

L.N. 197 of 2001

**MERCHANT SHIPPING ACT
(CAP. 234)**

**Merchant Shipping (Training and Certification) Regulations,
2001**

IN exercise of the powers conferred by articles 91 and 374 of the Merchant Shipping Act, the Minister for Transport and Communications has made the following regulations:—

1. The title of these regulations is the Merchant Shipping Short title.
(Training and Certification) Regulations, 2001.

2. (1) In these regulations, unless the context otherwise Interpretation.
requires –

“the Act” means the Merchant Shipping Act;

Cap. 234.

“1979 regulations” means the Merchant Shipping L.N. 71 of 1979.
(Certification of Deck Officers) Regulations, 1979;

“approved” (and “approved” in the STCW Convention so far as given effect by these regulations) means approved by the Registrar-General;

“certificate of competence” means an appropriate certificate issued by the Registrar-General for the purposes of regulation 3 hereof;

“GT” means gross tonnage;

“kW” means kilowatt;

“near coastal voyages” means a voyage during which a vessel is never more than 200 nautical miles from the nearest coast;

“oil” means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products;

“passenger ship” means a ship carrying more than 12 passengers;

“STCW Code” means the Seafarers’ Training, Certification and Watchkeeping Code adopted by the 1995 Conference of Parties to the STCW Convention;

“STCW Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, signed in London on 7th July, 1978;

“tanker” means a chemical tanker, a liquefied gas tanker or an oil tanker.

(2) Unless otherwise defined in the Act, or in these regulations or unless the context otherwise requires, words and expressions used in these regulations shall have the same meaning assigned to them in the STCW Convention.

(3) Any reference in these regulations to an international convention or its related protocol or code shall include reference to any amendments to such convention, protocol or code accepted by the Government of Malta.

Qualification as an officer.

3. A person is qualified as an officer for the purposes of article 90(1) of the Act if such person holds a certificate of competence issued or recognized and endorsed in terms of these regulations in one of the following capacities –

master
chief mate
officer in charge of a navigational watch
chief engineer officer
second engineer officer
officer in charge of an engineering watch,

or if such person holds a GMDSS Certificate issued or recognized and endorsed in terms of the Wireless Telegraphy (Certificates of Operators) Regulations, 1999.

L.N. 72 of 1999.

Grades and form of certificates of competence.

4. These regulations provide for the issue of appropriate certificates of competence for any officer serving in the capacity set out in column 1 of the table below. A person shall only be entitled to be issued with such an appropriate certificate if such person complies with the criteria in regulations annexed to the STCW Convention set out in column 2 of the table in relation to that entry and in accordance with the conditions set out in the First Schedule to these regulations.

TABLE OF CRITERIA FOR APPROPRIATE CERTIFICATES

Column 1	Column 2
<i>Master and Deck Department</i>	<i>Regulations Annexed to the STCW Convention</i>
Officer in charge of a navigational watch on any ship on voyages not limited to near coastal voyages	Regulation II/1
Master or chief mate on a ship of 3000 GT or more	Regulation II/2
Master or chief mate on a ship of less than 3000 GT	Regulation II/2
Master or chief mate on a ship of less than 3000 GT engaged on near coastal voyages	Regulation II/3
Officer in charge of a navigational watch on a ship of less than 500 GT engaged on near-coastal voyages	Regulation II/3
Master on a ship of less than 500 GT engaged on near-coastal voyages	Regulation II/3
<i>Engine Department</i>	<i>Regulations Annexed to the STCW Convention</i>
Officer in charge of an engineering watch in a manned engine room, or designated duty engineer officer in a periodically unmanned engine room, on a ship powered by main propulsion machinery of 750 kW propulsion power or more.	Regulation III/1
Chief engineer officer or second engineer officer on a ship powered by main propulsion machinery of 3000 kW propulsion power or more	Regulation III/2
Chief engineer officer and second engineer officer on a ship powered by main propulsion machinery of between 750 and 3000 kW propulsion power.	Regulation III/3

5. Any person designated to perform watchkeeping duties in a manned or periodically unmanned engine room on a ship powered by main propulsion machinery of 350 kW propulsion power, or more, but less than 750 kW shall be the holder of one of the engineering certificates of competence referred to in regulation 4 hereof.

Engineer officers in a manned or periodically unmanned engine room.

6. (1) (a) Every rating forming part of a navigational watch on a ship of 500 GT or more, other than ratings under training and ratings whose duties while on watch are of an unskilled nature, shall hold a certificate issued or recognised under these regulations.

Ratings.

(b) No person shall be entitled to be issued with a certificate as such a rating unless such person complies with the criteria set out in regulation II/4.2 in the Annex to the STCW Convention.

(2) (a) Every rating forming part of an engine room watch or designated to perform duties in a periodically unmanned engine room on a ship powered by main propulsion machinery of 750 kW propulsion power or more, other than ratings under training and

ratings whose duties while on watch are of an unskilled nature, shall hold a certificate issued or recognised under these regulations.

(b) No person shall be entitled to be issued with a certificate as such a rating unless such person complies with the criteria set out in regulation III/4.2 in the Annex to the STCW Convention.

Further training and qualifications.

7. Masters, officers and ratings on board ships should also meet the applicable mandatory requirements pertaining to training and qualifications set out in the Second Schedule to these regulations.

Recognition of foreign certificates.

8. (1) The Registrar-General may recognise a certificate of competence issued by or under the authority of another Party to the STCW Convention to any officer referred to in regulation 3 if satisfied that the requirements of the STCW Convention concerning standards of training, competence, the issue and endorsement of certificates and record keeping are fully complied with.

