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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

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PART I : SECTION (I) — GENERAL

Government Notifications

L.D.- B 3/2013 (ii)

MERCHANT SHIPPING ACT, No. 52 OF 1971

REGULATIONS made by the Minister of Transport, Highways, Ports and Civil Aviation under section 321 of the Merchant Shipping Act, No. 52 of 1971 read with section 126 of the aforesaid Act.

BIMAL NIROSHAN RATHNAYAKA,
Minister of Transport, Highways, Ports and Civil Aviation.

Colombo,
16th December, 2024.

Regulations

1. These regulations may be cited as the Merchant Shipping (Standards of Training, Certification and Watchkeeping for Seafarers serving on board Ships engaged on Domestic Voyages) Regulations, No. 4 of 2024.



PART I

Applicability of these Regulations

2. (1) Subject to the provisions of sub-regulations (2) and (3) of this regulation, these regulations shall apply to seafarers serving on board ships which are entitled to fly the Sri Lanka flag, such as –

- (a) ships of twenty-four meters and over in length;
- (b) ships of not less than eighty gross tonnage and not more than three thousand gross tonnage; or
- (c) ships installed with main propulsion machinery power over seven hundred and fifty kW,

engaged in area categories “OR”, 1, 2, 3, 4, and 5 as specified in the Merchant Shipping (Categorisation of Waters) Regulations 2024 published in the Extraordinary *Gazette* No. 2417/15 of December 31, 2024.

(2) These regulations shall not apply to seafarers who are serving on board a fishing vessel.

(3) A seafarer who holds a Certificate of Competency issued by the Director-General of Merchant Shipping (in these regulations referred to as the “Director General”) under the (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 shall be considered as having qualified under these regulations.

(4) There shall be standards of competency based on the functions and levels of responsibility as specified in Part A and Part B of Schedule III hereto.

PART II

Powers and Functions of the Director-General

3. (1) The Director-General shall be responsible for the administration of these regulations.

(2) The Director-General may, subject to the conditions hereinafter provided, issue the classes of certificates as specified in *Column I* of the Schedule I hereto to the area of limitation specified in the corresponding entry in Column II of that Schedule and the tonnage limitation specified in the corresponding entry in Column III of that Schedule.

(3) The Director-General may, subject to the conditions hereinafter provided, issue the classes of certificates as specified in Column I of the Schedule II hereto to the area of limitation specified in the corresponding entry in Column II of that Schedule and the tonnage limitation specified in the corresponding entry in Column III of that Schedule.

PART III

Conditions of Entry and Eligibility Requirements – Officers and Ratings

4. Every candidate for the issuance of a Certificate of Competency or a Certificate of Proficiency shall produce -

- (a) a birth certificate;
- (b) an eyesight standard test certificate relating to him in the capacity he holds, which test has been carried out by a medical practitioner approved by the Director-General for conducting such a test. The test shall be conducted in accordance with the standards specified in Schedule II of

the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016;

(c) a medical and physical fitness test certificate relating to him in the capacity he holds, which test has been carried out by a medical practitioner approved by the Director-General for conducting such a test. The test shall be conducted in accordance with the standards specified in the Schedule II to of the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016; and

(d) in the case of officers, testimonials relating to service on board ship obtained prior to the date of application. Such testimonials shall be under the signature of the Master or the Chief Engineer or an authorised Company representative of the ship on which service has been performed.

PART IV

Mandatory Minimum Requirements for Training and Qualifications of Masters, Officers and Ratings in the Deck Department

5. (1) Every Officer in Charge of a Navigational Watch serving on a ship of less than five hundred gross tonnage, engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) not be less than sixteen years of age on the date of commencement of the examination for the issue of the Certificate of Competency;

(b) have completed —

(i) an approved training programme; and

(ii) an approved seagoing service of not less than twelve months on ships of eighty – five hundred gross tonnage which should include at least six months performing duties associated with bridge watchkeeping; or

(iii) approved seagoing service of not less than thirty-six months in the deck department on board ships of eighty gross tonnage or more provided that at least six months out of the thirty-six months seagoing service has been completed by performing duties associated with bridge watchkeeping; or

(c) in the case of ex-Sri Lanka Navy officers, have completed not less than twenty-four months of seagoing service on naval ships of eighty gross tonnage or more in the navigation department with minimum of six months approved seagoing service on merchant vessels of eighty gross tonnage or more; or

(d) hold a Certificate of Boat Master Grade I with thirty-six months of seagoing service on small vessels (up to length twenty- four meters); or

(e) hold a Certificate of Boat Master Grade II with sixty months of seagoing service on small vessels (up to length twenty- four meters); or

(f) have completed an approved training programme which led to the certification as prescribed in Regulation II/1 of the Convention and with a seagoing service of not less than six months on ships of five hundred gross tonnage or more, and

(g) have completed approved examination and assessment including relevant simulator training and assessment, meeting the standard of competency set out in the Code of Practice.

(2) The seagoing service required by sub-paragraphs (ii) and (iii) of paragraph (b) of sub-regulation (1) shall involve the performance of duties carried out under the direct supervision of the Master or the officer in charge of a navigational watch.

