
 - .2 if the traffic conditions or the movements of other ships are causing concern;
 - .3 if difficulty is experienced in maintaining course;
 - .4 on failure to sight land, a navigation mark or to obtain soundings by the expected time;
 - .5 if, unexpectedly, a land or a navigation mark is sighted or a change in soundings occurs;
 - .6 on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
 - .7 if the radio equipment malfunctions;
 - .8 in heavy weather, if in any doubt about the possibility of weather damage;
 - .9 if the ship meets any hazard to navigation, such as ice or a derelict; and
 - .10 in any other emergency or if in any doubt.
- 11.19 Despite the requirement to notify the master immediately in the foregoing circumstances, the officer in charge of the navigational watch shall in addition not hesitate to take immediate action for the safety of the ship, where circumstances so require.
- 11.20 The officer in charge of the navigational watch shall give watchkeeping personnel all appropriate instructions and information that will ensure the keeping of a safe watch, including a proper look-out.

12 Watchkeeping under different conditions and in different areas

12.1 *Clear weather*

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- 12.1.1** The officer in charge of the navigational watch shall take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision and bear in mind that such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large ship or a tow or when approaching a ship at close range. The officer shall also take early and positive action in compliance with the applicable collision regulations, and subsequently check that the action is having the desired effect.
- 12.1.2** In clear weather, whenever possible, the officer in charge of the navigational watch shall carry out **radar** practice.
- 12.2** *Restricted visibility*
- 12.2.1** **When** restricted visibility is encountered or expected, the first responsibility of the officer in charge of the navigational watch is to comply with the relevant rules in the collision regulations, with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre. In addition, the officer shall—
- .1** inform the master;
 - .2** post a proper look-out;
 - .3** exhibit navigation **lights**; and
 - .4** operate and use the radar.
- 12.3** *In hours of darkness*
- The master and the officer in charge of the navigational watch, when arranging look-out duty, shall have due regard to the bridge equipment and navigational aids available for use, their limitations, and procedures and safeguards implemented.
- 12.4** *Coastal and congested waters*
- 12.4.1** The largest scale chart on board, suitable for the area and corrected with the latest available information, shall be used. **Fixes** shall be taken at frequent intervals, and shall be carried out by more than one method whenever circumstances allow.
- 12.4.2** The officer in charge of the navigational watch shall positively identify all relevant navigational marks.
- 12.5** *Navigation with pilot on board*
- 12.5.1** Despite the duties and obligations of pilots, their presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the ship's characteristics. The master and/or the officer in charge of the navigational watch shall

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co-operate closely with the pilot and maintain an accurate check on the ship's position and movement.

- 12.5.2 If in any doubt about the pilot's actions or intentions, the officer in charge of the navigational watch shall seek clarification from the pilot and, if doubt still exists, shall notify the master immediately and take whatever action is necessary before the master arrives.

12.6 ***Ship at anchor***

If the master considers it necessary, a continuous navigational watch shall be maintained at anchor. While at anchor, the officer in charge of the navigational watch shall—

- .1 determine and plot the ship's position on the appropriate chart as soon as practicable;
- .2 when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;
- .3 ensure that proper look-out is maintained;
- .4 ensure that inspection rounds of the ship are made periodically;
- .5 observe meteorological and tidal conditions and the state of the sea;
- .6 notify the master and undertake all necessary measures if the ship drags anchor;
- .7 ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;
- .8 if visibility deteriorates, notify the master;
- .9 ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations;
- .10 take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations; and
- .11 maintain a listening watch on VHF channel 16 and/or the port operations working channel.

Division 3 Principles to be observed in keeping an engineering watch

13 General

- 13.1 The term *engineering watch* as used in this annex means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.

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- 13.2 The officer in charge of the engineering watch is the chief engineer officer's representative and is primarily responsible at all times for the safe and efficient operation and upkeep of machinery affecting the safety of the ship and is responsible for the inspection, operation and testing, as required, of all machinery and equipment under the responsibility of the engineering watch.

14 Watch arrangements

- 14.1 The composition of the engineering watch shall at all times be adequate to ensure the safe operation of all machinery affecting the operation of the ship, in either automated or manual mode, and be appropriate to the prevailing circumstances and conditions.

- 14.2 When deciding the composition of the engineering watch, which may include appropriately qualified ratings, the following criteria, *inter alia*, shall be taken into account:

- .1 the type of ship and the type and condition of the machinery;
- .2 the adequate supervision, at all times, of machinery affecting the safe operation of the ship;
- .3 any special modes of operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 the qualifications and experience of the engineering watch;
- .5 the safety of life, ship, cargo and port, and protection of the environment;
- .6 the observance of international and national regulations;
- .7 maintaining the normal operations of the ship.

15 Taking over the watch

- 15.1 The officer in charge of the engineering watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is obviously not capable of carrying out the watchkeeping duties effectively, in which case the chief engineer officer shall be notified.

- 15.2 The relieving officer of the engineering watch shall ensure that the members of the relieving engineering watch are apparently fully capable of performing their duties effectively.

- 15.3 Before taking over the engineering watch, relieving officers shall satisfy themselves about at least the following:

- .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;

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- .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards;
- .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of tank contents;
- .4 the condition and level of fuel in the reserve tanks, settling tank, day tank and other fuel storage facilities;
- .5 any special requirements relating to sanitary system disposals;
- .6 the condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- .7 where applicable, the condition of monitoring and control console equipment, **and** which equipment is being operated manually;
- .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- .9 any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
- .10 any special modes of operation dictated by equipment failure or adverse ship conditions;
- .11 the reports of engine-room ratings relating to their assigned duties;
- .12 the availability of fire-fighting appliances;
- .13 the state of completion of the engine-room log.

16 Performing the engineering watch

16. The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that, under direction, engine-room ratings, if forming part of the engineering watch, assist in the safe and efficient operation of the propulsion machinery and auxiliary equipment.
- 16.2 The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations, despite the presence of the chief engineer officer in the machinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.
- 16.3 All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall, with respect to the ship in which they are serving, have knowledge of—

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- .1 the use of appropriate internal communication systems;
 - .2 the escape routes from machinery spaces;
 - .3 the engine-room alarm systems and be able to distinguish between the **various** alarms, with special reference to the fire-extinguishing media alarm; and
 - .4 the number, location and types of fire-fighting equipment and damage-control gear in the machinery spaces, and their use and the **various** safety precautions to be observed.
- 16.4 Any machinery not functioning properly, expected to malfunction or requiring special service shall be noted along with any action already taken. Plans shall be made for any **further** action if required.
- 16.5 **When** the machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable of operating the propulsion equipment **in** response to needs for changes in direction or speed.
- 16.6 When the machinery spaces are in the periodically unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and **on** call to attend the machinery spaces.
- 16.7 All bridge orders shall be promptly executed. Except in ships of less **than** 500 GT, changes in direction or speed of the main propulsion units shall be recorded. The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.
- 16.8 **Due** attention shall be paid to the **ongoing** maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of stores and spare gear usage.
- 16.9 The chief **engineer** officer shall ensure that the officer in charge of the engineering watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the **engineering** watch. The officer in charge of the engineering watch **shall** be responsible for the isolation, bypassing and adjustment of all machinery under the responsibility of the engineering watch that is to be **worked** on, and shall record all work carried out.
- 16.10 When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery **and** equipment that may be used during manoeuvring is in a state of immediate readiness and that **an** adequate reserve of power is available for steering gear and other requirements.

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- 16.11 Officers in charge of an engineering watch shall not be assigned or undertake any duties that would interfere with their supervisory duties in respect of the main propulsion system and ancillary equipment. They shall keep the main propulsion plant and auxiliary systems under constant supervision until properly relieved, and shall periodically inspect the machinery in their charge. They **shall** also ensure that adequate rounds of the machinery and steering-gear spaces are made for the purpose **of** observing and reporting equipment malfunction or breakdown, performing or directing routine adjustments, required upkeep and **any** other necessary **tasks**.
- 16.12 Officers in charge of **an** engineering watch shall direct **any** other member of the engineering watch to inform them of potentially hazardous conditions that may adversely affect the machinery or jeopardize the safety of life or of the ship.
- 16.13 The officer in charge of the engineering watch shall ensure that the machinery space watch is supervised, and shall arrange for substitute personnel in the event of the incapacity of any engineering watch personnel. The engineering watch shall not leave the machinery spaces unsupervised in a manner that would prevent the manual operation of the engine-room plant or throttles.
- 16.14 The officer in charge of the engineering watch shall take the action necessary to contain the effects of damage resulting from equipment breakdown, fire, flooding, rupture, collision, stranding, or other cause.
- 16.15** Before going off duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery that have occurred during the engineering watch **are** suitably recorded.
- 16.16 The officer in charge of the engineering watch shall co-operate with **any** engineer in charge of maintenance work during all preventive maintenance, damage control or repairs. This shall include but not necessarily **be** limited to—
- .1 isolating and bypassing machinery to be worked on;
 - .2 adjusting the remaining plant to function adequately and safely during the maintenance **period**;
 - .3 recording, in **the** engine-room log or other suitable document, the equipment worked on and the personnel involved, and which safety steps have been taken and by whom, for the benefit of relieving officers and for record purposes; **and**
 - .4 testing **and** putting into service, when necessary, the repaired machinery or equipment.
- 16.17 The officer in charge of the engineering watch shall ensure that **any** engine-room ratings that **perform** maintenance duties are available to
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- assist in the manual operation of machinery in the event of automatic equipment failure.
- 16.18 The officer in charge of the engineering watch shall bear in **mind** that changes in speed, resulting **from** machinery malfunction, or any loss of steering, may imperil the safety of the ship and life at sea. The bridge shall be notified immediately in the event of fire and of any impending action in machinery spaces that may cause reduction in the ship's speed, imminent steering failure, stoppage of the ship's propulsion system or any alteration in the generation of electric power or similar threat to safety. This notification, where possible, shall be given before changes are made to allow the bridge the maximum available time to take whatever action is possible to avoid a potential marine casualty.
- 16.19 The officer in charge of the engineering watch shall notify the chief engineer officer without delay —
- .1 when engine damage or a malfunction occurs that may be such as to endanger the safe operation of the ship;
 - .2 when any malfunction occurs that, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery or monitoring and governing systems; and
 - .3 in any emergency or if in any doubt about what decision or measures to take.
- 16.20 Despite the requirement to notify the chief engineer officer in the foregoing circumstances, the officer in charge of the engineering watch shall in addition not hesitate to take immediate action for the safety of the ship, its machinery and crew, where circumstances **so** require.
- 16.21 The officer in charge of the engineering watch shall give the watchkeeping personnel all appropriate instructions and information that will ensure the keeping of a safe engineering watch. Routine machinery upkeep, performed **as** incidental tasks **as** a part of keeping a safe watch, shall be set up **as** an integral part of the watch routine. Detailed repair maintenance involving repairs to electrical, mechanical, hydraulic, pneumatic or applicable electronic equipment throughout the ship shall be performed with the cognizance of the officer in charge of the engineering watch and chief engineer officer. These repairs shall be recorded.
- 17 Engineering watchkeeping under different conditions and in different areas**
- 17.1 *Restricted visibility*
- The officer in charge of the engineering watch shall ensure that permanent air or steam pressure is available for sound signals and that at all times bridge orders relating; to changes in speed or

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direction of operation are immediately implemented and, in addition, that auxiliary machinery used for manoeuvring is readily available.