(2) Where the Registrar-General recognises a certificate of competence pursuant to subregulation (1) of this regulation, the Registrar-General shall, on payment of the prescribed fee, endorse such certificate accordingly.

(3) The Registrar-General may recognise any other certificate issued by or under the authority of another Party to the STCW Convention if satisfied that the requirements of the STCW Convention concerning standards of training, competence, the issue and endorsement of certificates and record keeping are fully complied with.

(4) Certificates issued by or under the authority of a non-Party to the STCW Convention shall not be recognised.

(5) The Registrar-General may withdraw or suspend the recognition of a certificate effected in terms of these regulations.

Form, date, validity, record and surrender of certificates or endorsements.

9. (1) Certificates and endorsements under these regulations shall be issued by the Registrar-General on payment of the prescribed fee.

(2) Certificates and endorsements shall be issued bearing the date when the applicant has satisfied all the requirements set out in these regulations for the issue of such certificate or endorsement.

(3) Certificates of competence and endorsements shall be issued in the form required by regulation I/2 in the Annex to the STCW Convention.

(4) Certificates and endorsements shall remain valid for seagoing service only so long as the holder can comply with the standards and conditions as to medical fitness and professional competence as specified by the Registrar-General to act in the appropriate capacity.

(5) Where the holder of a certificate is issued with an appropriate certificate at a higher level, the first-mentioned certificate shall first be surrendered to the Registrar-General for cancellation.

(6) A record of all certificates and endorsements which are issued under these regulations, have expired or have been revalidated, suspended, cancelled, or reported lost or destroyed and any alteration of or any other matter affecting any such certificates or endorsements, shall be kept by the Registrar-General.

(7) The Registrar-General shall make available information on the status of certificates or endorsements issued under these regulations to other Parties to the STCW Convention and companies requesting information for the purposes of paragraph 4.2 of regulation I/9 in the Annex to the STCW Convention.

10. In the case of a certificate of competence issued by the Registrar-General, the certificate shall be endorsed by the Registrar-General in accordance with the STCW Convention if satisfied that the holder of the certificate complies with the requirements of regulations 4 and with the conditions set out in the First Schedule to these regulations.

Endorsement of certificates of competence issued by the Registrar-General.

11. (1) The certificate or endorsement of a master or other officer issued under regulation 3 hereof shall not be valid for seagoing service unless revalidated at intervals not exceeding five years to establish continued professional competence in accordance with section A-I/11 of the STCW Code.

Revalidation of certificates and endorsements.

(2) For continuing seagoing service on ships referred to in paragraphs 2, 3, 4 and 5 of the Second Schedule to these regulations, every master and officer shall successfully complete approved relevant training at intervals not exceeding five years.

12. (1) If a certificate or endorsement issued under these regulations is lost or destroyed, the holder thereof, shall as soon as practicable, notify the Registrar-General, who shall, if satisfied that it has been so lost or destroyed, issue a copy of the certificate or endorsement, so marked, against payment of the prescribed fee, and such certificate shall have the same effect as the certificate originally issued.

Lost or destroyed certificates.

(2) Any certificate notified as aforesaid as lost or destroyed shall, if subsequently recovered, be delivered forthwith to the Registrar-General.

Forgery of
certificates or
documents.

13. The provisions of article 98 of the Act shall apply in relation to certificates issued or recognised under these regulations, and to any certificate or document referred to in these regulations.

Matters not
provided for in
these regulations.

14. Any matter relating to certificates and endorsements not provided for in these regulations shall be governed by the provisions of the STCW Convention or the STCW Code as the case may be.

Revokes L.N. 71 of
1979 and L.N. 108
of 1981.

15. The Merchant Shipping (Certification of Deck Officers) Regulations, 1979 and the Merchant Shipping (Certification of Marine Engineer Officers) Regulations, 1981 are hereby revoked:

Provided that any certificate of competency as Master (Class 1 Deck), First-Mate (Class 2 Deck) and Second-Mate (Class 3 Deck and Class 4 Deck) shall be equivalent to Master, Chief Mate and Officer in Charge of a Navigational Watch and, any certificate of competency as First Engineer (Class 1 Engineer), Second Engineer (Class 2 Engineer) and Class 3 and Class 4 Engineer shall be equivalent to Chief Engineer Officer, Second Engineer Officer and Officer in Charge of an Engineering Watch. These certificates shall retain their full validity until such time that the holder of the relevant certificate undergoes appropriate training to comply with the requirements of the STCW Convention and is issued with a certificate of competence under these regulations but in no case beyond the 31st January, 2002:

Provided further that certificates limited by tonnage, power or area shall also retain their full validity until such time that the holder of the relevant certificate undergoes appropriate training as shown in the Third Schedule to these regulations and is issued with a certificate of competence under these regulations but in no case beyond the 31st January, 2002.

FIRST SCHEDULE

Regulations 4 and 10

PROCEDURES AND CONDITIONS FOR THE ISSUE OF CERTIFICATES OF COMPETENCE

Interpretation

For the purpose of this Schedule, unless the context otherwise requires –

“navigating officer cadet” means a navigating officer cadet or a trainee deck officer undergoing a course of training to the satisfaction of the Registrar-General.

“engineering officer cadet” means an engineer officer cadet or a trainee engineer officer undergoing a course of training to the satisfaction of the Registrar-General.

2. General Requirements

1.1 Certificates of competence shall only be issued on successful ^{Examinations} assessment and on passing an examination consisting of written, oral and where applicable a practical assessment.