6. Every Master on a ship of less than five hundred gross tonnage, engaged on domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

- (a) have completed an approved seagoing service of not less than twelve months as an Officer in Charge of a Navigational Watch on ships of more than eighty gross tonnage; or
- (b) (i) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage, engaged in near coastal waters issued under the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with minimum of twelve months seagoing experience on a ship of less than five hundred gross tonnage; or
- (ii) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more issued under the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with minimum of twelve months seagoing experience on a ship of less than five hundred gross tonnage; or
- (iii) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on a ship of five hundred gross tonnage or more issued before October 4, 2016 with an endorsement issued by the Director-General enabling to sail as Chief mate or master with minimum of six months seagoing experience as Chief mate on a ship of less than five hundred gross tonnage; or
- (c) in the case of ex-Sri Lanka Navy officers, have completed seagoing service not less than twenty-four months on naval ships of eighty gross tonnage or more in the Navigation Department which shall include minimum of six months in commanding category with six months of approved seagoing service on merchant vessels of eighty gross tonnage or more; and
- (d) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

7. Every Officer in Charge of a Navigational Watch on a ship of less than three thousand gross tonnage, engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

- (a) not be less than sixteen years of age on the date of commencement of the examination for the issue of the Certificate of Competency;
- (b) have completed —
 - (i) an approved training programme; and
 - (ii) an approved seagoing service of not less than twelve months on ships of five hundred gross tonnage or more which should include at least six months performing duties associated with bridge watchkeeping; or

(iii) an approved seagoing service of not less than thirty-six months on ships of eighty – five hundred gross tonnage which should include at least six months performing duties associated with bridge watchkeeping; or

(c) (i) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage issued under the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with not less than twenty-four months seagoing experience as Officer in Charge of a Navigational Watch on ships less than five hundred gross tonnage; or

(ii) hold a Certificate of Competency as Master on ships of less than five hundred gross tonnage issued under the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months as a Master on ships of less than five hundred gross tonnage; or

(d) in the case of ex-Sri Lanka Navy officers, who has completed seagoing service of not less than twenty-four months on naval ships of five hundred gross tonnage or more in the navigation department with minimum of six months seagoing service on vessels of five hundred gross tonnage or more; and

(e) have completed approved examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

8. Every Chief Mate on a ship of less than three thousand gross tonnage shall hold a valid Certificate of Competency and every candidate for certification shall-

(a) (i) hold a Certificate of Competency as an Officer in Charge of a Navigational Watch on ships of less than three thousand gross tonnage as prescribed in regulation 7 of these regulations with approved seagoing service of not less than twelve months; or

(ii) hold a Certificate of Competency as an Officer in Charge of a Navigational Watch on ships of less than three thousand gross tonnage issued under the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months; or

(iii) hold a Certificate of Competency as an Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months on ships of five hundred gross tonnage or more; or

(iv) hold a Certificate of Competency as an Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more issued before October 4, 2016 with an endorsement issued by Director-General enabling to sail as Chief Mate or Master with approved seagoing service of not less than six months as Chief Mate on ships of five hundred gross tonnage or more; or

(v) hold a Certificate of Competency issued before October 4, 2016 with an endorsement issued by the Director-General enabling to sail as Chief Mate or Master with approved seagoing service of not less than six months as Chief Mate or with approved seagoing service of not less than three months as Master on ships of five hundred gross tonnage or more; or

- (vi) hold a Certificate of Competency as Master on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulation 6 of these regulations with approved seagoing service of not less than twelve months as Master on ships of less than five hundred gross tonnage or with approved seagoing service of not less than thirty-six months as an Officer of the Watch while holding a Certificate of Competency as Master on ships of less than five hundred gross tonnage; and
- (b) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

9. Every Master on a seagoing ship of less than three thousand gross tonnage, shall hold a valid Certificate of Competency and every candidate for certification shall -

- (a) hold a Certificate of Competency as Chief Mate on ships of less than three thousand gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or a Certificate of Competency as Chief Mate on ships of less than three thousand gross tonnage as prescribed in regulation 8 of these regulations with approved seagoing service of not less than twelve months as Chief Mate or with approved seagoing service of not less than twenty-four months as an Officer of the Watch on ships of five hundred gross tonnage or more or pro-rata; or
- (b) hold a Certificate of Competency as Master on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulation 6 of these regulations with approved seagoing service of not less than forty-eight months as Master on ships of less than five hundred gross tonnage; or
- (c) hold a Certificate of Competency as an Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more with an endorsement issued by the Director-General enabling to sail as Chief Mate or Master with approved seagoing service of not less than twelve months as Chief Mate on ships five hundred gross tonnage or more; or
- (d) hold any other Certificate of Competency as a Master on ships of five hundred gross tonnage or more with an endorsement with limitations issued by the Director-General enabling to sail as Chief Mate or Master with approved seagoing service of not less than twelve months as Chief Mate or six months as Master on ships of five hundred gross tonnage or more; or
- (e) hold a Certificate of Competency as Chief Mate on ships of five hundred gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than six months as Chief Mate or twelve months as an Officer of the Watch on ships five hundred gross tonnage or more while holding a Certificate of Competency as Chief Mate; and
- (f) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

10. Every Tug Mate serving on a tugboat of less than five hundred gross tonnage, engaged on domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

