

LEGAL NOTICE No. 69

REPUBLIC OF TRINIDAD AND TOBAGO

THE SHIPPING ACT, 1987

REGULATIONS

MADE BY THE MINISTER OF WORKS AND TRANSPORT UNDER  
SECTION 87 OF THE SHIPPING ACT, 1987

THE SHIPPING (CERTIFICATION OF MARINE ENGINEER  
OFFICERS) REGULATIONS, 1992

1. (1) These Regulations may be cited as the Shipping (Certification of Marine Engineer Officers) Regulations, 1992. Citation and Commencement

(2) These regulations are deemed to have come into operation on the 30th April, 1991.

PART I

GENERAL

2. (1) In these Regulations—

"the Act" means the Shipping Act, 1987; Interpretation

"Caribbean trading area" means the area specified as such in the Third Schedule; Third Schedule

"certificate of competency" means a certificate of competency issued by the Minister under these Regulations;

"certificate of service (engineer officer)" means a certificate of service (engineer officer) issued by the Minister under these Regulations;

"fishing vessel" means a vessel used or intended to be used for commercial fishing;

"gross tonnage" in relation to a ship means its gross tonnage as determined in accordance with the Shipping (Tonnage) Regulations, 1988 and where a ship is assigned alternative gross tonnages, it shall be taken to be the larger of those tonnages; L.N. No. 147 of 1988

"length" in relation to a vessel has the same meaning as in the Shipping (Tonnage) Regulations, 1988;

"limited trading area" means the area specified as such in the Third Schedule;

"liquefied gas" means any substance listed in either or all of the following publications of the International Maritime Organization—

- (a) Chapter XIX of the 1976 edition of the Code for Existing Ships carrying Liquefied Gases in Bulk, as amended by supplements containing amendments 1 to 3;
- (b) Chapter XIX of the 1983 edition of the Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk; and
- (c) Chapter 19 of Volume III of the 1983 amendments to the International Convention for the Safety of Life at Sea, 1974 (the International Code for the Construction and Equipment of ships carrying Liquefied Gases in Bulk);

and any reference to these publications includes references to any subsequent supplements or publications amending or replacing them which may be published from time to time by the Organization and which are considered by the Minister to be relevant;

"liquid chemical" means any liquid chemical listed in either or both of the following publications of the International Maritime Organization—

- (a) Chapter VI of the 1986 edition of the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (the BCH Code); and
- (b) Chapter 17 of the 1986 edition of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (the IBC Code),

and any reference to these publications includes references to any subsequent supplements or publications amending or replacing them, which may be published from time to time by the Organization and which are considered by the Minister to be relevant;

"location" includes any offshore installation, any other installation, whether floating or resting on the seabed or the subsoil thereof, or any location at sea defined by reference to its latitude and longitude;

"offshore installation" means any installation within the meaning of section 29(5) of the Petroleum Act;

- "petroleum products" means the following substances produced directly or indirectly from crude oil, that is to say fuels, lubricants, bitumen, wax, industrial spirits and any wide range substance (meaning a substance whose final boiling point at normal atmospheric pressure is more than 50°C higher than its initial boiling point) but excluding any product included in the definition of "liquefied gas";
- "pleasure craft" means a ship, however propelled, that is used exclusively for pleasure and does not carry passengers or cargo for hire or reward but does not include a ship that is provided for the transport or entertainment of lodgers at any institution, hotel, boarding house, guest house or other establishment;
- "qualified marine engineer officer" means an engineer officer of the engineering department who is qualified in accordance with regulation 4(2);
- "registered power" means, in relation to a ship, the brake or shaft power specified in the ship's certificate of registry, that is to say, the total continuous rated brake or shaft power of all the propulsion engines, irrespective of whether some may be diverted from the propulsion shafts or whether or not all of the power is normally used;
- "sail training ship" means a ship of 24 metres or over in length which is equipped to be propelled by sail whether or not provided with a propulsion engine and which carries to sea in addition to the trained crew, persons under training or instructions;
- "seismic and oceanographic survey vessel" means a vessel employed either in the production and measurement of pulses for the seismic survey of the sea bed and sub-soil thereof or in the collection of oceanographic data;
- "service endorsement" means a service endorsement endorsed on a certificate of competency by the Minister by virtue of these Regulations;
- "specified by the Minister" means specified in the Government Shipping publication entitled "Certificates of Competency in the Merchant Navy-Marine Engineer Officer Requirements and Examination Syllabuses"; any reference to this publication includes a reference in any document amending this publication which is considered by the Minister to be relevant;