1.2 In order to be issued with a first certificate of competence, a candidate must –

1.2.1 demonstrate the required standard of physical fitness by passing an approved medical examination and eyesight test satisfying medical and eyesight examination standards for seafarers as may be, from time to time, prescribed by the Registrar-General;

1.2.2 have completed the initial training requirements;

1.2.3 have completed the appropriate watchkeeping and/or sea service;

1.2.4 have successfully completed the approved training programmes and assessments in an institution which has been approved by the Registrar-General in accordance with the provisions of regulations I/6 and I/8 in the Annex to the STCW Convention and relevant codes attached thereto;

1.2.5 have passed an oral examination.

1.3 Candidates will be assessed to ensure that they meet the standards of competence required by the STCW Convention. The levels of knowledge, understanding and proficiency and the methods to be used to determine candidates' competence to undertake different functions associated with the three levels of responsibility (viz. management, operational and support) are laid down in the STCW Code.

1.4 No candidate will be issued with a certificate of competence without a valid eyesight test certificate except as specified in paragraph 1.5.

1.5 Candidates for certificates subsequent to their first, may produce a valid medical certificate in lieu of an eyesight test certificate.

Particulars of sea
service

1.6 A candidate's eligibility for certification will depend, inter alia, upon the amount and type of sea service performed and the type and area of operation of vessel(s) in which employed. The minimum amount of sea service acceptable for each grade of certificate of competence is laid down in the relevant section and will apply only to candidates who have followed an approved training programme. Unless candidates can prove the full amount of sea service claimed, they will not normally be considered for examination. In a case where a candidate completes assessment or passes an examination prior to having completed the required sea service, the certificate shall not be issued until the required sea service has been completed.

Verification of
service

1.7 Sea service will be verified through scrutiny of proper entries in the relevant crew agreement, seaman's record book, certificates of discharge or other similar evidence relating to the service claimed.

Calculation of
service

1.8 Sea service is to be reckoned by the calendar month, that is the time included between any given day in any month and the preceding day of the following month, both inclusive. The number of complete months from the commencement of the period, ascertained in this way, should be computed, after which the number of odd days should be counted. The day on which the crew agreement commenced, as well as that on which it terminated, should both be included, all leave of absence excluded and all odd days added together and reckoned as thirty days to the month.

Watchkeeping
certificates and
testimonials

1.9 Applicants for certificates for which service as a watchkeeping officer is required must produce certificates of watchkeeping service incorporating testimonial(s) signed by the master, chief mate or chief engineer of the vessel(s) in which they have served. In the case of service as master, the testimonial must be signed by a responsible official of the company concerned and in the case of a chief

engineer by an engineer superintendent or some other responsible representative of the employer. These testimonials should cover character, standards of behaviour including sobriety, experience and ability on board ship and good conduct at sea, for at least twelve months of sea service preceding the date of application. A specimen form of certificate is shown at Appendix 1 and Appendix 2 hereof.

1.10 Applicants for certificates who have followed an approved training programme of on board training must produce a completed Training Record Book. Candidates not undertaking an approved training programme should obtain an approved Training Record Book and record as fully as possible the work they have done on the ship. The master and/or other appropriate officers should verify all entries wherever possible.

Training record
book

1.11 If in the course of the oral examination the examiner finds that a candidate is afflicted with deafness, with an impediment in speech or with some other physical or mental infirmity, and upon further investigation is satisfied that the degree of infirmity is such as to render the candidate incapable of discharging adequately the ordinary seagoing duties of the holder of a certificate of competence, the examiner will not allow the candidate to complete the examination and will report every such case to the Registrar-General. If the candidate subsequently produces a medical certificate to the specific effect that his hearing, speech, or physical or mental condition has improved or is normal, the Registrar-General will consider the candidate for re-examination.

Deafness and other
physical and mental
disabilities

1.12 Candidates who, after having signed crew agreements have neglected to join their vessels, or who, after having joined have left their ship other than upon discharge, or who have committed misconduct on board, will be required to produce satisfactory proof of two years subsequent service with good conduct at sea, unless the Registrar-General, after investigation, should see fit to reduce this period.

Unsatisfactory
conduct

2. Specific Requirements - Deck Officers

2.1 A Sight Test Certificate shall indicate success in a sight test so conducted as to prove, to the satisfaction of the Registrar-General, that the holder is able to reach acceptable standards both of form and colour vision. A valid pass sight test certificate is valid for six months.

Sight test certificate

Officer in charge
of a navigational
watch –
on ships of 500 GT
or more;

on ships of less
than 500 GT not
engaged on near
coastal voyages;

on ships of less
than 500 GT
engaged on near
coastal voyages

2.2 Every candidate shall –

2.2.1 be not less than 18 years of age;

2.2.2 have approved seagoing service of not less than twelve months as part of an approved training programme which includes on board training which meets the requirements of section A-II/1 or A-II/3 of the STCW Code; this training must be documented in an approved record book, or otherwise have approved seagoing service in any acceptable deck capacity for a period of not less than thirty-six months sea service;

2.2.3 have performed, during the required sea going service, bridge watch-keeping duties under the supervision of the master or a qualified officer for a period of not less than six months;

2.2.4 have completed approved education and training and meet the standard of competence specified in the relevant section A-II/1 or A-II/3 of the STCW Code.

Master and chief
mate on ships of
3000 GT or more

2.3 Every candidate shall –

2.3.1 meet the requirements for certification as an officer in charge of a navigational watch on ships of 500 GT or more; and

2.3.2 have approved sea going service in that capacity –

2.3.2.1 for certification as chief mate, not less than twelve months, and

2.3.2.2 for certification as master, not less than 36 months; however this period may be reduced to not less than 24 months if not less than 12 months of such sea going service has been served as chief mate;

2.3.3 have completed approved training and meet the standard of competence specified in section A-II/2 of the STCW Code for masters and chief mates on ships of 3000 GT or more;

2.4 Prior to the grant of a certificate of competence as Master, the Registrar-General may require a holder of a certificate of competence as First-Mate not issued in terms of the 1979 regulations, or issued in terms of the 1979 regulations but prior to the 1st June 1989, to prove to the satisfaction of the Registrar-General that the holder meets the standards of competence required by the STCW Convention and that the holder has reached the levels of knowledge, understanding and proficiency as laid down in the STCW Code.