- (a) not be less than sixteen years of age on the date of commencement of the examination for the issue of the Certificate of Competency; or
- (b) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months as an Officer of the Watch on ships or tugs of less than five hundred gross tonnage; or
- (c) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage as prescribed in regulation 5 of these regulations with approved seagoing service of not less than eighteen months as an Officer of the Watch on ships or tugs less than five hundred gross tonnage; or
- (d) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more, issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016; or,
- (e) have completed a minimum of five years seagoing service on tugs as a Tug Mate or on a gun boat as Petty Officer and above and which shall be able to be approved by the relevant authority to the satisfaction of the Director-General; and
- (f) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

11. Every Tug Master serving on a tugboat of less than five hundred gross tonnage, engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

- (a) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships less than five hundred gross tonnage as prescribed in regulation 5 of these regulations with approved seagoing service of not less than twenty-four months as an Officer of the Watch on ships or tugs less than five hundred gross tonnage; or
- (b) hold a Certificate of Competency as Tug Mate on tugs less than five hundred gross tonnage as prescribed in regulation 10 of these regulations with approved seagoing service of not less than twelve months as a Tug Mate on tugs of less than five hundred gross tonnage; or
- (c) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than eighteen months as an Officer of the Watch or twelve months as Chief Mate on ships or tugs less than five hundred gross tonnage; or
- (d) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months which include at least six months as Tug Mate on tugs less than five hundred gross tonnage; or
- (e) hold a Certificate of Competency as Master on ships of less than five hundred gross tonnage,

issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulation 6 of these regulations with approved seagoing service of not less than twelve months which include at least six months of tug service on tugs of less than five hundred gross tonnage, and

(f) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

12. Every Officer in Charge of a Navigational Watch on a seagoing tugboat of less than three thousand gross tonnage engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) not be less than sixteen years on the date of commencement of the examination for the issue of the Certificate of Competency;

(b) have completed —

(i) an approved training programme; and

(ii) an approved seagoing service of not less than twelve months on ships of less than three thousand gross tonnage which should include at least six months performing duties associated with bridge watchkeeping; or

(iii) an approved seagoing service of not less than thirty-six months on ships of less than three thousand gross tonnage which should include at least six months performing duties associated with bridge watchkeeping; or

(c) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016; or

(d) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twenty-four months as an Officer of the Watch on ships or tugs of less than five hundred gross tonnage; or

(e) hold a Certificate of Competency as Master on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months as Tug Mate or Master on Tugs or Chief Mate or Master on ships of less than five hundred gross tonnage; or

(f) in the case of ex-Sri Lanka Navy officers, have completed seagoing service of not less than twenty-four months on naval ships of five hundred gross tonnage or more in the navigation department; and

(g) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

13. Every Tug Mate on a seagoing tug of less than three thousand gross tonnage engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) have approved seagoing service not less than twelve months as an Officer of the Watch on tugs of less than three thousand gross tonnage; and

(b) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than eighteen months which include at least twelve months in tugs of five hundred gross tonnage or more; or

(c) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulations 5 and 10 of these regulations with thirty-six months of approved seagoing service on ships or tugs of less than five hundred gross tonnage; or

(d) hold a Certificate of Competency as Master on ships or tugs of less than five hundred gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulations 6 and 11 of these regulations with approved seagoing service of not less than twenty-four months on tugs of less than five hundred gross tonnage as Master; or

(e) hold a Certificate of Competency as Chief Mate on ships of five hundred gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with at least six months of seagoing service on tugs; and

(f) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

14. Every Tug Master on a seagoing tug of less than three thousand gross tonnage engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) hold a Certificate of Competency as Chief Mate on tugs of less than three thousand gross tonnage as prescribed in regulation 13 of these regulations with approved seagoing service of not less than twelve months as Tug Mate or twenty-four months of approved seagoing service as Officer in Charge of a Navigational Watch on tugs of five hundred gross tonnage or more; or

(b) hold a Certificate of Competency as Officer in Charge of a Navigational Watch on ships of five hundred gross tonnage or more with an endorsement issued by the Director-General enabling to sail as Chief Mate or Master with approved seagoing service of not less than twenty-four months as Chief Mate or twelve months as Master on tugs of five hundred gross tonnage or more; or

(c) hold a Certificate of Competency as Chief Mate on ships of less than three thousand gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulation 8 of these regulations with approved seagoing service of not less than twelve months on tugs as Tug Mate or twenty-four months as Officer in Charge of a Navigational Watch on tugs of five hundred gross tonnage or more; or

(d) hold a Certificate of Competency as Master on ships of less than three thousand gross tonnage issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than six months as a Master on tugs of less than three thousand gross tonnage; or

(e) hold a Certificate of Competency issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with an endorsement of Master or Mate issued by other countries that are recognised in accordance with the Regulation I/10 of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 with approved seagoing service of not less than forty-eight months as Chief Mate or Master on tugs of less than five hundred gross tonnage; or

(f) hold a Certificate of Competency as Chief Mate on ships of 500 gross tonnage or more issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than six months as Tug Mate on a tug of five hundred gross tonnage or more; and

(g) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

15. Rating forming part of navigational watch engaged in domestic voyages shall hold a valid Certificate of Proficiency and every candidate for certification shall -

(a) not be less than sixteen years of age; and

(b) have completed —

(i) an approved training programme; and

(ii) an approved seagoing service of not less than six months on ships of eighty gross tonnage or more which should include sea service testimonial and steering certificate; or,

(iii) approved seagoing service of not less than nine months in the deck department on board ships of eighty gross tonnage or more.