"trading area" means an area set out in the Third Schedule and any reference in these Regulations to a voyage to, from, or between locations in a trading area shall be construed as including a reference to a voyage to, from, or to and from, such a location or between such locations in the particular trading area referred to;

"Trinidad and Tobago ship" has the same meaning as in section 2 of the Act;

"tug" means a vessel constructed for the purpose of, and normally used for, providing external motive power for floating objects or vessels;

"unlimited trading area" means all areas lying outside of the Caribbean trading area and includes the Caribbean and Limited trading areas.

(2) In these Regulations—

- (a) a reference to a certificate of a numbered class is a reference to a certificate of the class which bears that number as indicated in regulation 4(3);
- (b) a reference to a certificate with a service endorsement shall be construed in accordance with regulation 7.

**Application**

3. (1) Subject to subregulation (3), Parts II and III apply to all ships having a registered power of 350 kilowatts or more, and to sail training ships with a propulsion engine, which go to sea and which are—

- (a) Trinidad and Tobago ships; or
- (b) ships registered outside Trinidad and Tobago which carry passengers between places in Trinidad and Tobago or on voyages which begin and end at the same place in Trinidad and Tobago and during which the ship calls at no place outside Trinidad and Tobago.

(2) Subject to subregulation (3), Part IV applies to ships described in subregulation (1) which are Trinidad and Tobago ships.

(3) These Regulations do not apply to fishing vessels, government fishing research vessels or pleasure craft.

(4) Parts II and III have effect subject to any exemption from the requirements thereof given under section 88 of the Act.

(5) These Regulations apply to any Trinidad and Tobago certificate issued prior to the coming into force of these Regulations.

(6) Any Trinidad and Tobago certificate issued prior to the coming into force of these Regulations shall, subject to its not being suspended or cancelled, remain in force and shall have effect for the purposes of these Regulations as if it had been issued under the corresponding provisions thereof so however, that any such certificate which is expressed to remain in force for a definite period shall remain in force, unless renewed, only until the expiration of that period.

(7) These Regulations apply to or in relation to any licences issued under section 89 of the Act and under these Regulations.

## PART II

### CERTIFICATION OF MARINE ENGINEER OFFICERS

4. (1) Every ship to which this Part applies shall carry such qualified marine engineer officers as are required by Part III.

Qualified  
engineer  
officers and  
classes of  
certificates

(2) For the purpose of these Regulations an engineer officer shall be qualified if he is the holder for the time being of a certificate of competency issued under these Regulations, or of a certificate which is to be treated as equivalent to such a certificate by virtue of regulation 5 and, at the material time, such certificate is in force in relation to the person named in it and is of a class appropriate to the engineer officer's capacity in the ship.

(3) Certificates of competency of the following classes, shall be issued in accordance with these Regulations that is to say—

Certificate of Competency (Marine Engineer Officer)  
Class 1.

Certificate of Competency (Marine Engineer Officer)  
Class 2.

Certificate of Competency (Marine Engineer Officer)  
Class 3.

Certificate of Competency (Marine Engineer Officer)  
Class 4.

Certificate of Competency (Marine Engineer Officer)  
Class 5.

(4) Certificates of competency of Class 1, 2 or 4 shall be issued for motor or steam machinery or for combined motor and steam machinery.

(5) Class 3 and class 5 certificates shall be issued for motor machinery only.

Fourth  
Schedule

(6) Service endorsements shall be issued in accordance with these Regulations in respect of certificates of competency of Class 2, 3, 4 or 5 for the appropriate description of ship set out in column 2 of Table 2 of the Fourth Schedule.

(7) For the purposes of these Regulations a certificate of competency of a class set out in the list in subregulation (3), with or without a service endorsement shall be treated as being a certificate of a higher class than a certificate of any class which is set out after it in that list, if the higher class of certificate is issued for the same type of machinery, whether motor or steam, as the lower class certificate.