2.5 Every candidate shall –

2.5.1 for certification as chief mate –

2.5.1.1 meet the requirements of an officer in charge of a navigational watch on ships of 500 GT or more, and

2.5.1.2 have approved sea going service of not less than twelve months;

2.5.2 for certification as master –

2.5.2.1 meet the requirements of an officer in charge of a navigational watch on ships of 500 GT or more, and

2.5.2.2 have approved sea going service of not less than 36 months in that capacity; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate;

2.5.3 have completed approved education and training and meet the standard of competence specified in section A-II/2 of the STCW Code for masters and chief mates on ships of between 500 and 3000 GT.

2.6 Every candidate shall –

2.6.1 be not less than 20 years of age;

2.6.2 have approved seagoing service of not less than 12 months as officer in charge of a navigational watch;

2.6.3 have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for masters on ships of less than 500 GT engaged on near-coastal voyages.

2.7 All candidates will be required to produce documentary evidence of having obtained certain additional qualifications before they will be considered as having qualified for the issue of certificates of competence; the additional qualifications specified for each grade of certificate are set out in Table 1.

Master and chief mate –
on ships of between 500 and 3000 GT
on ships of between 500 and 3000 GT engaged on near coastal voyages
on ships of less than 500 GT not engaged on near coastal voyages

Master on ships of less than 500 GT engaged on near coastal voyages

Additional qualifications:

Table 1

Additional Training Requirements	Certificate (STCW 95 Regs)				
	II /1	II /2	II /3	II /4	STCW Code Ref
Personal Survival Techniques	•		•	•	A-VI/1-1
Fire Prevention and Fire Fighting	•		•	•	A-VI/1-2
Elementary First Aid	•		•	•	A-VI/1-3
Personal Safety & Social Responsibility	•		•	•	A-VI/1-4
Proficiency in Survival Craft & Rescue Boats	•		•		A-VI/2
Advanced Fire Fighting	•		•		A-VI/3
Medical First Aid	•		•		A-VI/4-1
Medical Care		•	•		A-VI/4-2
Radar & ARPA Simulator Training - Operational Level	•		•		A-II/1
Radar & ARPA Simulator Training - Management Level		•	•		A-II/2
Efficient Deck Hand (EDH)	•		•		
GMDSS (GOC)	•				A-IV/2
GMDSS (ROC)			•		A-IV/2
Medical Fitness (including eyesight)	•	•	•		

3. Specific Requirements – Engineering Officers

Initial training

3.1 Workshop service or other industrial training completed before the age of sixteen years will not be accepted.

3.2 Each candidate must have received one of the forms of training specified in this paragraph.

Engineering officer cadet

3.2.1 Each such candidate must have satisfactorily completed one of the courses of engineer cadet training approved by the Registrar-General.

Engineering craftsman

3.2.2 Each such candidate must have satisfactorily completed at least three years training in engineering craft practice to the satisfaction of the Registrar-General.

Engineer graduate

3.2.3 Each such candidate must have satisfactorily completed a full time course of study to at least to the standard of the Higher National Diploma in Engineering at a recognised technical institute, polytechnic or university together with six months engineering training to the satisfaction of the Registrar-General.

3.3 Minor deficiencies from the requirements of paragraph 3.2 will be assessed in each case by the Registrar-General and must be made good by off the job training, or by further workshop service of a suitable character, or by compensatory shipboard service as an engineer officer or as an engineering officer cadet at the discretion of the Registrar-General. Compensatory shipboard service must be performed in motor ships of not less than 350 kilowatt registered power. Such service may be performed on regular watch or on day work irrespective of whether a crew agreement is, or is not, in force. Compensatory shipboard service performed before the age of nineteen years will not be accepted.

Deficiency in training

3.4 Each such rating satisfactorily completing a course of training approved by the Registrar-General may proceed to sea as an uncertificated engineer officer and perform the sea service set out in paragraph 4.

Engine room rating to engineer officer scheme

3.5 Every candidate for certification shall –

Officer in charge of an engineering watch in a manned engine room or designated duty engineer officer in a periodically unmanned engine room on a seagoing ship powered by main propulsion machinery of 750kW propulsion power or more

3.5.1 be not less than 18 years of age;

3.5.2 have completed not less than six months seagoing service in the engine department in accordance with section A-III/1 of the STCW Code;

3.5.3 have completed approved education and training of at least 30 months, which period could include the initial training and on-board training documented in an approved record book and meet the standards of competence specified in section A-III/1 of the STCW Code.

3.6 Every candidate for certification shall –

Chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

3.6.1 meet the requirements for certification as an officer in charge of an engineering watch;

3.6.2 for certification as second engineer officer, shall have not less than 12 months' approved seagoing service as assistant engineer officer or engineer officer;

3.6.3 for certification as chief engineer officer, shall have not less than 36 months' approved seagoing service of which not less than 12 months shall have been served as an engineer officer in a position of responsibility while qualified to serve as second engineer officer;

3.6.4 have completed approved education and training and meet the standard of competence specified in section A-III/2 of the STCW Code.