16. An Able Seafarer – Deck engaged in domestic voyages shall hold a valid Certificate of Proficiency and every candidate for certification shall -

(a) meet the requirements for certification as a Rating forming part of a navigational watch as prescribed in regulation 15 of these regulations; and

(b) have completed approved seagoing service in the deck department for-

(i) not less than twelve months; or

(ii) not less than nine months and have completed an approved training record book.

PART V

Radio Communication and Radio Operators

17. All deck officers (Certificate of Competency holders) engaged in domestic voyages shall hold a valid Certificate of Competency of Global Maritime Distress and Safety System Restricted Radio Operator and every candidate for certification shall -

- (a) not be less than sixteen years on the date of commencement of the examination for the issue of the Certificate of Competency;
- (b) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice; and
- (c) hold a GMDSS Restricted Radio Operator's Certificate issued by the Telecommunications Regulatory Commission of Sri Lanka or any other authority approved by the Director-General.

PART VI

Mandatory Minimum Requirements for Training and Qualification of Marine Engine Officers and Ratings in The Engine Department

18. Every Officer in Charge of 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 power seven hundred and fifty kW or less, engaged in domestic voyage shall hold a valid Certificate of Competency and every candidate for certification shall -

- (a) not be less than sixteen years of age on the date of commencement of the examination for the issue of the Certificate of Competency; and
- (b) have completed –
 - (i) an approved combined workshop skills training and approved seagoing service of not less than six months in the engine department on ships of propulsion power of two hundred and fifty kW or more including three months of engine room watchkeeping under the supervision of a certified Engine Officer; or
 - (ii) an approved seagoing service of not less than twelve months in the engine department on ships of propulsion power of two hundred and fifty kW or more with a Horse Power Certificate; or
 - (iii) an approved seagoing service of not less than twenty-four months in the engine room duties on ships powered by main propulsion machinery of more than two hundred and fifty kW; or
 - (iv) an approved seagoing service of not less than twelve months in the engine room duties on ships powered by main propulsion machinery of more than seven hundred and fifty kW with at least NVQ Level 3 certification in the marine or mechanical (automobile) streams; or
 - (v) an approved seagoing service of not less than twelve months of seagoing service engaged in engine room duties on ships powered by main propulsion machinery of more than seven hundred and fifty kW with at least twelve months of shore-based work experience; and

(A) NVQ Level 2 Certification in the Marine or Mechanical (automobile) streams; or

(B) one-year full time training programme recognised by the Vocational Training Authority of Sri Lanka; and

(c) have completed approved education, training, examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

19. Every Chief Engine Officer on a ship powered by main propulsion power seven hundred and fifty kW or less, engaged in domestic voyages, shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) hold a Certificate of Competency as Officer in Charge of Engineering Watch on ships engaged in near coastal waters or unlimited or as prescribed in regulation 18 of these regulations with an approved seagoing service of not less than twelve months on ships of propulsion power of two hundred and fifty kW or more;

(b) hold an endorsement issued by the Director-General enabling to sail as Chief Engineer or Second Engineer with approved seagoing service of not less than six months on ships of propulsion power of two hundred and fifty kW or more;

(c) in the case of ex-Sri Lanka Navy officers, have completed seagoing service in the engine department with not less than twenty-four months seagoing service on naval ships of propulsion power of two hundred and fifty kW or more with at least six months on merchant ships; and

(d) have completed approved education, training examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

20. Every Officer in Charge of Engineering Watch on a ship of propulsion power below three thousand kW engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) have completed combined workshop skills training and an approved seagoing service of not less than twelve months in the engine department on ships of propulsion power of seven hundred and fifty kW or more; or

(b) have an approved seagoing service of not less than twelve months on ships of propulsion power of more than seven hundred and fifty kW with a valid Certificate of Competency as Chief Engine Officer on ships of propulsion power of seven hundred and fifty kW or less, engaged in domestic voyage; or

(c) have an approved seagoing service of not less than twelve months on ships of propulsion power of more than two hundred and fifty kW with a valid Certificate of Competency as Chief Engine Officer on ships of propulsion power seven hundred and fifty kW or less, engaged in domestic voyage; or

(d) have an approved seagoing service of not less than twelve months on ships of propulsion power of more than seven hundred and fifty kW with successful completion of an approved pre-sea course in accordance with the Seafarers Training, Certification, and Watchkeeping (STCW) Code III/1; or

(e) have an approved seagoing service of not less than twenty-four months on ships of propulsion power of more than two hundred and fifty kW with a valid Certificate of Competency as Officer

in Charge of Engineering Watch below seven hundred and fifty kW or Boat Engineer Grade I License; or

(f) have completed seagoing service of not less than twenty-four months on Sri Lanka Navy vessels as Petty Officer in the engineering department with an approved seagoing service of not less than six months on merchant ships of propulsion power of more than seven hundred and fifty kW; or