(8) Where a certificate of competency has attached to it a service endorsement, then the holder shall, whilst serving as a Chief Engineer in accordance with the provisions of that endorsement, be considered as the holder of a higher certificate than those without a service endorsement and any person serving as Chief Engineer shall hold a Chief Engineer's certificate or the appropriate service endorsement.

Certificates  
equivalent to  
a Certificate  
of Competency  
Chap. 50:01

5. (1) An existing certificate of competency granted under section 90 of the Merchant Shipping Act shall be deemed for the purpose of these Regulations and of the Act to confer on the person to whom it was issued the qualifications specified in column 2 of Table 1 of the Fourth Schedule which are equivalent to the certificate of competency set out opposite thereto in column 1 of that Table.

(2) A certificate of service (engineer officer) granted by the Minister shall be treated as equivalent to a certificate of competency issued under these regulations subject to any limitation as endorsed therein.

(3) A certificate of service issued under these Regulations may, according to the engineer officer's service, be endorsed—

- (a) for voyages within a trading area or areas;
- (b) with another capacity or capacities either for the same trading area or another trading area;
- (c) for the same or another type of machinery—
  - (i) in the same capacity or in another capacity;
  - (ii) in the same trading area or in another trading area; or
- (d) with a description of the ships and capacities in which the engineer officer may be carried.

(4) A certificate of competency as an engineer officer issued by a State other than Trinidad and Tobago shall, for the purposes of regulation 6(2), (3) and (4), be deemed to be equivalent to a certificate of

competency issued under these Regulations, providing the issuing State has been specified by the Minister as—

- (a) requiring standards of competency and the attainment thereof; and
- (b) conducting examinations for the issue of such certificates,

which are recognized as being as equally effective as the standards and examinations required under regulation 6(1).

(5) A licence issued in accordance with regulation 6(4) and (5) or (6) shall be treated as equivalent to a certificate of competency issued under these Regulations of the class set out in the licence subject to any limitations endorsed thereon.

(6) A certificate of equivalence issued in accordance with regulation 6(9) shall be treated as equivalent to an existing certificate of competency as described in subregulation (1).

6. (1) Subject to subregulation (10)—

- (a) the standards of competency to be attained and the conditions to be satisfied by a person before he may be issued with a certificate of competency or with a service endorsement under these Regulations, including any exceptions applicable with respect to any such standards or conditions;
- (b) the manner in which the attainment of any such standards or the satisfaction of any such conditions is to be evidenced; and
- (c) the conduct of any examination for the purpose and the conditions of admission to them,

Standards and conditions applicable with respect to the issue of Certificates or Licences

shall be such as may be specified by the Minister either in relation to certificates of competency or certificates of competency with service endorsements in general or to either of such certificates of a particular class as may be so specified.

(2) Subject to subregulation (10) a person who is the holder of a valid certificate of competency, issued by a foreign State, which has been deemed by the Minister to be equivalent to a certificate of competency granted under these Regulations and who applies to be issued with a certificate of competency under these Regulations must be a citizen of Trinidad and Tobago.

(3) A Trinidad and Tobago certificate of competency issued in accordance with subregulation (2) shall be of the same grade as the equivalent foreign certificate and may be endorsed with any limitations as the Minister may deem appropriate.

(4) Subject to subregulation (10) a person who applies to be issued with a licence as an engineer officer must be the holder of a valid certificate of competency, issued by a foreign State, which has been deemed by the Minister to be equivalent to a certificate granted under these Regulations.

(5) The Minister may, in issuing a licence, under subregulation (4) cause to be endorsed thereon any limitations as to class, service, area of operation or description of ship as he may deem appropriate.

(6) Notwithstanding subregulations (2), (3), (4) and (5) the Minister may, in his discretion if he considers that the circumstances of the case so warrant, cause a certificate of competency or a licence to be issued to a person who is the holder of a valid certificate of competency, issued by the foreign State, which has not been deemed by the Minister to be equivalent to a certificate of competency under these Regulations.