17.2 *Coastal and congested waters*

The officer in charge of the engineering watch shall ensure that all machinery involved with the manoeuvring of the ship can immediately be placed in the manual mode of operation when notified that the ship is in congested waters. The officer shall also ensure that an adequate reserve of power is available for steering and other manoeuvring requirements. Emergency steering and other auxiliary equipment shall be ready for immediate operation.

17.3 *Ship at anchor*

17.3.1 At an unsheltered anchorage the chief engineer officer shall consult with the master whether or not to maintain the same engineering watch as when under way.

17.3.2 When a ship is at anchor in an open roadstead or any **other** virtually "at-sea" condition, the officer in charge of the engineering watch shall ensure that—

- .1 an efficient engineering watch is kept;
- .2 periodic inspection is made of all operating and stand-by machinery;
- .3 main and auxiliary machinery is maintained in a state of readiness in accordance with orders **from** the bridge;
- .4 measures **are** taken **to** protect the environment **from** pollution by the ship, and that applicable pollution-prevention regulations are complied with; and
- .5 all damage-control and fire-fighting systems are in readiness.

Division 4 Principles to be observed in keeping a radio watch

18 Watch arrangements

In deciding the arrangements for the radio watch, the master of every ship shall—

- .1 ensure that the radio watch is maintained in accordance with the relevant provisions of the radio regulations.
- .2 ensure that the primary duties for radio watchkeeping are not adversely affected by attending to radio traffic not relevant to the safe movement of the ship and safety of navigation; and
- .3 take into account the radio equipment fitted on board and its operational **status**.

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19 Performing the radio watch

- 19.1 The radio operator performing radio watchkeeping duties shall—
- .1 ensure that watch is maintained on the frequencies specified in the radio regulations; and
 - .2 while on duty, regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of this equipment.
- 19.2 The requirements of the radio regulations relating to the keeping of a radiotelegraph or radio log, as appropriate, shall be complied with.
- 19.3 The maintenance of radio records, in compliance with the requirements of the **radio** regulations, is the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents. The following shall be recorded, together with the times at which they occur:
- .1 a summary of distress, urgency and safety radiocommunications;
 - .2 important incidents relating to the radio service;
 - .3 where appropriate, the position of the ship at least once per **day**;
 - .4 a **summary** of the condition of the radio equipment, including its sources of energy.
- 19.4 The **radio** records shall be kept at the distress communications operating position, and shall be made available for inspection by the master, a surveyor, or any duly authorised officer carrying out port State control.

Part 3 Watchkeeping in port

Division 1 Principles applying to all watchkeeping

20 General

On any ship safely moored or safely at anchor under normal circumstances in port, the master shall arrange for an appropriate and effective watch to be maintained for the purpose of safety. Special requirements may be necessary for special types of ships' propulsion **systems** or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special **types** of cargo.

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21 Watch arrangements

- 21.1 Arrangements for keeping a deck watch when the ship is in port shall at all times be adequate to—
- .1 ensure the safety of life, of the ship, the port and the environment, and the safe operation of all machinery related to cargo operations;
 - .2 observe international and national regulations; and
 - .3 maintain order and the normal routine of the ship.
- 21.2 The master shall decide the composition and duration of the deck watch depending on the conditions of mooring, type of ship and character of duties.
- 21.3 If the master considers it necessary, a qualified officer shall be in charge of the deck watch.
- 21.4 The necessary equipment shall be so arranged as to provide for efficient watchkeeping.
- 21.5 The chief engineer officer, in consultation with the master, shall ensure that engineering watchkeeping arrangements are adequate to maintain a safe engineering watch while in port. When deciding the composition of the engineering watch, which may include appropriate engine-room ratings, the following points are among those to be taken into account
- .1 on all ships of 3 000 kW propulsion power or more there shall always be an officer in charge of the engineering watch;
 - .2 on ships of less than 3 000 kW propulsion power there may be, at the master's discretion and in consultation with the chief engineer officer, no officer in charge of the engineering watch; and
 - .3 officers, while in charge of an engineering watch, shall not be assigned or undertake any task or duty that would interfere with their supervisory duty in respect of the ship's machinery system.

22 Taking over the watch

- 22.1 Officers in charge of the deck or engineering watch shall not hand over the watch to their relieving officer if they have any reason to believe that the latter is obviously not capable of carrying out watchkeeping duties effectively, in which case the master or chief engineer shall be notified accordingly. Relieving officers of the deck or engineering watch shall ensure that all members of their watch are apparently fully capable of performing their duties effectively.
- 22.2 **If**, at the moment of handing over the deck or engineering watch, an important operation is being performed it shall be concluded by the
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officer being relieved, except when ordered otherwise by the master or chief engineer officer.

Division 2 Taking over the deck watch

23 Before taking over the deck watch, the relieving officer shall be informed about the following by the officer in charge of the deck watch:

- .1 the depth of the water at the berth; the ship's draught; the level and time of high and low waters; the securing of the moorings, the arrangement of anchors and the scope of the anchor chain, and other mooring features important to the safety of the ship; the state of main engines and their availability for emergency use;
- .2 all work to be performed on board the ship; the nature, amount and disposition of cargo loaded or remaining, and any residue on board after unloading the ship;
- .3 the level of water in bilges and ballast tanks;
- .4 the signals or lights being sounded or exhibited;
- .5 the number of crew members required to be on board and the presence of any other persons on board;
- .6 the state of fire-fighting appliances;
- .7 any special port regulations;
- .8 the master's standing and special orders;
- .9 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .10 any other circumstances of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution;
- .11 the procedures for notifying the appropriate authority of any environmental pollution resulting from ship activities.

24 Relieving officers, before assuming charge of the deck watch, shall ensure that—

- .1 the securing of moorings and anchor chain is adequate;
- .2 the appropriate signals or lights are properly exhibited or sounded;
- .3 safety measures and fire protection regulations are being maintained;
- .4 they are aware of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire;

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- .5 no external conditions or circumstances imperil the ship and that it does not imperil others; and
- .6 they are aware of any ballasting or de-ballasting operations in progress and, where applicable, the current status of anti-heeling pumps and systems.

Division 3 Taking over the engineering watch

25 Before taking over the engineering watch, the relieving officer shall be informed about the following by the officer in charge of the engineering watch:

- .1 the standing orders of the day, any special orders relating to the ship operations, maintenance functions, repairs to the ship's machinery or control equipment;
- .2 the nature of all work being performed on machinery and systems on board ship, personnel involved and potential hazards;
- .3 the level and condition, where applicable, of water or residue in bilges, ballast tanks, slop tanks, sewage tanks, reserve tanks and special requirements for the use or disposal of tank contents;
- .4 any special requirements relating to **sanitary** system disposals;
- .5 the condition and state of readiness of portable fire-extinguishing equipment and fixed fire-extinguishing installations and fire-detection systems;
- .6 authorised repair personnel on board engaged in engineering activities, their work locations and repair functions and other authorised persons on board and the required crew;
- .7 any port regulations pertaining to ship effluents, fire-fighting requirements and ship readiness, particularly during potential bad weather conditions;
- .8 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .9 any other circumstances of importance to the safety of the ship, its crew, cargo or the protection of the environment from pollution;
- .10 the procedures for notifying the appropriate authority of any environmental pollution resulting ~~from~~ engineering activities.

26 Relieving officers, before assuming charge of the engineering watch, shall satisfy themselves that they **are** fully informed by the officer being relieved, as outlined above, and—

- .1 be familiar with existing and potential sources of power, heat and lighting and their distribution;

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- .2 know the availability and condition of ship's fuel, lubricants and all water supplies; and
- .3 be ready to prepare the ship and its machinery, as far as is possible, for stand-by or emergency conditions as required.

Division 4 Performing the deck watch

- 27 The officer in charge of the deck watch shall—
- .1 make rounds to inspect the ship at appropriate intervals;
 - .2 pay particular attention to—
 - .2.1 **the** condition and securing of the gangway, anchor chain and moorings, especially at the turn of the tide and in berths with a large rise and fall, if **necessary**, taking measures to ensure that they are in normal working condition;
 - .2.2 the draught, under-keel clearance and the general state of the ship, to avoid dangerous listing or trim during cargo handling or ballasting;
 - .2.3 the weather and sea **state**;
 - .2.4 the observance of all regulations concerning **safety and** fire protection;
 - .2.5 the water level in bilges and tanks;
 - .2.6 all persons on board and their location, especially those in remote or enclosed spaces; and
 - .2.7 the exhibition and sounding, where appropriate, of lights and **signals**;
 - .3 in bad weather, or on receiving a storm warning, take the necessary measures to protect the ship, persons on board and cargo;
 - .4 **take** every precaution to prevent pollution of the environment by the ship;
 - .5 in **an** emergency threatening the safety of the ship, raise the alarm, inform the master, take all possible measures to prevent any damage to the ship, its cargo and persons on board, and, if necessary, request assistance from the shore authorities or neighbouring ships;
 - .6 be aware of the ship's stability condition **so** that, in the event of fire, the shore fire-fighting authority may be **advised** of the approximate **quantity** of water that can be pumped on board without endangering the ship;
 - .7 offer assistance to ships or persons in distress;
 - .8 take necessary precautions to prevent accidents or damage when propellers **are** to be **turned**; and

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- .9 enter in the appropriate log-book all important events affecting the ship.

Division 5 Performing the engineering watch

- 28** Officers in charge of the engineering watch shall pay particular attention to—
- .1 the observance of all orders, special procedures and regulations concerning hazardous conditions and their prevention in all areas in their charge;
 - .2 the instrumentation and control systems, monitoring of all power supplies, components and systems in operation;
 - .3 the techniques, methods and procedures necessary to prevent violation of the pollution regulations of the local authorities; **and**
 - .4 the state of the bilges.
- 29** Officers in charge of the engineering watch shall—
- .1 in emergencies, raise the alarm when in their opinion the situation so demands, and take all possible measures to prevent damage to the ship, persons on board and cargo;
 - .2 be aware of the deck officer's needs relating to the equipment required in the loading or unloading of the cargo and the additional requirements of the ballast and other ship stability control systems;
 - .3 make frequent rounds of inspection to determine possible equipment malfunction or failure, and take immediate remedial action to ensure the safety of the ship, of **cargo** operations, of the port and the environment;
 - .4 ensure that the necessary precautions are taken, within their area of responsibility, to prevent accidents or damage to **the** various electrical, electronic, hydraulic, pneumatic and mechanical systems of the ship; and
 - .5 ensure that all important events affecting the **operation**, adjustment or repair of the ship's machinery are satisfactorily recorded.

Division 6 Watch in port on ships carrying hazardous cargo

30 General

- 30.1** The master of every ship carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting, shall ensure that safe watchkeeping arrangements are

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maintained. **On** ships carrying hazardous cargo in bulk, this will be achieved by the ready availability on board of a duly qualified officer or **officers, and** ratings where appropriate, even when the ship is safely moored or safely at anchor in port.