Chief engineer
officers and second
engineer officers
on ships powered
by main propulsion
machinery of
between 750 and
3,000 kW
propulsion power

3.7 Every candidate for certification shall –

3.7.1 meet the requirements for certification as an officer in charge of an engineering watch;

3.7.2 for certification as second engineer officer, shall have not less than 12 months approved seagoing service as assistant engineer officer or engineer officer;

3.7.3 for certification as chief engineer officer, shall have not less than 24 months' approved seagoing service of which not less than 12 months shall have been served as an engineer officer;

3.7.4 have completed approved education and training and meet the standard of competence specified in section A-III/3 of the STCW Code.

Additional
qualifications

3.8 All candidates will be required to produce documentary evidence of having obtained certain additional qualifications before they will be considered as having qualified for the issue of certificates of competence. The additional qualifications specified for the various grades of certificates are set out in Table 2.

Table 2

Additional Training Requirements	Certificate (STCW 95 Regs)				
	III /1	III /2	III /3	III /4	STCW Code Ref
Personal Survival Techniques	•			•	A-VI/1-1
Fire Prevention and Fire Fighting	•			•	A-VI/1-2
Elementary First Aid	•			•	A-VI/1-3
Personal Safety & Social Responsibility	•			•	A-VI/1-4
Proficiency in Survival Craft & Rescue Boats	•				A-VI/2
Advanced Fire Fighting	•				A-VI/3
Medical First Aid	•				A-VI/4-1
Medical Care		•	•		A-VI/4-2
Medical Fitness	•	•	•	•	

4. Estimating Sea Service

4.1 The qualifying service specified for any particular deck officer certificate of competence must be performed in the deck department and is reckoned from the date of engagement to the date of discharge. At least 6 months of the qualifying service must have been performed within the five years preceding the application.

4.2 Except where otherwise specified qualifying service required for all certificates of competence is service performed in ships which proceed to sea and are actively engaged in commercial trading. Certain kinds of non-trading service may be accepted in part in lieu of a limited amount of service in trading vessels, alternatively the certificate of competence will be limited, either temporarily or permanently, for service only on certain types of ships or trades.

4.3 Qualifying service means time spent on board ship reckoned from the date of engagement to the date of discharge from a ship. Subject to verification by the Registrar-General as and when necessary, certificates of discharge will be accepted as proof of sea service. Where watchkeeping service is required, candidates must prove by the production of certificates signed by the masters of the vessels in which they have served that they acted as watchkeeping officers for not less than 8 hours out of every 24 hours service claimed.

4.4 Candidates, including cadets or trainee deck officers, for certification as officer of a navigational watch are required to produce a statement from the master(s) under whom the candidate has served or from their employer(s) that during their sea service at least 6 months have been spent on duties associated with bridge watchkeeping under the supervision of a certificated officer; these duties may include keeping a lookout on the bridge or acting as helmsman but these tasks should not exceed 2 months out of the required 6 months.

4.5 Proof of sea service that cannot be verified by the Registrar-General must be confirmed by the master and either by the consular officer or by some other recognised official authority of the foreign country, or by some responsible person having personal knowledge of the facts to be established. The production of such proofs will not necessarily be deemed sufficient.

4.6 Service in non-trading vessels may result in a limitation as to use being placed on the certificate of competence issued.

4.7 Service performed in deep sea fishing vessels, for periods in excess of 24 hours, may count in full towards the qualifying service for certification as officer in charge of a navigational watch, but candidates must, in addition, have served for at least 6 months in trading vessels.

4.8 Service in marine craft of the Armed Forces of Malta and other similar vessels which regularly proceed to sea will count in full towards the qualifying service for certification as officer of a navigational watch, but candidates must, in addition, have served for at least 6 months in trading vessels.

4.9 Service in cable ships, sail training vessels, fishery cruisers, research vessels, salvage vessels, navigational aids tenders and other vessels engaged in similar activities will be counted in full if the time actually spent at sea constitutes or exceeds two-thirds of the total period of service on board ship. If the actual sea service falls below this proportion one and one-half times the actual sea service will be counted as qualifying service. Candidates will be required to produce, in addition to the evidence of sea service required of all candidates, a statement or certificate from the owners of the ship showing the amount of time actually spent at sea.

4.10 Service standing by a new vessel during the final stages of construction, provided that an officer is the holder of a certificate of competence as Chief Mate and subsequently serves in such a vessel on the maiden voyage, will count in full towards the qualifying service for certificate of competence as Master, up to a maximum of 6 months.

High speed craft

4.11 Documentary evidence of service in hovercraft, hydrofoils and other high-speed craft should be submitted to the Registrar-General for consideration.

Remission of sea service

4.12 Approved training programmes include an agreed element of sea service, however, for candidates who do not follow an approved programme the requirements for 36 months sea service for certificates of competence may be reduced in respect of equivalent educational and training arrangements. Candidates for officer in charge of a navigational watch certificates with either high academic achievement or relevant technical training may attract a maximum of 12 months reduction of sea service. The amount allowed will be determined by the Registrar-General on a case by case basis.

Engine room department

4.13 The qualifying service specified for any particular engineer officer certificate of competence must be performed in the engine room department and is reckoned from the date of engagement to the date of

discharge. At least six months of the qualifying service must have been performed within the five years preceding the application. Except where there are particular limitations or where relaxations are specifically allowed, at least a portion of the qualifying sea service must be served as a watchkeeping officer or as a designated duty engineer in a periodically unmanned engine room (UMS) of ships powered by main propulsion machinery of 750kW propulsion power, or more.

4.14 Service performed in ships where for considerable periods the main propulsion machinery is not used, is reckoned as one and a half times the number of days actually spent under way, but in no case can it exceed the time served under a crew agreement. In such cases the testimonials produced in accordance with paragraph 1.9 of this Schedule must state the number of days actually spent under way with the main propulsion machinery in full use.