(7) Subject to this subregulation and subject also to subregulation (10) the conditions to be satisfied by a person who applies to be issued with a certificate of service (engineer officer) shall be—

(a) that he has served in an appropriate capacity as an engineer officer in a sea-going ship registered in a Caricom State prior to 30th April, 1991; and

(b) that he has served as an engineer officer in a sea-going ship for a period of not less than three years falling within the period of seven years between the 3rd May, 1982 and 3rd May, 1989; and

(c) that he has produced such evidence as the Minister may require in the particular case—

(i) of his having served twelve months of the service referred to in paragraph (b) in Caricom registered ships in the capacity for which a certificate of service is claimed; and

(ii) of his satisfactory conduct during that period of twelve months referred to in subparagraph (i) and during his last twelve months of sea service as an engineer officer, if this is not the same period.

(8) A certificate of service referred to in subregulation (7)—

(a) shall be for the type of machinery, steam or motor, with which the engineer officer was concerned during the twelve months referred to in subregulation 7(c) in the capacity claimed;

- (b) of Class 1, 2 or 3 shall not be issued for more than one type of machinery unless the engineer officer has had experience for not less than twelve months with each type of machinery in the capacity claimed or in any higher capacity;
- (c) of Class 4 shall not be issued for more than one type of machinery unless the engineer officer has had experience for not less than twelve months in the capacity claimed, or in any higher capacity, including not less than four months experience with each type of machinery;
- (d) of Class 5 may be issued, subject to subregulation (7)(c), to a person who has been involved with the operation of the engines in sea-going ships 200 kilowatt registered power for a period of not less than three years falling in the ten-year period immediately preceding the 30th April, 1991,

so however that, notwithstanding that the conditions set out in subregulation (7) have not been complied with, the Minister, taking into account the circumstances in a particular case, may, where he is satisfied that those conditions have been substantially complied with, issue a certificate of service (engineer officer) subject to any limitation endorsed in accordance with regulation 5(3).

(9) Subject to regulation (10) a citizen of a Caricom State who is the holder of a valid certificate of competency issued by a Caricom State prior to the coming into force of these Regulations may be issued with a certificate of equivalence under these Regulations.

(10) Notwithstanding that an applicant for a certificate of competency, licence, a service endorsement, or a certificate of service (engineer officer) complies with the standards or fulfills the conditions specified by, or by virtue of, the foregoing provisions of this regulation, the Minister shall not issue the certificate applied for unless he is satisfied, having regard to all the relevant circumstances, that the applicant is a fit person to be the holder of the certificate and to act competently in the capacity to which it relates and if the Minister intends to refuse the issue of the certificate to any such applicant on either of these grounds he shall give notice in writing to the applicant who shall have the right to make representations to the Minister.

**First Schedule** (11) The Minister may refer to the Certification Board, as described in the First Schedule, applications for—

- (a) licences by persons who hold foreign certificates of competency which are not covered by section 98(1) of the Act;
- (b) Certificates of Service; and
- (c) dispensations to permit persons to sail in a capacity higher than that for which a Certificate of Competency is held.

(12) The Board shall make recommendations to the Minister as to—

- (a) the Class of Licence, the service endorsement, if any, and the limitations as to type of machinery or area of operation and description of ship to be endorsed thereon;
- (b) the description of certificate of service to be issued and any limitations as to type of machinery or area of operation and description of ship to be endorsed thereon; and
- (c) the dispensation, if any, to be issued and the conditions to be attached thereto.

**Service endorsements on certificates of competency and licences Fourth Schedule**

7. On the issue of a certificate of competency or licence of a class, set out in column 1 of Table 2 of the Fourth Schedule or subsequently the Minister may, if satisfied that the person to whom it is issued is competent to be carried as Chief Engineer Officer in a ship of the description specified in column 3 of that Table, endorse the certificate to that effect as a certificate of competency with the service endorsement "Chief Engineer Officer" of the class set out in column 2 of that Table subject to any limitation as to area of operation or description of ship which may be endorsed thereon.

**Validity and revalidation of certificates and licences**

**L.N. No. 2 of 1991**

8. (1) A certificate of competency or service or a licence shall remain valid for sea-going service for a period of five years from the 3rd May, 1989 or from the date of issue, if later, subject to the holder being medically fit for such service in accordance with the Shipping (Medical Examination) Regulations, 1990.

(2) The certificate or licence shall thereafter only remain valid for sea-going service if it is renewed or revalidated for a second and subsequent five year period in accordance with the requirements specified by the Minister.

9. (1) Certificates of competency, certificates of service and licences (engineer officer) shall be issued in duplicate, on receipt of any fee payable, the original to be delivered to the person entitled to the certificate and the duplicate to be retained by the Minister.