- 30.2** **On** ships carrying hazardous cargo other than in bulk, the master shall take full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

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Annex 1A Watchkeeping principles and arrangements for fishing vessels

(Regulation 6)

Part 1 Voyage planning

1 General

- 1.1 The intended voyage shall, as **far** as possible, be planned in advance taking into account all pertinent information, and **any** course laid down shall be checked before the voyage begins.
- 1.2 The chief engineer officer shall, in consultation with the master, determine in advance the needs of the intended voyage, taking into account the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.

Part 2 Watchkeeping at sea

Division 1 Principles applying to watchkeeping generally

2 General

- 2.1 The following principles shall be observed to ensure that safe watches are maintained at all times.
- 2.2 The master of every fishing vessel shall ensure that watchkeeping arrangements **are** adequate for maintaining a safe navigational watch. Under the master's general direction, the officers of the watch **are** responsible for navigating the vessel safely during their periods of duty, when they will be particularly concerned with avoiding collision and stranding.
- 2.3 The chief engineer officer of every fishing vessel shall, in consultation **with** the master, ensure that watchkeeping arrangements are adequate to maintain a safe engineering watch.
- 2.4 The watch system shall be such that the efficiency of watchkeeping personnel is not impaired by fatigue. Duties shall be so organised that the first watch at the commencement of a voyage and the

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subsequent relieving watches are sufficiently rested and otherwise fit for duty.

3 Protection of marine environment

The master, officers and ratings shall be aware of the serious effects of operational and accidental pollution of the marine environment and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and national regulations.

Division 2 Principles to be observed in keeping a navigational watch

4 General

The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the safe navigation of the vessel and for complying with the collision regulations.

5 En route to or from fishing grounds

5.1 Watch arrangements

5.1.1 The composition of the navigational watch shall at all times be adequate and appropriate to the prevailing circumstances and conditions, and shall take into account the need for maintaining a proper look-out.

5.1.2 When deciding the composition of the navigational watch, the following factors, *inter alia*, shall be taken into account:

- .1 at no time is the wheelhouse to be left unattended;
- .2 weather conditions, visibility and whether there is daylight or darkness;
- .3 proximity of navigational hazards that may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
- .4 use and operational condition of navigational aids such as radar or electronic position-indicating devices and of any other equipment affecting the safe navigation of the vessel;
- .5 whether the vessel is fitted with automatic steering;
- .6 any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

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5.2 *Navigation*

5.2.1 During the watch, course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary to ensure that the vessel follows the planned course.

5.2.2 The officer in charge of the navigational watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the vessel, and shall be aware and take account of the operating limitations of such equipment.

5.2.3 The officer in charge of a navigational watch shall not be assigned or undertake any duties that would interfere with the safe navigation of the vessel.

5.3 *Navigational equipment*

5.3.1 The officer in charge of the navigational watch shall make the most effective use of all navigational equipment at the officer's disposal.

5.3.2 When using radar, the officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the collision regulations.

5.3.3 In cases of need, the officer of the navigational watch shall not hesitate to use the helm, engines, and sound and light signalling apparatus.

5.4 *Navigational duties and responsibilities*

5.4.1 The officer in charge of the navigational watch shall —

- .1** keep watch in the wheel house;
- .2** in no circumstances leave the wheelhouse until properly relieved;
- .3** continue to be responsible for the safe navigation of the vessel despite the presence of the master in the wheelhouse, until informed specifically that the master has assumed that responsibility and this is mutually understood;
- .4** notify the master when in any doubt as to what action to take in the interest of safety; and
- .5** not hand over the watch to a relieving officer if there is reason to believe that the latter is not capable of carrying out the watchkeeping duties effectively, in which case the master shall be notified.

5.4.2 On taking over the navigational watch, the relieving officer shall confirm and be satisfied about the vessel's estimated or true position and confirm its intended track, course and speed, and shall note any dangers to navigation expected to be encountered during the watch and any traffic in the immediate vicinity.

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- 5.4.3 Whenever practicable, a proper record shall be kept of the movements and activities during the navigational watch relating to the navigation of the vessel.
- 5.5 *Look-out*
- 5.5.1 A proper look-out shall be maintained in compliance with rule 5 of annex to the collision regulations. It shall serve the purpose of—
- .1 maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant changes in the operating environment;
 - .2 fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
 - .3 detecting ships or aircraft in distress, shipwrecked persons, wrecks and debris.
- 5.5.2 In determining that the composition of the navigational watch is adequate to ensure that a proper look-out can continuously be maintained, the master shall take into account all relevant factors, including those described under item 5.1 of this annex, as well as the following factors:
- .1 visibility, and state of weather and sea;
 - .2 traffic density, and other activities occurring in the area in which the vessel is navigating;
 - .3 the attention necessary when navigating in or near traffic separation schemes and other routing measures;
 - .4 the additional workload caused by the nature of the vessel's functions, immediate operating requirements and anticipated manoeuvres;
 - .5 rudder and propeller control and vessel manoeuvring characteristics;
 - .6 *the* fitness for duty of *any* crew members on call who may be assigned as members of the watch;
 - .7 knowledge of and confidence in the professional competence of the vessel's officers and crew;
 - .8 the experience of the officer of the navigational watch and the familiarity of that officer with the vessel's equipment, procedures, and manoeuvring capability;
 - .9 activities taking place on board the vessel at any particular time, and the availability of assistance to be summoned immediately to the wheelhouse when necessary;
 - .10 the operational status of instrumentation in the wheelhouse and controls, including alarm *systems*;
 - .11 the size of the vessel and the field of vision available from the conning position;

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- .12 the configuration of the wheelhouse, to the extent the configuration might inhibit a member of the watch ~~from~~ detecting by sight or hearing any external developments;
- .13 any relevant standards, procedures and guidelines relating to watchkeeping arrangements and fitness for duty that have been specified in a marine notice.

5.6 *Weather conditions*

The officer in charge of the navigational watch shall take relevant measures and notify the master when adverse changes in weather could affect the safety of the vessel, including conditions leading to ice accretion.

6 **Navigation with pilot on board**

The presence of a pilot on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the vessel. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the vessel's characteristics. The master and the officer in charge of the navigational watch shall co-operate closely with the pilot and maintain an accurate check of the vessel's position and movement.

7 **Vessels engaged in fishing or searching for fish**

7.1 In addition to the principles in item 5 of this annex, the following factors shall be taken into account and properly acted upon by the officer in charge of the navigational watch:

- .1 other vessels engaged in fishing and their gear, own vessel's manoeuvring characteristics, particularly its stopping distance **and** the diameter of turning circle at sailing speed and ~~With~~ the fishing gear overboard;
- .2 safety of the crew on ~~deck~~;
- .3 adverse effects on the safety of the vessel and its crew ~~through~~ reduction of stability and freeboard caused by exceptional forces resulting from fishing operations, catch handling and stowage, and unusual sea and weather conditions;
- .4 the proximity of offshore structures, with special regard **to** any safety zones;
- .5 wrecks and other underwater obstacles that could be hazardous for fishing gear.

7.2 When stowing the catch, attention shall be given to the essential requirements for adequate freeboard, adequate stability and watertight integrity at all times during the voyage to the landing port, taking into account consumption of fuel and stores, risk of adverse

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weather conditions and, especially in winter, risk of ice accretion on or above exposed decks in areas where ice accretion is likely to occur.

a Vessel at anchor

The master shall ensure, with a view to the safety of the vessel and the crew, that a proper watch is maintained at all times from the wheelhouse or deck on fishing vessels at anchor.

**Division 3 Principles to be observed in
keeping an engineering watch**

9 General

9.1 The term *engineering* watch as used in this annex means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.

9.2 The officer in charge of the engineering watch is the chief engineer officer's representative and is primarily responsible at all times for the safe and efficient operation and upkeep of machinery affecting the safety of the vessel and is responsible for the inspection, operation and testing, as required, of all machinery and equipment under the responsibility of the engineering watch.

10 Watch arrangements

10.1 The composition of the engineering watch shall at all times be adequate and appropriate to the prevailing circumstances and conditions and shall take into account the need to ensure the safe operation of **all** machinery affecting the operation of the vessel.

10.2 When deciding the composition of the engineering watch, the following criteria, *inter alia*, shall be taken into account:

- .1 the type of vessel and the type and condition of the machinery;
- .2 the adequate supervision, at all times, of machinery affecting the safe operation of the vessel;
- .3 any special modes **of** operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 the qualifications and experience of the engineering watch;
- .5 the safety of life, ship, cargo and port and protection of the environment;
- .6 the observance of relevant international and national regulations;

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.7 maintaining the normal operations of the vessel.

11 Taking over the watch

11.1 The officer in charge of the engineering watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is obviously not capable of carrying out the watchkeeping duties effectively, in which case, the chief engineer officer shall be notified.

11.2 The relieving officer of the engineering watch shall ensure that the members of the relieving engineering watch are apparently fully capable of performing their duties effectively.

11.3 Before taking over the engineering watch, relieving officers shall satisfy themselves about at least the following:

- .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the vessel's systems and machinery;
- .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards;
- .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of tank contents;
- .4 the condition and level of fuel in reserve tanks, settling tank, day tank and other fuel storage facilities;
- .5 any special requirements relating to sanitary system disposals;
- .6 the condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- .7 where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;
- .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- .9 any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
- .10 any special modes of operation dictated by equipment failure or adverse vessel conditions;
- .11 the availability of fire-fighting appliances;
- .12 the state of completion of the engine-room log.

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12 Performing the engineering watch

- 12.1 The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that, under direction, other personnel, if forming part of the engineering watch, assist in the safe and efficient operation of the vessel's propulsion machinery and auxiliary equipment.
- 12.2 The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations despite the presence of the chief engineer officer in the machinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.
- 12.3 All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall, with respect to the vessel in which they are serving, have knowledge of—
- .1 the use of appropriate internal communication systems;
 - .2 the escape routes from machinery spaces;
 - .3 the engine-room alarm systems and be able to distinguish between the various alarms, with special reference to the fire-extinguishing media alarm; and
 - .4 the number, location and types of fire-fighting equipment and damage-control gear in the machinery spaces, and their use and the various safe precautions to be observed.
- 12.4 Any machinery not functioning properly, expected to malfunction or requiring special service shall be noted along with any action already taken. Plans shall be made for any further action if required.
- 12.5 When machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable of operating the propulsion equipment in response to needs for changes in direction or speed.
- 12.6 When machinery spaces are in the periodically unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and on call to attend the machinery spaces.
- 12.7 The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions,
- 12.8 When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery and equipment that may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.