4.15 Watchkeeping service on auxiliary machinery will be counted in full towards the overall minimum sea service required. However, such service will not be accepted as counting towards the minimum required to be spent as officer in charge on main propulsion machinery.

4.16 Engineering work carried out at sea, other than that performed on regular watch, will be counted in full towards the overall minimum sea service required. However, such service will not be accepted as counting towards the minimum required to be spent in watchkeeping on main propulsion machinery.

4.17 Service in ships operating in coastal waters, may be accepted at half rate.

4.18.1 Service in self-propelled offshore units where the unit is undertaking seagoing passages or well shifts or when it is engaged in maintaining a fixed station by continuous use of the main propulsion machinery, will be accepted at full rate.

4.18.2 Service in self-propelled offshore units where the unit is fixed on station in either the drilling or service mode will be accepted at full rate. Such service will be accepted, up to a maximum of half the minimum required watchkeeping service, as counting towards the minimum required to be spent in watchkeeping or UMS duties on main propulsion machinery.

4.18.3 Service in an offshore unit, which is not self-propelled but is termed a ship will be considered at half rate. However, such service

will not be accepted as counting towards the minimum required to be spent in watchkeeping or UMS duties on main propulsion machinery.

5. Eligibility and Applications for Examination

Eligibility for examination

5.1 A person shall not be eligible to take the examination referred to in paragraph 1.1 of this Schedule unless such person has –

- 5.1.1 performed the appropriate qualifying service at sea;
- 5.1.2 followed an approved course of nautical training.

Applications for examination

5.2 All applications for examination for a certificate of competence shall be made to the Registrar-General or to such other person as the Registrar-General may direct.

5.3 An application to take the said examination shall be made on a relevant form, which, subject to the provision of this paragraph, shall be accompanied by–

- 5.3.1 documentary evidence as to applicant's date of birth;
- 5.3.2 certificate of discharge and such other certificates as may be necessary to establish to the satisfaction of the Registrar-General that the applicant has performed the necessary qualifying service;
- 5.3.3 documentary evidence as to applicant's identity;
- 5.3.4 a valid certificate, hereinafter referred to in this Schedule as a pass sight test certificate, indicating success in an eyesight test so conducted as to prove, to the satisfaction of the Registrar-General that the applicant is able to reach acceptable standards both of form and of colour vision:

provided that in special circumstances an application to take the said examination, not accompanied by a valid pass sight certificate, might be accepted and the applicant allowed to sit for the said examination on condition that the examination shall be cancelled if such a certificate is not produced to the Registrar-General within a specified period which shall not exceed five months from the date of the application, and on further condition that until such time as such a certificate has been produced the applicant shall not be considered as having passed the examination.

5.4 When all parts of the examination have been passed and all ancillary qualifications and certificates obtained, they should all be forwarded to the Registrar-General for the issue of the appropriate certificate of competence.

6. Conduct of Examinations

6.1 The examinations and assessment for all certificates of competence are to be conducted in such a way as to test the candidates understanding of the under pinning knowledge and also his/her level of competence. Examinations consist of written, oral and where appropriate practical parts, the exceptions being those for Master and Chief Engineer. The examination for Master and Chief Engineer will then consist of the oral part only. General

6.2 The written examinations for all certificates of competence will in all cases be held at an approved nautical college. It will be necessary for candidates to have completed approved education and training and have obtained the appropriate level of competence in their assessment. Written examinations.

6.3 A candidate holding a First-Mate (Class 2 Deck) certificate issued following examinations under the syllabus in force prior to 1st June, 1989 is exempt from the appropriate Ship Construction, Meteorology and Ship-board Operations papers when sitting the examination for a certificate of competence as Master. A candidate holding a First-Mate (Class 2 Deck) certificate issued following examination after 1st June, 1989 under the syllabus incorporating Master (Class 1) requirements is exempt from the entire written examination. Exemptions from written examinations

6.4 The Registrar-General shall appoint suitable persons to conduct examinations. The persons appointed to conduct oral examinations shall hold a certificate of competence not below that of Master or Chief Engineer as the case may be. Appointment of examiners

6.5 A candidate failing in the oral part of the examination for any certificate of competence through serious weakness in practical knowledge may, at the examiner's discretion, be given a time penalty which may include a requirement to complete a period of sea service before becoming eligible for re-examination. A candidate who does not appear for an oral examination at the appointed time may be failed by default in the absence of reasonable proof that failure to attend was unavoidable.

6.6 In the case of deck department personnel, a pass in each part of every examination, i.e. written, oral and, where appropriate, signals where more than one part is involved will remain valid for a period of three years. Engine department personnel must pass their Engineering Knowledge and their oral examinations within a three-year period. Passes in the academic written examinations remain valid indefinitely.

7. Examination Syllabi

7.1 The syllabi for all certificates of competence for deck and engineering officers are those specified in section A-II/1, A-II/2, A-II/3 and A-III/1, A-III/2 and A-III/3 respectively of the STCW Code.