Form, record  
and surrender  
of certificates  
and licences

(2) A record of all certificates of competency, licences and of all certificates of service (engineer officer) issued under these Regulations and of the suspension, cancellation or alteration of, and any other matters affecting any such certificate or licence shall be kept, in such manner as the Minister may require by the Registrar of Seamen or by such person as the Minister may direct.

(3) Where the holder of a certificate of a particular class issued under these Regulations is issued with such a certificate of a higher class, he shall surrender the first-mentioned certificate to the Minister or to such person as the Minister directs, for cancellation.

(4) Where a person is convicted of an offence under section 93 of the Act, or where a certificate or licence is issued and the conditions for its issue prescribed in these Regulations or specified by the Minister have not been complied with, the holder of the relevant certificate or licence shall, at the direction of the Minister, deliver the certificate or licence to the Minister or to such person as the Minister directs, for cancellation.

10. Where a person entitled to a certificate of competency, a licence or a certificate of service (engineer officer) proves to the satisfaction of the Minister that he has, without fault on his part, lost or been deprived of a certificate or licence already issued to him, the Minister shall, and where he is not satisfied may, on receipt of any fee payable, cause a copy of the certificate or licence to which the said person appears to be entitled to be issued to him, and any such copy shall, before it is so issued, be certified as such by the Registrar of Seamen, or, as the case may be, by such person as the Minister may have directed to keep the record referred to in regulation 9(2).

Loss of  
certificate or  
licence

### PART III

#### NUMBER OF MARINE ENGINEER OFFICERS TO BE CARRIED

11. (1) Subject to subregulations (3) and (4) and to regulation 12 every ship of 350 kilowatt registered power or more to which this Part applies when engaged on a voyage to or from a location or between locations in the trading area set out in relation to that description of ship in column 1 of and notes to the Table set out in Part I of the

Minimum  
number of  
qualified  
marine  
engineer  
officers to be  
carried on  
ships

## Second Schedule (hereinafter referred to as "the Table")—

- (a) shall carry a Chief Engineer holding an appropriate (steam or motor) certificate of competency or certificate of service, or licence of the class specified in column 3 of the Table in relation to the description of ship set out in column 2 of the Table;
- (b) shall carry a second engineer holding an appropriate (steam or motor) certificate of competency, or certificate of service, or licence of the class specified in column 3 of the Table in relation to the description of ship set out in column 2 of the Table except where the Table indicates that a second engineer need not be carried.

(2) In addition to the requirements of subregulation (1) every engineer in charge of an engineering watch in ships of 750 kilowatt registered power or more to which these Regulations apply shall hold an appropriate (steam or motor) certificate of competency or certificate of service or licence of the class specified in column 3 of the Table in relation to the description of ship set out in column 2 of the Table except where the Table indicates a watchkeeping officer need not be carried.

(3) A sail training ship having a propulsion engine of less than 350 kilowatt registered power shall carry at least one person who is the holder of a Class 5 Certificate of Competency with a service endorsement, save that, in a particular case the Minister may exempt a sail training ship from the requirements of this regulation and permit a specified person with appropriate qualifications and experience to act in that capacity.

(4) The provisions of column 3 of the Table have effect subject to the preamble at the beginning of the Second Schedule and to the Notes at the end of the Table and to the special provisions set out in Part II of the Second Schedule and subregulations (1) and (2), as read with the provisions of column 3, shall apply accordingly.

12. (1) Subject to subregulation (3), if on an occasion on which a ship, in respect of which the requirements of these Regulations have otherwise been fully complied with, goes to sea from a location beyond Trinidad and Tobago one of the qualified marine engineer officers is not carried because of illness, incapacity, or other unforeseen circumstances, but all reasonable steps were taken to secure the carriage on that occasion of a duly qualified replacement, so much of the provisions of these Regulations as required such a ship on such a

Exception to  
requirements  
relating to  
qualified  
marine  
engineer  
officers

voyage to carry that marine engineer officer shall not, subject to compliance with the conditions of subregulation (2), apply to the ship during whichever is the shorter of the following periods, beginning with the day on which the ship goes to sea from the location on that occasion, that is to say—

- (a) a period ending with the day on which the ship does carry a qualified replacement; or
- (b) a period determined as follows—
  - (i) in the case of a ship going to sea from a location beyond the Caribbean trading area . . . twenty-eight days;
  - (ii) in the case of a ship going to sea from a location beyond the limited trading area but within the Caribbean trading area . . . fourteen days;
  - (iii) in the case of a ship going to sea from a location beyond Trinidad and Tobago but within the limited trading area . . . seven days,

so that one such period of twenty-eight, fourteen or seven days, as the case may be, shall not be followed immediately by any further period at sea during which the ship carries one less than the number of duly qualified marine engineer officers required by these Regulations.