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- 12.9 Officers in charge of an engineering watch shall direct any other member of the engineering watch to inform them of potentially hazardous conditions that may adversely affect the machinery or jeopardise the safety of life or of the vessel.
- 12.10 Before going **off** duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery that have occurred during the engineering watch are suitably recorded.
- 12.11 The officer in charge of the engineering watch shall bear in mind that changes in speed, resulting **from** machinery malfunction, or any loss of steering, may imperil the safety of the ship and life at sea. The bridge shall be notified immediately **in** the event of fire and of any impending action in machinery spaces that may cause reduction in the vessel's speed, imminent steering failure, stoppage of the vessel's propulsion system or any alteration in the generation **of** electric power or similar threat to safety. This notification, where possible, shall be given before changes are made to allow the bridge the maximum available time to **take** whatever action is possible to avoid a potential marine casualty.
- 12.12 The officer **in** charge of the engineering watch shall notify the chief engineer ~~officer~~ without delay —
- .1 when engine damage or a malfunction occurs that may be such as to endanger the safe operation of the vessel;
 - .2 when any malfunction occurs that, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery **or** monitoring **and** governing systems; and
 - .3 in any emergency or if in **any** doubt about what decision or measures to take.
- 12.13 Despite the requirement to notify the chief engineer ~~officer~~ **in** the foregoing circumstances, the officer in charge of the engineering watch shall not hesitate to **take** immediate action for the safety of the vessel, its machinery and crew where circumstances require.

13 Restricted visibility

The officer in charge of the engineering watch shall ensure that permanent air or steam pressure is available for sound signals and that at all times bridge orders relating to changes in speed or direction of operation are immediately implemented and, in addition, that auxiliary machinery used for manoeuvring is readily available.

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14 Vessel at anchor

14.1 At **an** unsheltered anchorage the chief engineer officer shall consult with the master whether or not to maintain the same engineering watch **as** when under way.

14.2 **When** a vessel is at anchor in an **open** roadstead or any other virtually "at-sea" condition, the officer in charge of the engineering watch shall ensure that—

- .1 **an** efficient engineering watch is kept;
- .2 periodic inspection is made of all operating and stand-by machinery;
- .3 main and auxiliary machinery is maintained in a state of readiness in accordance with orders **from** the bridge;
- .4 measures are taken to protect the environment **from** pollution by the vessel, and that applicable pollution-prevention regulations are complied with; and
- .5 all damage-control and fire-fighting systems are in readiness.

**Division 4 Principles to be observed in
keeping a radio watch**

15 General

The master shall ensure that an adequate radio watch is maintained while the vessel is at sea, on appropriate frequencies, taking into account the requirements of the radio regulations.

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Explanatory note

(This note is not part of the regulations)

- 1 These regulations amend the *Merchant Shipping (Safe Manning) Regulations, 1999*, made under section 356 of the *Merchant Shipping Act, 1951*.
- 2 These are the main objects of the amendments:
 - To update watchkeeping principles and arrangements for non-**fishing** vessel personnel, taking into account **South Africa's** obligations under the STCW Convention.
 - To introduce separate watchkeeping principles and arrangements for **fishing** vessel personnel, taking **into** account the provisions **of** the STCW-F Convention.
 - To make consequential changes.

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Part 2A **Draft Merchant Shipping
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(Fishing and Marine Motorman
Qualifications) Regulations,
2006**

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Part 1 Preliminary

1 Title and commencement

- (1) These regulations are called the *Merchant Shipping (Training and Certification) (Fishing and Marine Motorman Qualifications) Regulations, 2006*.
- (2) These regulations commence on **1 January 2007**.

2 Definitions

- (1) In these regulations, unless the context indicates otherwise, an expression given a meaning by the Act has the given meaning, and—
 - "**accredited**" means accredited by the Authority;
 - "**approved**" means approved by the Authority;
 - "**approved training**", for certification of a particular kind, means training programmes and/or courses approved for certification of that kind;
 - "**approved training record book**", for certification of a particular kind, means a training record book approved for certification of that kind;
 - "**candidate**" means a person desiring certification in terms of these regulations;
 - "**certificate**" and "**certification**" means a certificate of competency or qualification and includes an endorsement;
 - "**certificated**", in relation to—
 - (a) a deck officer on a vessel of a particular kind, means holding valid appropriate certification that entitles the holder to serve as an officer in charge of a navigational watch on a vessel of that kind; and
 - (b) an engineer officer on a vessel of a particular kind, means holding valid appropriate certification that entitles the holder to serve as an officer in charge of an engineering watch on a vessel of that kind;
 - "**chief engineer officer**" means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installation of a vessel;
 - "**deck officer**" means a ship's officer serving in the deck department on a vessel;
 - "**endorsement**" means a document that is appended to a certificate of competency and that modifies the terms of the certificate;

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"**engineer officer**" means a ship's officer serving in the engine department on a vessel;

"**equivalent certification**" has the meaning given by regulation 4(1);

"**examiner**" means a person appointed as an examiner under section 77(4) of the Act;

"**fishing vessel**" means a vessel that is used wholly or principally for the taking, catching or capturing of fish or other living resources of the sea or seabed for financial gain or reward;

"**GT**", for a vessel, means its **gross** tonnage calculated in accordance with the *Tonnage Regulations, 1986*;

"**holder**", of a certificate or other document, means the person identified as holder by the certificate or document;

"**length**" has the meaning it has in regulation 2 of the *Tonnage Regulations, 1986*;

"**limited waters**" means—

- (a) the internal and territorial waters of the Republic;
- (b) the exclusive economic zone of the Republic; and
- (c) if the Republic has entered into an agreement with another State for the purposes of this paragraph, the waters under the jurisdiction of that other State that are covered by the agreement;

"**near-coastal voyage**" has the meaning it has in regulation 1(1) of the *Merchant Shipping (Training and Certification) Regulations, 1999*;

"**onboard training**" is training that—

- (a) is conducted principally on board a vessel during seagoing service; and
- (b) is set out, and assessed, in an approved training record book;

"**pleasure vessel**" means a vessel that is used solely for sport or recreation;

"**port operations area**" has the meaning it has in regulation 1(1) of the *Merchant Shipping (Training and Certification) Regulations, 1999*;

"**propulsion power**", for a vessel, means the total maximum continuous rated output power in kilowatts of all the vessel's main in-board propulsion machinery that appears on the vessel's registration certificate or other official document;

"**qualifying service**" is the seagoing service that is claimed by a candidate for the purpose of qualifying for certification in terms of these regulations;

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"rating" means a seaman other than a ship's officer;

"Registrar" means the Registrar of Seafarers designated in terms of regulation 5(1) of the *Merchant Shipping (Training and Certification) Regulations, 1999*;

"seagoing service" is service on vessels operating in limited or unlimited waters;

"second engineer officer" means the engineer officer next in rank to the chief engineer officer and upon whom responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installation of the vessel will fall in the event of the incapacity of the chief engineer officer;

"specified by the Authority" means specified by the Authority in a marine notice;

"STCW-F Convention" means the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995, and includes any subsequent amendment to the Convention that is specified by the Authority;

"the Act" means the *Merchant Shipping Act, 1951* (Act No. 57 of 1951);

"the Code" means the *Code for South African Maritime Qualifications*, published by the Authority;

"unlimited voyage" has the meaning it has in regulation 1(1) of the *Merchant Shipping (Training and Certification) Regulations, 1999*;

"unlimited waters" means the waters beyond limited waters;

"Valid", in relation to a certificate or other document, means a certificate or document that is current and that has not been suspended or cancelled.

- (2) Any reference in these regulations to assessment at a particular level is to read as a reference to assessment at that level in accordance with regulation 16(1).

3 Introduction to certification

- (1) These regulations prescribe the conditions to be met and the standards of competence required for the issue of the certification specified in column 2 of the following table:

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Item	Column 1	Column 2
	Capacity	Appropriate certification in terms of these regulations
1	Officer in charge of a navigational watch on fishing vessels of less than 24 metres in length operating in limited or unlimited waters	Certificate of Competency as Deck Officer (Fishing < 24 metres)
2	Master of a fishing vessel of less than 24 metres in length operating in limited waters	Certificate of Competency as Skipper (Fishing < 24 metres)
3	Master of a fishing vessel of less than 24 metres in length operating in unlimited waters	Certificate of Competency as Skipper (Fishing < 24 metres) together with the Unlimited Waters Command Endorsement
4	Officer in charge of a navigational watch on fishing vessels of 24 metres or more in length operating in limited or unlimited waters	Certificate of Competency as Deck Officer (Fishing \geq 24 metres)
5	Master of a fishing vessel of 24 metres or more in length operating in limited waters	Certificate of competency as Skipper (Fishing \geq 24 metres)
6	Master of a fishing vessel of 24 metres or more in length operating in unlimited waters	Certificate of Competency as Skipper (Fishing \geq 24 metres) together with the Unlimited Waters Command Endorsement
Engineer Officers		
7	Chief engineer officer of a fishing vessel of less than 350 kW propulsion power	Certificate of Competency as Marine Motorman Grade 2
8	Second engineer officer of a fishing vessel of less than 750 kW propulsion power	
9	Officer in charge of an engineering watch on fishing vessels of less than 2 000 kW propulsion power	

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Item	Column 1	Column 2
	Capacity	Appropriate certification in terms of these regulations
10	Chief engineer officer of a fishing vessel of less than 750 kW propulsion power	Certificate of Competency as Marine Motorman Grade 1
11	Second engineer officer of a fishing vessel of less than 2 000 kW propulsion power	
12	Officer in charge of an engineering watch on fishing vessels of any kilowatt propulsion power	
13	Chief engineer officer of a vessel of less than 350 kW propulsion power operating in a port operations area	
14	Second engineer officer of a vessel of 1 500 kW propulsion power or more operating in a port operations area	
15	Chief engineer officer of a vessel of less than 350 kW propulsion power on near-coastal voyages	
16	Second engineer officer of a vessel of less than 750 kW propulsion power on near-coastal voyages	
17	Officer in charge of an engineering watch on vessels of less than 750 kW propulsion power on unlimited voyages	

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Item	Column 1	Column 2
	Capacity	Appropriate certification in terms of these regulations
18	Chief engineer officer of a fishing vessel of less than 2 000 kW propulsion power	Certificate of Competency as Marine Motoman Higher Grade
19	Second engineer officer of a fishing vessel of any kilowatt propulsion power	
20	Chief engineer officer of a vessel of less than 750 kW propulsion power on near-coastal voyages or operating in a port operations area	
21	Officer in charge of an engineering watch on vessels of less than 750 kW propulsion power on unlimited voyages	
22	Chief engineer officer of a fishing vessel of any kilowatt propulsion power	Certificate of Competency as Chief Engineer Officer (Fishing)
23	Able seaman on a fishing vessel of 24 metres or more in length operating in limited or unlimited waters	Certificate of Qualification as Able Seaman (Fishing)
24	Person whose responsibilities include taking charge of a survival craft on fishing vessels operating in limited or unlimited waters or on vessels operating in a port operations area	Certificate of Qualification as Proficient in Survival Craft (Local)

- (2) A person is qualified for the purposes of **the Act** to serve in the capacity specified in an item in column 1 of the table in subregulation(1), if—
- (a) in the case of a master or ship's officer, the person—
 - (i) holds a valid certificate of competency specified in column 2 of the item; or
 - (ii) holds equivalent certification; or
 - (iii) has been authorised under section **83(2)** of the Act to serve in the specified capacity; and

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- (b) in the case of a rating, the person holds—
 - (i) a valid certificate of qualification specified in column 2 of the item; or
 - (ii) equivalent certification; or
 - (iii) valid certification issued under the authority of the government of another country that the Authority is satisfied qualifies the person to serve in the specified capacity.
- (3) To avoid doubt—
 - (a) the ranking of the waters limitation entitles the holder of certification for unlimited waters to serve in the certificated capacity also on vessels operating in limited waters; and
 - (b) the ranking of the vessel length limitation entitles the holder of certification for a specified vessel length to serve in the certificated capacity also on vessels of lesser length; and
 - (c) the ranking of the voyage limitation entitles—
 - (i) the holder of certification for unlimited voyages to serve in the certificated capacity also on vessels engaged on near-coastal voyages or in port operations; and
 - (ii) the holder of certification for near-coastal voyages to serve in the certificated capacity also on vessels engaged in port operations; and
 - (d) the holder of a certificate of competency as Skipper (Fishing < 24 metres) or Skipper (Fishing ≥ 24 metres) (whether or not the Unlimited Waters Command Endorsement is also held) is entitled to serve in any deck officer capacity on fishing vessels of any length operating in limited or unlimited waters.