Appendix 1

This form should be used when the watchkeeping officer concerned, or master, is leaving ship

**SPECIMEN CERTIFICATE OF WATCHKEEPING SERVICE
FOR A MASTER AND CHIEF MATE CERTIFICATE**

PART 1								
Name of Ship			Type of Ship ⁽¹⁾		IMO Number		Gross Tonnage	
Name of Officer			Capacity ⁽²⁾				Seniority on Watch ⁽²⁾	
			1st	2nd	3rd	4th	Junior	Senior
			Watchkeeping Officer				Bridge Watchkeeping Officer	
Period of Service			Voyages ⁽²⁾		Hours out of every 24 hours officer was in full charge of a watch whilst vessel was at sea			
From	To	Coastal	Unlimited					
During the period of engagement this officer ⁽²⁾ was granted no leave of absence was granted leave of absence as follows which period was deducted from his total leave entitlement:			Bridge watches were doubled during the following periods and at no other times:					
			In addition this officer has regularly carried out other duties in connection with the routine and maintenance of the ship ⁽³⁾					
PART 2⁽³⁾								
During the period the vessel was in the final stages of construction and the above-named officer served on board.								
PART 3								
Report as to ability			Report as to sobriety			Report as to conduct		
PART 4								
This is to certify the correctness of the above information and that the above-named officer has served under my command for the periods stated.								
Date		Signature of Master			Signature of Company Marine Superintendent (in the case that Part 2 has been filled)			

(1) Insert type of vessel e.g. cargo, passenger, stand-by, supply etc

(2) Mark as appropriate

(3) Delete if not applicable

Appendix 2

This form should be used when the engineer officer concerned, or Chief Engineer Officer, is leaving ship

**SPECIMEN CERTIFICATE OF WATCHKEEPING SERVICE
FOR A CHIEF ENGINEER AND SECOND ENGINEER CERTIFICATE**

PART 1								
Name of Ship			Type of Ship ⁽¹⁾		IMO Number	Gross Tonnage		
Description of main machinery and power				Description of auxiliary machinery and power				
Name of Officer			Capacity ⁽²⁾		Seniority on Watch ⁽²⁾			
			1st	2nd	3rd	4th	Junior	Senior
			Watchkeeping Officer			Engine Room Watchkeeping Officer		
Period of Service			Nature of Duties ⁽²⁾					
From	To	Regular watch (that is 8 hours in every 24 hours) on auxiliary machinery ☐						
During the period of engagement this officer ⁽²⁾ was granted no leave of absence was granted leave of absence as follows which period was deducted from his total leave entitlement:		Regular watch on main propulsion machinery - in full charge ☐						
		in subsidiary capacity ☐						
		Regular work practices in ships possessing - centralised control room ☐ full or partial automation ☐ facility to operate machinery in the unmanned mode for a significant proportion of each 24 hour period ☐						
PART 2								
Report as to ability		Report as to sobriety			Report as to conduct			
PART 3								
This is to certify the correctness of the above information and that the above-named officer has served under my supervision for the periods stated.								
Date		Signature of Chief Engineer Officer			Signature of Engineer Superintendent or Master or of other representative of owners if certificate is issued in respect of Chief Engineer Officer			

(1) Insert type of vessel e.g. cargo, passenger, stand-by, supply etc

(2) Mark as appropriate

SECOND SCHEDULE

Regulations 7 and 11

MANDATORY REQUIREMENTS FOR FURTHER TRAINING AND QUALIFICATIONS

1.1 All seamen shall receive familiarization and basic safety training or instruction in accordance with section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.

Familiarisation,
basic safety training
and instruction for
all seafarers

2.1 Masters, officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall have completed an approved shore-based advanced fire-fighting course in addition to the training required by section A-VI/1 of the STCW Code and shall have completed –

Training and
qualification of
masters, officers
and ratings on
tankers

2.1.1 at least three months of approved seagoing service on tankers in order to acquire adequate knowledge of safe operational practices; or

2.1.2 an approved tanker familiarization course covering at least the syllabus given for that course in section A-V/1 of the STCW Code.

2.2 The period of three months referred to in sub-paragraph 2.1.1 may be reduced to not less than one month if –

2.2.1 the tanker on which such service is performed is of less than 3,000 GT; and

2.2.2 the duration of each voyage of the tanker on which such approved service is performed does not exceed 72 hours; and

2.2.3 the operational characteristics of the tanker on which such approved service is performed and the number of voyages and loading and discharging operations completed during the period, allow the same level of knowledge and experience to be acquired as would have been acquired in approved service performed in accordance with sub-paragraph 2.1.1 on a tanker of a size, and performing voyages, not falling within sub-paragraphs 2.2.1 and 2.2.2

2.3 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, in addition to meeting the requirements of paragraph 2.1 have –

2.3.1 experience appropriate to their duties on the type of tanker on which they serve; and

2.3.2 completed an approved specialized training programme which at least covers the subjects set out in section A-V/1 of the STCW Code that are appropriate to their duties on the tanker on which they serve.

2.4 An appropriate certificate shall be issued to masters and officers who are qualified in accordance with paragraph 2.1 or 2.3, or their existing certificate shall be endorsed, and every rating who is so qualified shall be certificated.

Training and
qualification of
masters, officers
ratings and other
personnel on ro-ro
passenger ships

3.1 This paragraph applies to masters, officers ratings and other personnel serving on board ro-ro passenger ships.

3.2 Prior to being assigned shipboard duties on board ro-ro passenger ships, seafarers shall have completed the training required by paragraphs 3.4 to 3.8 in accordance with their capacity, duties and responsibilities.

3.3 Seafarers who are required to be trained in accordance with paragraphs 3.4, 3.7 and 3.8 shall, at intervals not exceeding five years, undertake appropriate refresher training.

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

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

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

3.7 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 board ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.

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

3.9 It shall be the duty of any person providing the training referred to in this regulation to issue documentary evidence to every person successfully completing such training.

4.1 This paragraph applies to masters, officers, ratings and other personnel serving in board passenger ships, other than ro-ro passenger ships.

Training and qualification of masters, officers and ratings and other personnel on passenger ships other than ro-ro passenger ships

4.2 Prior to being assigned shipboard duties on board passenger ships, seafarers shall have completed the training required by paragraphs 4.4 to 4.8 in accordance with their capacity duties and responsibilities.