(g) have an approved seagoing service of not less than thirty-six months in the engine room duties under the supervision of a qualified Engineer Officer on ships of propulsion power of more than seven hundred and fifty kW; and

(h) have completed approved education, training examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

21. Every Second Engine Officer on ships of propulsion power of below three thousand kW engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall-

(a) hold a Certificate of Competency as Officer in Charge of Engineering Watch on ships engaged in near coastal waters or as prescribed in regulation 20 of these regulations with an approved seagoing service of not less than eighteen months as Officer in Charge of Engineering Watch on ships of propulsion power of more than seven hundred and fifty kW; or

(b) hold a Certificate of Competency as Officer in Charge of Engineering Watch as unlimited on ships more than seven hundred and fifty kW with an approved seagoing service of not less than twelve months as Officer in Charge of Engineering Watch on ships of propulsion power of more than seven hundred and fifty kW; or

(c) hold an endorsement issued by the Director-General enabling to sail as Second Engineer with an approved seagoing service of not less than eighteen months as Officer in Charge of Engineering Watch or twelve months as Second Engineer on vessels of propulsion power of more than seven hundred and fifty kW; or

(d) have completed an approved seagoing service of not less than twenty-four months as Chief Engine Officer on ships of propulsion power of below seven hundred and fifty kW, engaged in domestic voyage; or

(e) an approved seagoing service of not less than thirty-six months on ships as prescribed in regulation 18 of these regulations as Boat Engineer with Grade I License; and

(f) have completed approved education, training examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

22. Every Chief Engine Officer on ships of propulsion power of below three thousand kW; engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall-

(a) hold a Certificate of Competency as prescribed in regulation 21 of these regulations with an approved seagoing service of not less than twelve months or eighteen months as prescribed in regulation 18 of these regulations; or

(b) hold an endorsement issued by the Director-General enabling to sail as Second Engineer with an approved seagoing service of not less than twelve months as a Second Engine Officer on ships of propulsion power of more than seven hundred and fifty kW; or

(c) hold an endorsement issued by the Director-General enabling to sail as Chief Engineer with an approved seagoing service of not less than twelve months as a Second Engine Officer or six months as a Chief Engine Officer on ships of propulsion power of more than seven hundred and fifty kW; or

(d) hold a Certificate of Competency as Officer in Charge of Engineering Watch on ships more than seven hundred and fifty kW issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with approved seagoing service of not less than twelve months as Officer in Charge of Engineering Watch or six months as Second Engine Officer on ships of propulsion power of more than seven hundred and fifty kW; and

(e) have completed approved education, training examination and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

23. Coastal Officer in Charge of Engineering Watch on tug boats engaged in domestic voyages shall hold a valid Certificate of Competency and every candidate for certification shall:-

(a) hold a Certificate of Competency as Officer in Charge of Engineering Watch on ships below three thousand kW issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 or as prescribed in regulation 18 of these regulations with approved seagoing service of not less than twelve months as Officer in Charge of Engineering Watch on ships of propulsion power of more than seven hundred and fifty kW; or

(b) an approved seagoing service of not less than thirty-six months in the engine department under the supervision of a qualified Engineer Officer on ships of propulsion power of more than seven hundred and fifty kW; and

(c) have completed approved education, examination training and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

24. Coastal Second Engine Officer on tug boats below six thousand kW engaged in domestic voyage shall hold a valid Certificate of Competency and every candidate for certification shall -

(a) hold a Certificate of Competency as prescribed in regulation 21 of these regulations with an approved seagoing service of not less than twelve months as Coastal Officer in Charge of Engineering Watch on tug boats; or

(b) hold a Certificate of Competency as Officer in Charge of Engineering Watch on ships more than seven hundred and fifty kW issued under Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in the *Gazette* No. 1987/19 of October 4, 2016 with an approved seagoing service of not less than twelve months as Officer in Charge of Engineering Watch on ships of propulsion power of more than seven hundred and fifty kW; or

(c) hold an endorsement issued by Director-General enabling to sail as Second Engine Officer with approved seagoing service of not less than twelve months as a Second Engine Officer on ships of propulsion power of more than seven hundred and fifty kW; or

(d) hold an endorsement issued by the Director-General enabling to sail as Chief Engineer with approved seagoing service of not less than twelve months as a Second Engine Officer or six months as a Chief Engine officer on ships of propulsion power of more than seven hundred and fifty kW; or

(e) hold a Certificate of Competency as prescribed in regulation 20 of these regulations or hold an endorsement issued by the Director-General enabling to sail as Officer in Charge of Engineering Watch (Near Coastal Voyage) with an approved seagoing service of not less than eighteen months; and

(f) have completed approved education, examination training and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

25. Coastal Chief Engine Officer on tug boats below six thousand kW engaged in domestic voyages in Sri Lanka shall hold a valid Certificate of Competency and every candidate for certification shall:-

(a) hold Certificate of Competency as prescribed in regulation 24 of these regulations with an approved seagoing service of not less than twelve months as a Second Engine Officer on ships of propulsion power of more than seven hundred and fifty kW; or

(b) hold an endorsement issued by Director-General enabling to sail as second engineer with approved seagoing service of not less than eighteen months as an Officer in Charge of Engineering Watch or twelve months as a Second Engine Officer or pro-rata basis, on ships of propulsion power of more than seven hundred and fifty kW; or

(c) hold an endorsement issued by the Director-General enabling to sail as Chief Engineer with approved seagoing service of not less than eighteen months as a Second Engine Officer or twelve months as a Chief Engine officer or pro-rata basis, on ships of propulsion power of more than seven hundred and fifty kW; or

(d) have approved seagoing service of not less than thirty-six months as an Engine Room Artificer, on tug boats of propulsion power of more than three thousand kW; and

(e) have completed approved education, examination training and assessment including relevant simulator training and assessment meeting the standard of competency set out in the Code of Practice.