4 Equivalent certification

- (1) *Equivalent certification* is valid certification that—
 - (a) was issued—
 - (i) before the commencement of these regulations; or
 - (ii) thereafter in terms of regulation ~~44~~ and
 - (b) is taken, in terms of regulation 23 of the *Merchant Shipping (Safe Manning) Regulations, 1999*, to be equivalent to the specified certification in terms of these regulations.
- (2) Equivalent certification must be exchanged for the corresponding certification in terms of these regulations in the manner **and** within the time specified by the Authority.

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Part 2 Administration

5 Registrar of seafarers

For these regulations, the Registrar has the following functions:

- (a) to issue certification in terms of these regulations;
- (b) to keep record of the certification and of all related matters;
- (c) to respond to requests to verify the authenticity or validity of the certification;
- (d) to perform functions incidental to any of the previously described functions.

6 Senior examiners

- (1) For these regulations, the Authority must designate in writing, from among the examiners, a senior examiner (deck) and a senior examiner (engine).
- (2) In addition to the functions specified in these regulations, a senior examiner has the other functions specified in his or her instrument of designation.

7 Quality assurance

For these regulations, the Authority must implement a quality assurance system that covers at least the functions of the Registrar and the examiners.

8 Syllabus committee

- (1) The Authority may establish a committee (the *syllabus committee*) to advise it about the implementation and operation of these regulations and the related provisions of the Code.
- (2) The syllabus committee is to consist of—
 - (a) the chair, who must be a senior examiner designated in writing for the purpose by the Authority; and
 - (b) the other senior examiner; and
 - (c) the Registrar; and
 - (d) not more than nine other members, appointed in writing by the Authority, who must be persons with appropriate knowledge and experience in matters relating to the education and training of seafarers.
- (3) The Authority may give the syllabus committee written directions about—

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- (a) the way in which the committee is to carry out its work; and
 - (b) procedures to be followed in relation to its meetings.
- (4) The syllabus committee must take account of the directions given to it by the Authority.
- (5) The Authority may reconstitute or disband the syllabus committee at any time, **as it thinks** fit.

9 Accreditations and approvals

Every accreditation or approval in terms of these regulations—

- (a) must be given in writing; and
- (b) must state the date on which it takes effect and expires and the conditions (if any) on which it is given; and
- (c) may, **after** reasonable notice, be altered or cancelled.

Part 3 Certification

Division 1 General

10 Dates and places for level 3 assessments

- (1) The Authority must publish at least annually in a marine notice the times and places for level 3 assessments.
- (2) However, published times and places may be varied by agreement between examiner and candidate.

11 How to apply

- (1) Application for certification in terms of these regulations **must** be made in the form and manner specified by the Authority and be accompanied by the appropriate documents specified in the Annex.
- (2) If the certification requires assessment at level 3, the application must be made at least **14** days before the intended date of assessment.

12 Examiner may verify eligibility

- (1) Before applying for certification, a candidate may request an examiner to **verify his** or her eligibility for certification in terms of these regulations.

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- (2) If an examiner doubts the appropriateness or sufficiency of a candidate's qualifying service, the examiner must refer the case to the relevant senior examiner for determination.

13 Proficiency in English

- (1) For certification as master or ship's officer, a candidate must have a command of English that is appropriate to the efficient discharge of routine and emergency duties and responsibilities associated with the certification concerned.
- (2) **An** examiner may require that a candidate demonstrate proficiency consistent with subregulation (1).
- (3) A requirement under subregulation (2) must take account of—
- (a) the obligations of the Republic under the STCW-F convention; and
 - (b) any related resolutions adopted by the International Maritime Organisation.

14 Unsatisfactory conduct

- (1) If the Authority finds that a candidate's conduct during qualifying service is unsatisfactory, the Authority—
- (a) must refuse the application for certification; and
 - (b) may require that the candidate perform a **further** period of appropriate seagoing service, not exceeding **24** months, before reapplying for the certification concerned.
- (2) Unsatisfactory conduct is conduct of the following kind:
- (a) signing a crew agreement, as mentioned in section 102 of the Act, and failing, without reasonable excuse, to join the vessel concerned;
 - (b) absence without leave, or desertion, from a vessel;
 - (c) misconduct.

15 Bribery

A candidate who has been convicted of bribery as described in section 314 of the Act or upon whom a penalty for such bribery has been imposed under section 324 of the Act is disqualified from obtaining any Certification in terms of these regulations for a period expiring **12** months after the date of the conviction or imposition of the penalty, as the case may be.

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16 Assessing competence

- (1) Candidates required to meet **an** applicable standard of competence specified in the Code are to be assessed to meet that standard at one or more of the following levels (listed from lowest to highest), **as** the case requires:
 - (a) Level 1 candidates required to complete onboard training are to be assessed **at this** level in an approved training record book;
 - (b) Level 2 candidates required to complete approved training are to be assessed at this level at the accredited maritime training provider providing the training;
 - (c) Level 3 candidates for a certificate of competency or any related endorsement are to be assessed at this level by way of oral examination in terms of regulation **18**.
- (2) **A** candidate required to be assessed at more than one level may not be assessed at the higher level before he or she has been found competent at the lower level.

17 Level 2 assessment

- (1) **This** regulation applies to written examinations that form part of assessment at level 2 for the certificates of competency, **and** related endorsements, covered by these regulations.
- (2) The Authority must designate, in writing, one or more examiners to do one or more of the following:
 - (a) moderate examination question papers, memoranda and scripts;
 - (b) re-mark examination scripts, if requested by the maritime training provider concerned;
 - (c) consult with instructors, supervisors and assessors about defects or other problems detected in examination memoranda or scripts.
- (3) For a course covering the syllabus in the Code for celestial navigation, chartwork, or naval architecture (master and deck officer certification **only**), the minimum aggregate mark is 60 per cent. For other candidates, and courses covering other syllabuses, the minimum aggregate mark is 50 per cent.
- (4) In the case of doubt about a candidate's aggregate mark for a course covering the syllabus in the Code for celestial navigation, chartwork, naval architecture or engineering knowledge, the decision of the relevant senior examiner is final.

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18 Level 3 assessment

- (1) The main purpose of the level 3 assessment is to assess a candidate's competence in the practical aspects of a seafarer's duties and responsibilities.
- (2) The assessment is to be conducted by an examiner in the presence of another approved person.
- (3)
 - (a) If a candidate is assessed as competent and complies in all other respects with the requirements for the issue of the certification concerned, the examiner must issue the candidate with an interim certificate in the approved form.
 - (b) The interim certificate —
 - (i) is valid for six months **from** its date of issue; and
 - (ii) during that period, serves **as** interim certification (pending the issue of the appropriate full-term certification by the Registrar); and
 - (iii) must be surrendered to the Authority when the holder is issued with the full-term certification.
- (4) If a candidate is assessed as not yet competent, the examiner must issue the candidate with a written notice, signed by the examiner, stating —
 - (a) the details of the assessment; and
 - (b) the conditions (if any) imposed by the examiner; and
 - (c) the requirement to produce the notice when next applying for assessment at level 3.
- (5) If a candidate is assessed **as** not yet competent because of a significant deficiency in the candidate's practical knowledge, the examiner may require that the candidate complete a further period of appropriate seagoing service, not exceeding six months, before reapplying for the certification concerned.
- (6) If a candidate, without reasonable excuse, fails to appear for the assessment at the appointed time and place, the examiner must assess **the candidate as** not yet competent by default.

19 Misaid, lost or destroyed certification

If certification issued in terms of these regulations is at any time misaid, lost or destroyed, the Registrar may issue replacement certification on application made by the holder **in** the form and manner and including the information and accompanied by the documents specified by the Authority.

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Division 2 Certificates

Subdivision 1 Masters and deck officers

20 Deck Officer (Fishing < 24 metres)

For the Certificate of competency as Deck Officer (Fishing < 24 metres), a candidate must—

- (a) be at least **18** years of age; **and**
- (b) have at least **12** months seagoing service in the deck department on fishing vessels of **12** metres or more in length; **and**
- (c) have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least **six** months; **and**
- (d) have completed approved training and meet the standard of competence specified in the Code.

21 Skipper (Fishing < 24 metres)

- (1) For the certificate of competency as Skipper (Fishing < 24 metres), a candidate must—

ALTERNATIVE A

(if the candidate holds the certificate of competency as Deck Officer Fishing < 24 metres)

- (a) have completed, while holding as a minimum the certificate of competency as Deck Officer (Fishing < 24 metres), at least **12** months seagoing service as officer in charge of a navigational watch on fishing vessels of **12** metres or more in length; **and**
- (b) have completed approved training and meet the **standard** of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competence as Coastal Skipper (> 9 metres))

- (a) have completed, while holding as a minimum the small vessel certificate of competence as Coastal Skipper (> 9 metres)*, at least 12 months seagoing service as officer in charge of a navigational watch on fishing vessels of **12** metres or more in length and

* This certification is issued under the *Merchant Shipping (Small Vessel Safety) Regulations, 2002*.

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- (b) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE C

(if the candidate holds the certificate of competency as Deck Officer (Fishing \geq 24 metres))

- (a) have completed, while holding **as** a minimum the certificate of competency **as** Deck Officer (Fishing **3 24** metres), at least 12 months seagoing service as officer in charge of a navigational watch on fishing vessels of **12** metres or more in length; and
- (b) have completed approved training and meet the standard of competence specified in the Code.
- (2) For paragraph **(b)** of **ALTERNATIVES A** and **B** in subregulation (1), the syllabus in the Code must cover at least the material set out in the appendix to Regulation **II/2** of the STCW-F Convention.

22 Deck Officer (Fishing \geq 24 metres)

- (1) For the certificate of competency as Deck Officer (Fishing \geq **24** metres), a candidate must—
- (a) be at least 18 years of age; and
- (b) have at least 12 months seagoing service in the deck department on fishing vessels of **12** metres or more in length; and
- (c) have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of **a** certificated deck officer for at least six months; and
- (d) have completed approved training and meet the **standard of** competence specified in the Code.
- (2) For subregulation (1)(d), the syllabus in the Code must cover at least the material set out in the appendix to Regulation **II/2** of the **STCW-F** Convention.