4.3 Seafarers who are required to be trained in accordance with paragraphs 4.4, 4.7 and 4.8 shall at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

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

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

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

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

4.8 Masters, chief mates, chief engineers, second engineer officers and any person having responsibility for the safety of passengers in emergency situations on board passenger ships shall have completed

approved training in crisis management and human behaviour as specified in section A-V/3, paragraph 5 of the STCW Code.

Training and qualification of masters, officers ratings and other personnel on high speed craft

5.1 This paragraph applies to masters and officers, ratings and other personnel serving on board high speed craft which are ships constructed on or after 1st January, 1996.

5.2 Prior to being assigned shipboard duties on board high speed craft, masters, officers, ratings and other personnel shall have completed the training specified in the Appendix to this Schedule.

5.3 It shall be the duty of any person providing the training referred to in this regulation to issue documentary evidence to every person successfully completing such training.

Issue of certificates of proficiency in survival craft rescue boats and fast rescue boats

6.1 Every person designated to launch or take charge of survival craft or rescue boats other than fast rescue boats shall have a certificate of proficiency in such craft.

6.1.1 No person shall be granted such a certificate unless such person meets the criteria specified in regulation VI/2.1 in the Annex to the STCW Convention.

6.2 Every person designated to launch or take charge of a fast rescue boat shall have a certificate of proficiency in such boats.

6.2.2 No person shall be granted such a certificate unless such person meets the criteria specified in regulation VI/2.1 in the Annex to the STCW Convention.

6.3 In this paragraph –

“fast rescue boat” means a boat which is not less than 6 metres in length and not more than 8.5 metres in length; and capable of manoeuvring for at least four hours at a speed of at least 20 knots in calm water with a suitably qualified crew of 3 persons and at least 8 knots with a full complement of persons and equipment;

“rescue boat” means a boat designed to rescue persons in distress and to marshal survival craft;

“survival craft” means a craft capable of sustaining the lives of persons in distress from the time of abandoning the ship;

7.1 Seamen designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire with particular emphasis on organization tactics and command in accordance with the provisions of section A-VI/3 of the STCW Code and shall meet the standard of competence specified therein.

Training in
advanced fire
fighting

7.2 Where training in advanced fire fighting is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in advanced fire fighting.

8.1 Seamen designated to provide medical first aid on board ship shall meet the standard of competence in medical first aid specified in section A-VI/4, paragraphs 1 to 3 of the STCW Code.

Medical first aid
and medical care

8.2 Seamen designated to take charge of medical care on board ship shall meet the standard of competence in medical care on board ship specified in section A-VI/4, paragraphs 4 to 6 of the STCW Code.

8.3 Where training in medical first aid or medical care is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in medical first aid or in medical care.

Appendix

TRAINING OF PERSONNEL ON HIGH SPEED CRAFT

Masters and
officers

1. The training for the master and all officers having an operational role on a high speed craft (HSC) must cover at least the following subjects –

1.1 knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping;

1.2 the failure mode of the control, steering and propulsion systems and proper response to such failures;

1.3 handling characteristics of the craft and the limiting operational conditions;

1.4 bridge communication and navigation procedures;

1.5 intact and damage stability and survivability of the craft in damage condition;

1.6 location and use of the craft's life-saving appliances, including survival craft equipment;

1.7 location and use of escapes in the craft and the evacuation of passengers;

1.8 location and use of fire protection and fire-extinguishing appliances and systems in the event of fire on board;

1.9 knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping;

1.10 the failure mode of the control, steering and propulsion systems and proper response to such failures;

1.11 handling characteristics of the craft and the limiting operational conditions;

1.12 knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping;

1.13 the failure mode of the control, steering and propulsion systems and proper response to such failures;

1.14 handling characteristics of the craft and the limiting operational conditions;

1.15 bridge communication and navigation procedures;

1.16 intact and damage stability and survivability of the craft in damage condition;

1.17 location and use of the craft's life-saving appliances, including survival craft equipment;

1.18 location and use of escapes in the craft and the evacuation of passengers;

1.19 location and use of fire protection and fire-extinguishing appliances and systems in the event of fire on board;

1.20 location and use of damage control appliances and systems, including operation of watertight doors and bilge pumps;

1.21 cargo and vehicle stowage securement systems;

1.22 methods for control of and communication with passengers in an emergency;

1.23 location and use of all other items in the training manual.

2. Ratings and other personnel employed on HSC must undergo a training programme appropriate to their duties on board and may be trained solely for HSC service without sea going experience on other types of ships. This training should include the familiarisation and appropriate basic training required by section A-VI/1 of the STCW Code.

Ratings and other
personnel

THIRD SCHEDULE

Regulation 15

**CERTIFICATES LIMITED BY TONNAGE, POWER OR AREA
AND THEIR STCW CONVENTION EQUIVALENT**

Column 1	Column 2	Column 3
<i>Present Certificate</i>	<i>STCW Convention equivalent following successful completion of additional training set out in column 3</i>	<i>Additional Training Required</i>
Padrone	Officer in charge of a navigational watch on a ship of less than 500 GT engaged on near coastal voyages	Courses listed under column II/1, Table 1 of the First Schedule to these regulations
Second Class Engineer on a ship powered by main propulsion machinery of of less than 6,000 kW propulsion power	Officer in charge of an engineering watch; second engineer officer on a ship powered by main propulsion machinery of less than 3000 kW propulsion power*	Courses listed under column III/1 of Table 2 of the First Schedule to these regulations

* Where the certificate holder can prove at least six months sea service in the preceding five years on a ship and in a capacity to which the holder was entitled to serve by virtue of an existing certificate, a higher power limitation may be issued reflecting the limitations of the existing certificate.