26. Every Rating forming part of Engineering Watch engaged in domestic voyage shall hold a valid Certificate of Proficiency and every candidate for certification shall:-

(a) not be less than sixteen years of age;

(b) have completed —

(i) an approved training programme; and

(ii) an approved seagoing service of not less than six months in the Engine Department on ships of propulsion power of seven hundred and fifty kW, which should include sea service testimonial; or

(c) an approved seagoing service of not less than eighteen months on vessels of propulsion power between two hundred and fifty - seven hundred and fifty kW or nine months on ships more than seven hundred and fifty kW or pro-rata basis; and

(d) an approved seagoing service of not less than six months on ships more than seven hundred and fifty kW with at least twenty-four months on Sri Lanka Navy vessels of propulsion power more than seven hundred and fifty kW in the Engine Department.

27. Every Able Seafarer - Engine engaged in domestic voyages shall hold a valid Certificate of Proficiency and every candidate for certification shall -

- (a) meet the requirements for certification as a Rating forming part of Engineering Watch as prescribed in regulation 26 of these regulations; and
- (b) have completed approved seagoing service in the Engine Department for –
 - (i) not less than twelve months on ships more than seven hundred and fifty kW; or
 - (ii) not less than nine months on ships more than seven hundred and fifty kW and have completed approved training record book.

28. Every Electrical Rating engaged in a domestic voyage shall hold a valid Certificate of Proficiency and every candidate for certification shall -

- (a) not be less than sixteen years of age; and
- (b) have completed —
 - (i) an approved training programme; and
 - (ii) an approved seagoing service of not less than twelve months in the Engine Department on ships of propulsion power of seven hundred and fifty kW or more, which should include sea service testimonial; or
- (c) have an approved seagoing service of not less than nine months on ships of propulsion power of more than seven hundred and fifty kW at least as trainee electrician, or trainee wireman with at least NVQ Level 3 certification or approved pre-sea training programme; and
- (d) have an approved seagoing service of not less than thirty-six months on ships of propulsion power of more than seven hundred and fifty kW at least as Trainee Electrician or trainee wireman.

PART VII

Special Requirements

29. Mandatory minimum requirements for the training and qualifications for the following categories stipulated in the Merchant Shipping (Standards of Training, Certification and Watch Keeping for Seafarers) Regulations, of 2016 published in *Gazette* Extraordinary No. 1987/19 of October 4, 2016 shall apply to -

- (a) Masters, Officers and Ratings on oil, chemical and gas tankers;
- (b) Masters, Officers and Ratings and other personnel on passenger ships; and
- (c) safety familiarisation, basic training and instruction for all seafarers.

30. (1) Every candidate for certification at the support level in navigation or marine engineering shall be required to complete relevant training and meet the standard of competence for the function prescribed as the Rating forming part of deck or engine Code of Practice.

(2) Every candidate for certification at the support level as able seafarer in navigation or marine engineering shall be required, in addition to compliance with the standard of competence specified as the Rating forming part of deck or engine

Code of Practice to complete relevant training and meet the standard of competence for all of the functions prescribed in the deck or engine Code of Practice of the able seafarer.

PART VIII

Computation of Seagoing Service

31. (1) The qualifying seagoing service specified for officers for any particular Certificate of Competency shall be performed within a period of ten years preceding the date of commencement of the assessment of competency and shall include a period of twelve months seagoing service within the five years preceding the date of commencement of the assessment of competency.

(2) Seagoing service performed by Engineer Officers employed in work practices on ships operated on other than the traditional watchkeeping routine, may be accepted as qualifying seagoing service, if the Director-General concerned is satisfied that such work practices provide equivalent experience.

(3) The officers of the Sri Lanka Navy of the Marine Engineering Branch who intend to become holders of Certificate of Competency as Officer in Charge of Engineering Watch in a manned engine room or as designated duty engineer in a periodically unmanned engine room on ships of propulsion power of seven hundred and fifty kW or more complying with the requirements of the Convention shall be required to complete approved relevant education, training, examination and assessment. Such candidate's existing experience, qualifications and certificates if any, shall form the basis for determining qualifying merchant ship seagoing service, training and assessment as determined by the Director-General. Propelling time performed on board Sri Lanka Navy ships as determined by the Director-General shall be considered as approved seagoing service for examination of an Officer in Charge of Engineering Watch in a manned engine room or designated duty engineer in a periodically unmanned engine room on ships of propulsion power of seven hundred and fifty kW or more.