23 Skipper (Fishing \geq 24 metres)

- (1) For the certificate of competency as Skipper (Fishing \geq **24** metres), a candidate must—
- (a) have completed, while holding **as** a minimum the certificate **of** competency as Deck Officer (Fishing **3 24** metres) or Skipper (Fishing **< 24** metres), at least 12 months seagoing service as officer in charge of a navigational watch on fishing vessels of **24** metres **or** more in length; and

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- (b) have completed approved training and meet the standard of competence specified in the Code,
- (2) For subregulation (1)(b), the syllabus in the Code must cover at least the material set out in the appendix to Regulation II/3 of the STCW-F Convention.

24 Unlimited Waters Command Endorsement

- (1) For the Unlimited Waters Command Endorsement, a candidate must—
 - (a) hold the certificate of competency as Skipper (Fishing < 24 metres) or Skipper (Fishing ≥ 24 metres); and
 - (b) while holding that certificate, have completed approved training and meet the standard of competence specified in the Code.
- (2) For subregulation (1)(b), the syllabus in the Code must cover at least the material set out in the appendix to Regulation II/1 of the STCW-F Convention.

Subdivision 2 Engineer officers

25 Marine Motorman Grade 2

- (1) For the certificate of competency as Marine Motorman Grade 2, a candidate must—
 - (a) be at least 18 years of age; and
 - (b) have at least 12 months seagoing service in the engine department on vessels of 100 kW propulsion power or more, of which not less than three months must have been on vessels other than naval vessels; and
 - (c) have completed approved training and meet the standard of competence specified in the Code.
- (2) However, for a candidate holding a qualification as artisan in an approved trade, the period of 12 months in subregulation (1)(b) is reduced to six months.

26 Marine Motorman Grade 1

- (1) For the certificate of competency as Marine Motorman Grade 1, a candidate must—

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ALTERNATIVE A

- (a) have at least 24 months seagoing service in the engine department on vessels of 2 000 kW propulsion power or more; and
- (b) have completed approved training and meet the standard of competence specified in the Code,

or

ALTERNATIVE B

(if the candidate holds the certificate of competency as Marine Motorman Grade 2)

- (a) have completed, while holding as a minimum the certificate of competency as Marine Motorman Grade 2, at least 12 months seagoing service as an officer in charge of an engineering watch on vessels of 350 kW propulsion power or more; and
 - (b) have completed approved training and meet the standard of competence specified in the Code.
- (2) However, for a candidate holding a qualification as artisan in an approved trade
- (a) the period of 24 months in paragraph (a) of ALTERNATIVE A in regulation (1) is reduced to 18 months; and
 - (b) the period of 12 months in paragraph (a) of ALTERNATIVE B in regulation (1) is reduced to six months.
- (3) For paragraph (b) of ALTERNATIVES A and B in subregulation (1), the syllabus in the Code must cover at least the material set out in the appendix to Regulation II/5 of the STCW-F Convention appropriate to second engineer officers on fishing vessels of 750 kW propulsion power or more.

27 Marine Motorman Higher Grade

- (1) For the certificate of competency as Marine Motorman Higher Grade, a candidate must—
- (a) have completed, while holding as a minimum the certificate of competency as Marine Motorman Grade 1, at least 12 months seagoing service as officer in charge of an engineering watch on vessels of 750 kW propulsion power or more; and
 - (b) have completed approved training and meet the standard of competence specified in the Code.
- (2) For subregulation (1)(b), the syllabus in the Code must cover at least the material set out in the appendix to Regulation II/5 of the

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STCW-F Convention appropriate to chief engineer **officers** on fishing vessels of **750 kW** propulsion power or more.

28 Chief Engineer Officer (Fishing)

- (1) For **the** certificate of competency as Chief Engineer Officer (Fishing), a candidate must—
- (a) have completed, while holding **as** a minimum the certificate of competency as Marine Motorman Higher Grade or Engineer Officer*, at least six months seagoing **service as** officer in charge of an engineering watch **on** fishing vessels of **2 000 kW** propulsion power or more; and
 - (b) have completed approved training and meet the standard of competence specified in the Code,
- (2) For subregulation(1)(b), the syllabus in **the** Code must cover at least the material set out in the appendix to Regulation II/5 of the STCW-F Convention appropriate to chief engineer officers **on** fishing vessels of **750 kW** propulsion power or more.

Subdivision 3 Ratings

29 Able Seaman (Fishing)

For the certificate of qualification as Able Seaman (Fishing), a candidate must—

- (a) be at least **18** years of age; and
- (b) have at least eight months seagoing service in the deck department **on** fishing vessels of 12 metres or more in length; and
- (c) have completed, during the required seagoing service, onboard training that is documented in an approved training record book; and
- (d) have completed approved training **and** meet the standard of competence specified in the Code.

Subdivision 4 Miscellaneous

30 Proficiency in Survival Craft (Local)

For the certificate of qualification as Proficient in Survival **Craft** (Local), a candidate must—

* This **certification** is issued in terms of the *Merchant Shipping (Training and Certification) Regulations, 1999*.

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- (a) be at least 18 years of age; and
- (b) have at least **six** months seagoing service on vessels of 12 metres or more in length; and
- (c) have completed approved training **and** meet the standard of competence specified in the Code.

Division 3 Recognition of non-fishing certification

31 Recognition of naval bridge watchkeeping certificate

- (1) **This** regulation applies if a candidate—
 - (a) is at least 18 years of age; and
 - (b) holds **a** valid South African Navy bridge watchkeeping certificate; and
 - (c) has at least 12 months seagoing service, performed not earlier than 10 years before the date of the application for certification, as officer in charge of a navigational watch on South African naval vessels of **12 metres or more in length.**
- (2) For the certificate of competency as Deck Officer (Fishing \geq 24 metres), the candidate must—
 - (a) have at least **six** months seagoing service in the deck department on fishing vessels of 12 metres or more in length;
 - (b) have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least two months; **and**
 - (c) have completed approved training covering the relevant parts of the following syllabuses in the Code: naval architecture, personnel management **and** ship business, **fishing** safety, and ships' power plant; and
 - (d) meet the standard of competence specified in the Code.

32 Endorsements for non-fishing certification

- (1) Subject to subregulation (2), the holder of certification specified in column 1 of **an** item in the table below may apply to the Authority for the certification specified in column 2 of the item:

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Item	Column 1	Column 2
	Certificate of competency	Appropriate endorsement in terms of these regulations
1	Skipper (Coastal)	Master of a fishing vessel of less than 24 metres in length operating in limited waters
2	Mate (Coastal)	Officer in charge of a navigational watch on fishing vessels of 24 metres or more in length operating in limited waters
3	Master (Coastal)	Master of a fishing vessel of 24 metres or more in length operating in limited waters
4	Deck Officer	Officer in charge of a navigational watch on fishing vessels of 24 metres or more in length operating in unlimited waters
5	Chief Mate	Master of a fishing vessel of 24 metres or more in length operating in unlimited waters
6	Master	
7	Able Seaman	Able seaman on a fishing vessel of 24 metres or more in length operating in limited or unlimited waters

- (2) A candidate for certification must—
- (a) have at least **six** months seagoing service in the deck department on fishing vessels of 12 metres or more in length; and
 - (b) except for the certification specified in item 7 in the table in subregulation (1), have performed, during the required **seagoing** service, bridge watchkeeping duties under the supervision of a certificated deck officer for at least 12 months; and
 - (c) have completed approved training covering the **fishing safety** syllabus in the Code; and
 - (d) meet the standard of competence specified in the Code.

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Division 4 Revalidation

33 Certificates of competency to be revalidated

- (1) A certificate of competency issued in terms of these regulations, and any equivalent certification, is not valid for seagoing service unless revalidated at intervals not exceeding five years to establish continued professional competence in accordance with subregulation (2).
- (2) Continued professional competence is established—
 - (a) by—
 - (i) completing, during the preceding five years, at least 12 months seagoing service appropriate to the certification held; or
 - (ii) performing functions considered by the Authority to be equivalent to the **seagoing** service mentioned in subparagraph(i); or
 - (iii) completing—
 - (aa) in a supernumerary capacity, at least three months seagoing service appropriate to the certification held; and
 - (bb) assessment at level 3 to meet the standard of competence specified in the Code; **and**
 - (b) by completing applicable approved (refresher) training and meeting the standard of competence specified in the Code.
- (3) Application for revalidation must be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.
- (4) If the Authority grants the application, the Authority must issue the applicant with an appropriate revalidation endorsement.

Part 4 Qualifying service

34 Proof of qualifying service

- (1) A candidate must produce proof of qualifying service to the examiner's satisfaction.
- (2) The examiner may require that the candidate explain to the examiner's satisfaction any period of discontinuity in qualifying service.

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35 Qualifying service on foreign vessels

Qualifying service performed **on** foreign vessels counts towards satisfying the seagoing service requirements for certification in terms of these regulations if the service can be verified to the examiner's satisfaction.

36 Misrepresenting qualifying service

- (1) A candidate who wilfully misrepresents **his** or her qualifying service is disqualified from certification in terms of these regulations until he or she has made up any deficiency in qualifying service plus **an** additional **12** months of the appropriate seagoing service.
- (2) Additional seagoing service performed because of subregulation (1) does not count towards satisfying the seagoing service requirements for any other certification (whether in terms of these regulations or otherwise under the Act).

37 Calculating qualifying service

Qualifying service is calculated from the day of engagement **on** a vessel to the day of discharge from the vessel and consists of the calendar days between the days of engagement and discharge, both days inclusive, reckoning 30 days to a month and **12** months to a year.

38 Non-fishing service

- (1) Qualifying service performed exclusively in the deck department **on** vessels of **12** metres or more in length, other than fishing vessels, counts in full towards satisfying the seagoing service requirements for the certificates of competency **as** Deck Officer (Fishing < **24** metres) and Deck Officer (Fishing \geq **24** metres).
- (2) However, the service counts only if the candidate—
 - (a) has at least six months seagoing service in the deck department **on** fishing vessels of **12** metres or more in length; and
 - (b) has performed, for the period of required seagoing service, bridge watchkeeping duties under the supervision of a certificated deck officer.

39 Validity of qualifying service

Qualifying service must have been performed not earlier than 10 years before the date of application for the certification concerned.

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Part 5 Training

40 Maritime training providers

- (1) To be accredited as a maritime training provider authorised to conduct approved training in terms of these regulations, a training provider must—
 - (a) have appointed instructors who—
 - (i) have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training to be conducted; and
 - (ii) are qualified in the task for which the training is to be conducted; and
 - (iii) if training is to be conducted using a simulator—
 - (aa) have received appropriate guidance in instructional techniques involving the use of simulators; and
 - (bb) have gained practical operational experience on the particular type of simulator to be used; and
 - (b) have appointed training supervisors, appropriate to the approved training programmes and courses to be conducted by the provider, who have a thorough understanding of each approved training programme and course they are to supervise including its specific objectives; and
 - (c) have appointed assessors who—
 - (i) have an appropriate level of knowledge and understanding of the competence to be assessed; and
 - (ii) are qualified in the task for which the assessment is to be made; and
 - (iii) have received appropriate guidance in assessment methods and practice; and
 - (iv) have gained practical assessment experience; and
 - (v) if they are to conduct assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator to be used, under the supervision and to the satisfaction of an experienced assessor; and
 - (d) maintain records of all certificates issued to students who complete their training at the provider, incorporating details of the training received and the relevant dates, together with their full names and dates and places of birth;

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- (e) make available information about the status of such certificates and about approved training programmes and courses as appropriate;
 - (f) continuously monitor its training and assessment activities through a quality-standards system to ensure achievement of its defined objectives including those concerning the qualifications and experience of its instructors and assessors;
 - (g) undergo evaluation at intervals not exceeding three years, by suitably qualified persons who are not themselves involved in the training or assessment activities concerned, so as to verify that the administrative and operational procedures at all levels within the provider are managed, organised, undertaken, supervised and monitored internally in order to ensure their fitness for purpose and achievement of stated objectives.
- (2) Application for accreditation must be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.
- (3) For accreditation, a maritime training provider must allow the Authority—
- (a) to inspect the provider's facilities, and training and assessment arrangements, methods and materials; and
 - (b) to interview the provider's students, administrative personnel, and training instructors, supervisors and assessors.
- (4) **An** accredited maritime training provider must—
- (a) make available to the Authority any information it may require about approved training offered by the provider; and
 - (b) inform the Authority, without delay, of any change in the personnel delivering the training or the methods or material for delivering it.
- (5) Every accredited maritime training provider authorised to conduct level 2 assessments must—
- (a) make available, for moderation by an examiner, any examination question papers, memoranda or scripts that the Authority may require; and
 - (b) make available to an examiner any examination scripts, assessment results, course assignments, progress reports or other training-related reports that the Authority may require; and
 - (c) for audit purposes, keep for at least five years the information referred to in paragraphs (a) and (b).

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- (6) **An** examiner may visit an accredited maritime training provider at any time to inspect and audit the conduct of any activity covered by the provider's accreditation.

41 Maritime training programmes and courses

- (1) To be approved in terms of these regulations, a training programme or course must—
- (a) be structured in accordance with written programmes that—
 - (i) are based on the relevant syllabuses in the Code; and
 - (ii) include such methods and media of delivery, procedures, and course material as are necessary to achieve the standard of competence specified in the Code; and
 - (b) be conducted, supervised and evaluated by persons qualified in accordance with regulation 40(1)(a), (b) and (c), respectively.
- (2) Application for approval must be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.

42 Training record book

- (1) To be approved in terms of these regulations, a training record book must meet the form and content requirements specified by the Authority taking into account—
- (a) the principles and standards set out in the **STCW-F** Convention; and
 - (b) any related guidance published by the International Maritime Organisation.
- (2) Application for approval must be made in the form and manner, include the information and be accompanied by the documents specified by the Authority.
- (3) If the Authority finds that the holder of an approved training record book has deliberately misrepresented information in the book, the holder must, apart **from** any other penalty that may be imposed, complete an additional 12 months appropriate seagoing service.

Part 6 Final

43 Transitional

Before 1 January 2010, the requirements for the issue of certification prescribed by the regulations repealed by regulation **45** continue to

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have effect in relation to those persons who began approved training before the commencement of these regulations.

44 Repeals

These regulations are repealed, subject to regulation 44:

- (a) the *Examination Regulations for Certificates of Competency for Fishermen, 1993*, published by Government Notice No. R 2317 of 1 December 1993, as amended by Government Notice No. R. 1468 of 29 September 1995;
- (b) the *Examination Regulations for Certificates of Competency as Marine Motormen, 1993*, published by Government Notice No. R 2314 of 1 December 1993.

Annex Documents to accompany application for certification

(Regulation 11(1))

X indicates a requirement to produce the specified document(s). Certificates that are required to be produced must be valid.

Item	Documents	Certification														
		Masters and deck officers						Engineer officers				Ratings	Other			
		Unlimited Waters Command Endorsement	Skipper (Fishing ≥ 24 metres)	Deck Officer (Fishing ≥ 24 metres)	Skipper (Fishing < 24 metres)	Deck Officer (Fishing < 24 metres)	Chief Engineer (Fishing)	Marine Motorman Higher Grade	Marine Motorman Grade 1	Marine Motorman Grade 2	Able Seaman (Fishing)			Proficiency in craft (local)		
1	Proof of identity	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2	3 x Black & white photographs (passport size)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3	Testimonials	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4	Previous certificate of competency	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	Trainee; bridge watchkeeping certificate	—	—	X	—	X	—	—	X	—	—	—	—	—	—	—
6	Bridge watchkeeping certificate	—	X	—	X	—	—	—	—	—	—	—	—	—	—	—
7	Eyesight certificate	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8	Medical certificate	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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Item	Documents	Certification											Other		
		Masters and deck officers						Engineer officers						Ratings	
		Unlimited Waters Command Endorsement	Skipper (Fishing ≥ 24 metres)	Deck Officer (Fishing ≥ 24 metres)	Skipper (Fishing < 24 metres)	Deck Officer (Fishing < 24 metres)	Chief Engineer Officer (Fishing)	Marine Motorman Higher Grade	Marine Motorman Grade 1	Marine Motorman Grade 2	Able Seaman (Fishing)	Proficiency in survival craft (local)			
9	First aid at sea certificate	—	—	X	X	X	X	X	X	X	X	X	X	X	—
10	Ship captain's medical training certificate	X	X	—	—	—	—	—	—	—	—	—	—	—	—
11	Fire-fighting course certificate	X	X	X	X	X	X	X	X	X	X	X	X	X	—
12	Advanced fire-fighting course certificate	X	X	X	X	X	X	X	X	X	X	X	X	X	—
13	Certificate of qualification as proficient in survival craft (local)	X	X	X	—	—	—	—	—	X	X	X	X	X	—
14	Certificate of qualification as proficient in liferafts	—	—	—	X	—	X	—	—	—	—	—	X	—	—
15	Pre-sea training course certificate	—	—	X	—	—	—	—	—	—	—	—	X	X	—
16	Restricted marine radiotelephone operator certificate	—	X	X	X	X	X	X	X	—	—	—	—	—	X
17	GMDSS general operator certificate	X*	—	—	—	—	—	—	—	—	—	—	—	—	—

* For the endorsement to the certificate of competency as Skipper (Fishing ≥ 24 metre

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Item	Documents	Certification											Other				
		Masters and deck officers						Engineer officers						Ratings			
		Unlimited Waters	Command	Endorsement	Skipper (Fishing ≥ 24 metres)	Deck Officer (Fishing ≥ 24 metres)	Deck Officer (Fishing < 24 metres)	Skipper (Fishing < 24 metres)	Deck Officer (Fishing < 24 metres)	Chief Engineer (Fishing)	Marine Motorman (Higher Grade)	Marine Motorman (Grade 1)			Marine Motorman (Grade 2)		
18	Certificate of results	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Proficiency in craft (local)
19	Approved training record book	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
20	Proof of qualifying service	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
21	Receipt for certification fee	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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Notes to table:

- 1 A South African identity document or **an** official passport is sufficient proof **of** identity. A true copy **of** the original, **or** relevant part **of** the original, is acceptable.
 - 2 A testimonial is a document, signed by the master or employer, testifying to the candidate's character (including sobriety), experience, ability and general shipboard conduct.
 - 3 A trainee bridge watchkeeping certificate is a certificate, signed by the master, stating—
 - (a) the period the candidate performed supervised bridge watchkeeping duties; and
 - (b) that those duties were performed **for** not less than eight hours in every **24** hours during that period; **and**
 - (c) that the candidate **has** not been used as a helmsman or lookout during that period.
 - 4 A bridge watchkeeping certificate is a certificate, signed by the master, stating—
 - (a) **the** period the candidate performed duties as officer in charge of a navigational watch; and
 - (b) that those duties were performed **for** not less than eight hours in every 24 hours during that period,
 and containing a statement about the candidate's sobriety, conduct and ability.
 - 5 **An** eyesight certificate is the eyesight certificate mentioned in regulation 3 of the *Merchant Shipping (Eyesight and Medical Examination) Regulations, 2004*.
 - 6 A medical certificate is the medical certificate mentioned in regulation 3 of the *Merchant Shipping (Eyesight and Medical Examination) Regulations, 2004*.
 - 7 **A** First Aid at Sea Certificate is the certificate mentioned in regulation **2(b)** of the *Merchant Shipping (Medical Training) Regulations, 1992*.
 - 8 A Ship Captain's Medical Training Certificate is the certificate mentioned in regulation 2(c) **of** the *Merchant Shipping (Medical Training) Regulations, 1992*.
 - 9 A fire-fighting course certificate is a certificate attesting successful completion **of** approved training in fire-fighting. The certificate is valid **for** five years from the date of completing the course.
 - 10 **An** advanced fire-fighting course certificate is a certificate attesting successful completion of approved training in advanced fire-fighting. The certificate is valid for five years from the date of completing the course.
 - 11 A certificate of proficiency in liferafts is the certificate of qualification mentioned in regulation **47 of** the *Merchant Shipping (Training and Certification) Regulations, 1999*.
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- 12** A pre-sea training course certificate is a certificate attesting successful completion **of** the safety induction training mentioned in regulation **4(1)(g)** of the *Merchant Shipping (Safe Manning, Regulations, 1999*.
- 13** A restricted radiotelephone (marine) operator certificate and a **GMDSS** general operator certificate are certificates of proficiency issued by the Independent Communications Authority of South Africa.
- 14** A certificate of results is a document issued by **an** accredited maritime training provider attesting successful completion of stated approved training. This training must have been completed not earlier **than the date** specified **by the** Authority.
- is** Proof of qualifying service must be to the examiner's satisfaction **and** may be required in the form of **a** Seaman's Record **Book** and/or a declaration by an employer **stating** the seagoing service performed during the period of employment.

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EXPLANATORY NOTE

(This note is not part of the regulations)

1 Introduction

- 1.1 These regulations are enabled by section 356 of the *Merchant Shipping Act, 1951* (Act No. 57 of 1951). The regulations repeal and replace the *Examination Regulations for Certificates of Competency for Fishermen, 1993*, and the *Examination Regulations for Certificates of Competency as Marine Motormen, 1993*.
- 1.2 These are the regulation's main objects:
- .1 to overhaul existing training and certification arrangements for fishing vessel personnel and certain other engineer officer capacities, particularly with a view to improving the quality of training outcomes and the prospects for career progression;
 - .2 to introduce the training, certification and watchkeeping standards embodied in the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F).

2 STCW-F

- 2.1 STCW-F was adopted in July 1995 by a diplomatic conference convened under the auspices of the International Maritime Organization (IMO). The convention has not yet entered into force because the international community has been slow to accept it. However, this is changing as a result of IMO's ongoing efforts to promote acceptance of the convention amongst its member governments. As a member of the IMO Council, South Africa is expected to support this initiative.
- 2.2 SAMSAs is convinced of the operational benefits of accepting STCW-F and has made appropriate proposals to Government in this regard. While matters continue to move slowly at the international level, SAMSAs is proposing through the present regulations to introduce in domestic law the principles and standards embodied in the convention, thereby anticipating its effect and enabling South Africa to become a party to the convention at an appropriate future date.