(4) The Petty Officers and engine room artificers of the Sri Lanka Navy of the marine engineering branch who intend to become holders of Certificate of Competency for near coastal voyages complying with the requirements of the Convention shall be required to complete approved relevant education, training, examination and assessment. Such a candidate's existing experience, qualifications and certificates if any, shall form the basis for determining qualifying merchant ship seagoing service, training and assessment as determined by the Chief Examiner of Engineers. Propelling time performed on board Sri Lanka Navy ships as determined by the Chief Examiner of Engineers shall be considered as approved seagoing service for examination of an Officer in Charge of Engineering Watch in a manned engine room or designated duty engineer in a periodically unmanned engine room on ships of propulsion power of seven hundred and fifty kW or more.

(5) The officers of the Sri Lanka Navy of the executive officer branch who intend to become holders of Certificate of Competency as Officer in Charge of Navigational Watch on ships or tugs of less than five hundred gross tonnage engaged in domestic voyage of Sri Lanka shall be required to complete approved relevant education, training, examination and assessment. Such a candidate's existing experience, qualifications and certificates if any, shall form the basis for determining qualifying merchant ship seagoing service, training and assessment as determined by the Chief Examiner concerned. Propelling time performed on board Sri Lanka Navy ships of less than five hundred gross tonnage engaged in domestic voyage of Sri Lanka as determined by the relevant Chief examiner will be considered as approved seagoing service.

(6) The officers of the Sri Lanka Navy of the executive officer branch who intend to become holders of Certificate of Competency as Officer in Charge of Navigational Watch on ships of less than three thousand gross tonnage engaged in domestic voyage of Sri Lanka complying with the requirements of the Convention shall be required to complete approved relevant education, training, examination and assessment. Such a candidate's existing experience, qualifications and certificates if any, shall form the basis for determining qualifying merchant ship seagoing service, training and assessment as determined by the Director-General. Propelling time performed on board Sri Lanka Navy ships of between five hundred gross tonnage and three thousand gross tonnage engaged in domestic voyage of Sri Lanka, as determined by the relevant Director-General will be considered as approved seagoing service.

32. In these regulations: -

- “able seafarer - deck” means a Rating qualified in accordance with the provisions of Regulation II/5 of the Convention;
- “able seafarer - engine” means a Rating qualified in accordance with the provisions of Regulation III/5 of the Convention;
- “administration” means the Director-General of Merchant Shipping who is responsible for the implementation of these regulations;
- “approved” means approved by the Director General or by a Chief Examiner;
- “approved education, training, examination and assessment” means a programme of training and education of seafarers as approved by the Director General prescribing the total requirement of training and standards including examination and assessments for the purpose of issuance of certificates and endorsements under the Convention;
- “Certificate of Competency” means a certificate issued and endorsed for masters, officers and GMDSS radio operators in accordance with the provisions of Chapters II, III, IV or VII of the Convention and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein;
- “Certificate of Proficiency” means a certificate, other than a Certificate of Competency issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in the Convention have been met;
- “Chief Engine Officer” means the senior engine officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship;
- “Chief Mate” means the deck officer next in rank to the Master and upon whom the command, control or charge of the ship shall fall in the event of the incapacity of the Master;
- “Code of Practice” means an approved guidance document or hand book containing maritime educational programmes, training, assessment and certification requirements of seafarers issued by the Director General which may be amended as necessary;
- “company” means the owner of the ship or any other organisation or person such as the manager or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the ship owner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by these regulations;
- “convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 as adopted by the International Conference on Training and Certification of Seafarers on 7th of July 1978, which entered into force on 28th of April 1984, and includes all subsequent amendments;
- “domestic voyage” means a voyage from a port in Sri Lanka to the same or another port in Sri Lanka;
- “Engineer Officer” means an officer qualified in accordance with the provisions of regulations III/1, III/2 or III/3 of the Convention;

- “Chief examiner” means examiner of masters and deck department personnel or engine department personnel, appointed by the Director-General;
- “function” means a group of tasks, duties and responsibilities, specified in the Seafarers Training, Certification, and Watchkeeping (STCW) Code, necessary for ship operation, safety of life at sea, and protection of the marine environment;
- “GMDSS” means Global Maritime Distress and Safety System;
- “Master” means the person in command of a ship;
- “month” means a calendar month or thirty days made up of periods of less than one month;
- “near coastal voyages” means voyages of ships engaged in the coastal trade from any port or place in Bangladesh, India, Maldives, Myanmar and Sri Lanka to any other port or place in the said nations subject to specific reference with regard to proximity of safe havens during such voyages as determined by the Administration;
- “NVQ Level” means RQF qualifications if they are “based on recognized occupational standards, work-based or simulated work-based assessment and where they confer occupational competence”;
- “officer” means a member of the crew, other than the Master or Rating or able seafarer, designated as such by national law or regulations or, in the absence of such designation by collective agreement or custom;
- “passenger ship” means a passenger ship as defined in the International Convention for the Safety of Life at Sea (SOLAS) 1974;
- “propulsion power” means the total maximum continuous rated output power in kilowatts of all the ship’s main propulsion machinery which appears on the ship’s Certificate of Registry or other official document;
- “radio operator” means a person holding an appropriate certificate issued or recognised by the Director General under the provisions of the Radio Regulations;
- “Rating” means a member of the crew of a ship other than the Master or an officer;
- “restricted GMDSS Radio Operator” means a person qualified to operate exclusively within the domestic voyages of Sri Lanka;
- “seagoing service” means service on board a seagoing ship relevant to the issue or revalidation of a certificate or other qualification;
- “seagoing ship” means a trading ship other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;
- “Second Engine Officer” means the engine officer next in rank to the Chief Engine Officer, upon whom the 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 Engine Officer; and
- “tug” means a mechanically propelled ship with little or no cargo capacity, used for towing or assisting ships at sea, in and out of harbours, rivers and docks or for towing or pushing barges, lighters and other small craft.

SCHEDULE I

(Regulation 3(2))

<i>Column I</i> <i>Classes of certificates</i>	<i>Column II</i> <i>Area Limitation</i>	<i>Column III</i> <i>Tonnage Limitation</i>
Domestic Voyage - Officer of the Watch (Officer in Charge of Navigational Watch)	0R,1,2,3,4 and 5	Less than five hundred gross tonnage
Domestic Voyage - Master	0R,1,2,3,4 and 5	Less than five hundred gross tonnage
Domestic Voyage - Officer of the Watch (Officer in Charge of Navigational Watch)	0R,1,2,3,4 and 5	Less than three thousand gross tonnage
Domestic Voyage - Chief Mate	0R,1,2,3,4 and 5	Less than three thousand gross tonnage
Domestic Voyage - Master	0R,1,2,3,4 and 5	Less than three thousand gross tonnage
Domestic Voyage - Tug Mate	0R,1,2,3,4 and 5	Less than five hundred gross tonnage
Domestic Voyage - Tug Master	0R,1,2,3,4 and 5	Less than five hundred gross tonnage
Domestic Voyage - Tug (Officer in Charge of Navigational Watch)	0R,1,2,3,4 and 5	Less than three thousand gross tonnage
Domestic Voyage - Tug Mate	0R,1,2,3,4 and 5	Less than three thousand gross tonnage
Domestic Voyage - Tug Master	0R,1,2,3,4 and 5	Less than three thousand gross tonnage
Domestic Voyage - Rating forming part of navigational watch	0R,1,2,3,4 and 5	eighty gross tonnage to three thousand gross tonnage
Domestic Voyage - Able Seafarer-Deck	0R,1,2,3,4 and 5	eighty gross tonnage to three thousand gross tonnage

SCHEDULE II

(Regulation 3(3))

<i>Column I</i> <i>Classes of Certificates</i>	<i>Column II</i> <i>Area Limitation</i>	<i>Column III</i> <i>Power Limitation</i>
Domestic Voyage - Officer in-charge of Engineering Watch on ships below propulsion power of seven hundred and fifty kW	0R,1,2,3,4 and 5	Below seven hundred and fifty kW
Domestic Voyage - Chief Engine Officer on ships below propulsion power of seven hundred and fifty kW	0R,1,2,3,4 and 5	Below seven hundred and fifty kW

<i>Column I</i> <i>Classes of Certificates</i>	<i>Column II</i> <i>Area Limitation</i>	<i>Column III</i> <i>Power Limitation</i>
Domestic Voyage - Officer in Charge of Engineering Watch on ships below propulsion power of three thousand kW	0R,1,2,3,4 and 5	Below three thousand kW
Domestic Voyage - Second Engine Officer	0R,1,2,3,4 and 5	Below three thousand kW
Domestic Voyage - Chief Engine Officer on ships below propulsion power of three thousand kW	0R,1,2,3,4 and 5	Below three thousand kW
Coastal Officer in Charge of Engineering Watch on tug boats	0R,1,2,3,4 and 5	Below six thousand kW
Domestic Voyage - Second Engine Officer-on tug boats	0R,1,2,3,4 and 5	Below six thousand kW
Domestic Voyage - Chief Engine Officer on tug boats	0R,1,2,3,4 and 5	Below six thousand kW
Domestic Voyage - Rating forming part of Engineering Watch	0R,1,2,3,4 and 5	Below seven hundred and fifty kW
Domestic Voyage - Able Seafarer - Engine	0R,1,2,3,4 and 5	Below seven hundred and fifty kW
Domestic Voyage - Rating Forming part of an Engineering Watch	0R,1,2,3,4 and 5	Below three thousand kW
Domestic Voyage - Able Seafarer - Engine	0R,1,2,3,4 and 5	Below three thousand kW
Domestic Voyage - Electrical Rating	0R,1,2,3,4 and 5	Below three thousand kW

SCHEDULE III

(Regulation 2(4))

Part A

FUNCTIONS

- (a) Navigation;
- (b) Cargo handling and stowage;
- (c) Controlling the operation of the ship and care for persons on board;
- (d) Marine engineering;
- (e) Electrical, electronic and control engineering;
- (f) Maintenance and repair; and
- (g) Radio communications.

Part B

LEVELS OF RESPONSIBILITY

- (a) Management Level (Master, Chief Mate, Chief Engine Officer & Second Engine Officer).
- (b) Operational Level (Navigational Watchkeeping Officer, Engineering Watchkeeping Officer, Electro-technical Officer & Radio Operator).
- (c) Support Level (Able Seafarer Deck, Able Seafarer Engine, Electro-technical Rating & Watchkeeping Rating).

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