3 The regulations

- 3.1 The introduction of STCW-F principles and standards will bring about a significant change in the way fishing vessel personnel are trained and certificated. In the past, extended periods of sea service were seen as the way to acquire experience and appropriate skills.

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Unfortunately, experience has shown that the fishing industry is not an environment that is conducive to producing quality outcomes from a system of on-the-job training and learning. In contrast, the new system is built around a combination of reduced experiential training and upgraded and more structured education for enhancing knowledge. The system has been designed in a way that will make it possible for seafarers to progress over time from small vessels to large fishing vessels and, eventually, internationally trading vessels.

- 3.2** The regulations cover all fishing certification (deck and engine departments) and all marine motorman certification (fishing and non-fishing), but do not cover personnel on pleasure vessels of less than 100 gross tonnage or on commercially operated vessels of less than **25** gross tonnage; these people are covered by the *Merchant Shipping (Small Vessel Safety) Regulations, 2002*.
- 3.3** The regulations track STCW-F by using vessel length as a threshold rather than gross tonnage. This applies not only to the **various** certificated capacities in the deck department but also to all seagoing service requirements. For example, seagoing service is generally required to be gained on vessels of **12** metres or more in length (regardless of gross tonnage).
- 3.4** The regulations also track STCW-F standards for seagoing service. This results in a significant reduction in the total sea time required for certain certification. For example, the **36** months on vessels of **25** gross tonnage or more currently required for the first deck certificate of competency will be reduced, for the equivalent certificate, to **12** months on vessels of **12** metres or more in length.
- 3.5** In the deck department STCW-F establishes standards **only** for masters and deck officers on fishing vessels of **24** metres **or** more in length, leaving national law to determine the standards for fishing vessels of less than **24** metres in length. For fishing vessels of **24** metres or more in length, the regulations adopt the STCW-F standards for masters and deck officers. For fishing vessels of less than **24** metres in length, the existing standard for Fisherman Grade **4** certification has been expanded and upgraded: for example, under the new system the master of a fishing vessel of less than **24** metres [i.e. Skipper (Fishing < **24** metres)] is required to meet the same educational standard as the officer in charge of a navigational watch on a fishing vessel of **24** metres or more in length [i.e. Deck Officer (Fishing \geq **24** metres)].
- 3.6** Similarly, in the engine department STCW-F establishes standards only for chief engineer officers and second engineer officers on fishing vessels of **750** kW propulsion power or more, and the regulations adopt these standards. For fishing vessels of less than **750** kW propulsion power, existing standards for Marine Motorman certification have been expanded and upgraded.

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3.7 **An** important principle underlying the new system is the facilitation of career progression. This principle finds expression in the facility to **gain** experience **on** a range of vessel sizes, **thus** making it easier to upgrade certification during the course of a seagoing career.

4 **The certificates**

4.1 The following paragraphs describe the new kinds of certification. But first here are two definitions that help to explain limitations relating to this certification:

"limited waters" means—

- (a) *the internal and territorial waters of the Republic;*
- (b) *the waters of the exclusive economic zone of the Republic; and*
- (c) *if the Republic has entered into an agreement with another State for the purposes of this paragraph, the waters under the jurisdiction of that other State that are covered by the agreement.*

"unlimited waters" means the waters beyond limited waters.

4.2 Generally, this is how the waters limitation affects **the** certification:

- .1 Deck Officer certification automatically meets the unlimited waters standard. This means that the holders of this certification may serve in the certificated capacity **on** fishing vessels operating in limited and unlimited waters.
- .2 Skipper certification meets the limited waters standard for command purposes and the unlimited standard for watchkeeping purposes. Holders wishing to command fishing vessels operating in unlimited waters are first required to obtain the Unlimited Waters Command Endorsement.

4.3 *Deck department*

4.3.1 **Skipper Coastal (> 9 metres)**. Although this certification is issued under the *Merchant Shipping (Small Vessel Safety) Regulations, 2002*, it is mentioned here because the holder may serve **as** mate on fishing vessels of less than **24** metres in length operating in limited waters or **as** watchkeeping officer on fishing vessels of less the **24** metres in length operating in unlimited waters. **This** will allow the holder of small vessel certification **to** obtain sea time on larger vessels for the purpose of upgrading the certification.

4.3.2 **Deck Officer (Fishing < 24 metres)**. The holder of **this** certification may serve in the same positions as those described in paragraph 4.3.1, but may also serve **as** mate on **fishing** vessels of less than **24** metres in length operating in unlimited waters.

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- 4.3.3 Deck Officer (Fishing \geq 24 metres).** The holder of this certification may serve **as** mate or watchkeeping officer on fishing vessels of **24** metres or more in length operating in limited or unlimited waters. Once the holder gains **12** months sea time as a watchkeeping officer, he or she can qualify for the certificate of competency **as** Skipper (Fishing **<** **24** metres) without further training or examination, since the education and assessment **standards** for these certificates are the same.
- 4.3.4 Skipper (Fishing **<** 24 metres).** The education and assessment standards for this certification are the same **as** those for the certification mentioned in paragraph **4.3.3**. The holder of this certification may therefore serve in the same capacities as the holder of certification mentioned in that paragraph. In addition, the holder may also serve **as** master of a fishing vessel of less than **24** metres in length operating in limited waters. If the holder obtains the Unlimited Waters Command Endorsement, then he or she may serve in the command capacity **also** on fishing vessels operating in unlimited waters.
- 4.3.5 Skipper (Fishing \geq 24 metres).** The holder of **this** certification may serve as master of **a** fishing vessel of any length operating in limited waters, and in any of the other capacities, except as master of **a** fishing vessel operating in unlimited waters. If the holder obtains the Unlimited Waters Command Endorsement, then he or she may serve in the command capacity also on fishing vessels operating in unlimited waters.
- 4.3.6 Unlimited Waters Command Endorsement.** This certification is an endorsement to the certification mentioned in paragraphs **4.3.4** and **4.3.5**. It allows the holder to command a fishing vessel (of the length stated in the certification to which the endorsement relates) operating in unlimited waters.
- 4.3.7 Able Seaman (Fishing).** This certification can be obtained by a rating and entitles the holder to form part of a navigational watch on **a** fishing vessel. The holder can convert the certification to the STCW⁷⁸ Able Seaman certification by completing additional seagoing service on trading vessels.
- 4.3.8** For holders of the certification **as** Skipper (Fishing **<** **24** metres), Deck Officer (Fishing \geq **24** metres) and Skipper (Fishing \geq **24** metres), it is now **also** possible to obtain equivalent certification for certain kinds of non-fishing vessels without any requirement for additional training or sea time. However, holders of certification obtained under, or converted **from**, the old system will still be required to do bridging courses in order to obtain these equivalences. These arrangements provide the path for the holder of fishing certification to obtain **the** STCW⁷⁸ Deck Officer certification, after

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meeting the educational and **other** requirements in terms of the *Merchant Shipping (Training and Certification) Regulations, 1999*.

4.4 Engine department

4.4.1 Marine Motorman Grade 2. The holder of **this** certification may serve in the following capacities:

- .1 chief engineer officer of a fishing vessel of less than 350 kW propulsion power;
- .2 second engineer officer of a fishing vessel of less than 750kW propulsion power;
- .3 watchkeeping officer on fishing vessels of less than 2 000 kW propulsion power.

4.4.2 Marine Motorman Grade 1. The holder of **this** certification may serve in the following capacities on fishing vessels:

- .1 chief engineer officer of a fishing of less than 750 kW propulsion power;
- .2 second engineer officer of a fishing vessel of less than 2 000 kW propulsion power;
- .3 watchkeeping officer on fishing vessels of any kilowatt propulsion power.

4.4.3 Marine Motorman Higher Grade. The holder of this certification may serve **as** chief engineer officer of a fishing vessel of less than 2 000 kW propulsion power **or** **as** second engineer officer of a fishing vessel of any kilowatt propulsion power.

4.4.4 Chief Engineer Officer (Fishing). The holder of **this** certification may serve **as** chief engineer officer of a fishing vessel of any kilowatt propulsion power.

4.4.5 In addition to the capacities mentioned in paragraphs **4.4.2** and **4.4.3**, the holders of certification **as** Marine Motorman Grade 1 or Marine Motorman Higher Grade may also serve in **the** other (non-fishing) capacities specified in the *Merchant Shipping (Safe Manning) Regulations, 1999*.

4.4.6 These arrangements provide a path for persons with the lowest qualification to upgrade the qualifications over time. Holders of the Marine Motorman Higher Grade certification now **also** have the opportunity to obtain the STCW78 Engineer Officer certification, after meeting the educational **and** other requirements of the *Merchant Shipping (Training and Certification) Regulations, 1999*.

4.5 In **summary**, the new certification system reduces the number of examinations and reduces significantly the seagoing service requirements for the first deck **officer** certificate. However, these changes are balanced by a higher standard of education for all certification.

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5 Revalidation and conversion

- 5.1 The regulations introduce revalidation requirements for all new certificates of competency and all equivalent existing certificates. Existing certificates will have to be revalidated and exchanged within five years after the commencement of the regulations (unless **SAMSA** requires them to be exchanged within a shorter period), and every five years thereafter. New certificates will have to be revalidated at five yearly intervals. Information about revalidation arrangements will be published by marine notice (e.g. Marine Notice No. 5 of 2000 covers revalidation of **STCW'78** certification).
- 5.2 Equivalency, revalidation and conversion arrangements will not result in the downgrading of any certification. For example, Fisherman Grade 3 certification is taken to be equivalent to certification as **Deck Officer** (Fishing \geq 24 metres) endorsed "master of a fishing vessel of less than 30 metres in length operating in limited waters".

6 Examinations and syllabuses

- 6.1 The new examination policy tracks the policy already in place for **STCW'78** certification. This means that **SAMSA** will no longer conduct written examinations for fishing and marine motorman certification; instead, these will be conducted by accredited maritime training providers. **SAMSA** will retain oversight through the accreditation and approval system to ensure that providers meet the relevant standards in the regulations and the *Code for South African Maritime Qualifications* ("the Code"). Responsibility for level 3 assessments (i.e. oral examination) will remain with **SAMSA**, as for **STCW'78** certification.
- 6.2 The new syllabuses, which will be added to the Code, require a higher standard of competence than those under the current regulations. A significant change has been made with the introduction of Fishing Safety as a subject. There is also more emphasis and expanded content on ship stability, particularly for certification relating to vessels of 24 metres or more in length. The modules on human relations and business have also been expanded, and Morse code by light has been scrapped from all certification, except the Unlimited Waters Command Endorsement.
- 6.3 For ancillary courses (e.g. fire-fighting), standards have been kept common wherever possible. This also facilitates the transportability of these qualifications between fishing and other operations. However, in certain cases, such as proficiency in survival craft, additional sea time on trading vessels may be required to obtain the full **STCW'78** qualification.