(2) The conditions referred to in subregulation (1) are that the Master, when going to sea from that location, shall—

- (a) notify a proper officer of his intention not to carry that qualified marine engineer officer or licenced marine engineer operator; and
- (b) make an entry of that notification in the ship's official logbook.

(3) Notwithstanding subregulation (1) a ship such as is mentioned in subregulation (1)(b)(i), (ii) or (iii) may go to sea on such a voyage only if, at the same time, it is carrying at least one of the qualified marine engineer officers required by regulation 11.

13. A ship to which this Part applies which has a bulk cargo consisting in whole or in part—

- (a) crude liquid petroleum or petroleum products;
- (b) liquid chemical; or
- (c) liquefied gases,

Additional conditions in respect of ships carrying dangerous cargoes

shall—

- (i) if of 1,500 kilowatt registered power or more carry as Chief Engineer Officer and Second Engineer Officer respectively, engineer officers qualified under these Regulations whose

certificates have been endorsed to show that they have satisfied conditions as to training and service as may be specified by the Minister and if an engineer officer other than the Chief Engineer Officer and Second Engineer is acting as cargo officer and has immediate responsibility for loading, discharging and care in transit or handling of cargo, that officer shall hold a similarly endorsed certificate;

- (ii) if 350 kilowatt or more but under 1,500 kilowatt registered power carry engineer officers, who are not also carried as officers as required under the Shipping (Certification of Merchant Navy Deck Officers) Regulations, 1992, and whose certificates have been endorsed to show that they have satisfied conditions as to training and service as may be specified by the Minister.

#### PART IV

##### WATCHKEEPING REQUIREMENTS

Requirement to act only in capacity for which certificated or licensed

14. (1) No person shall act in the capacity of Chief Engineer or Second Engineer unless he holds an appropriate certificate of competency, licence or certificate of service, save that in the event of—

- (a) the death or incapacity of the Chief Engineer or Second Engineer while the ship is at sea; or  
 (b) a ship going to sea without a duly certificated Chief Engineer or Second Engineer in the circumstances specified in regulation 12,

a person may act in the capacity of Chief Engineer or Second Engineer until the ship reaches the next intended port of call during the period allowed by regulation 12(1)(b).

(2) The Master and the Chief Engineer Officer shall not permit any person to be in charge of an engineering watch in a ship of 750 kilowatt registered power or more to which this Part of these Regulations applies unless he holds a certificate of competency or a certificate of service or a licence of a class required by regulation 11, read with the Second Schedule and the notes thereto, to be held by an engineer officer required to be carried in that ship at that time.

(3) No person shall appoint any person to act in a capacity for which he is not duly certificated or licenced in accordance with these Regulations.

15. Any person who contravenes regulation 14(1) or (3) and any Master or Chief Engineer Officer who contravenes regulation 14(2) is guilty of an offence and liable to a fine of one thousand dollars and to imprisonment for six months.

Offences and penalties

### FIRST SCHEDULE

[Regulation 6(11)]

#### CERTIFICATION BOARD

1. The Certification Board shall consist of—
  - (a) the Director of Maritime Services, who shall be *ex officio* Chairman; and
  - (b) two Technical Officers from a panel of First Class Deck and Engineer Officers.

The technical officers shall be appointed by the Minister and shall hold their appointments at the Minister's pleasure.

2. The technical members of the Board shall all be Engineer Officers when reviewing applications for Engineer Officer's certificates or licences and Deck Officers when reviewing applications for Deck Officer's certificates or licences.

3. The Board shall review applications for certificates, licences and dispensations referred to it by the Minister and make recommendations as to the type of certificate or licence, the command or service endorsement, if any, and any limitations as to class, service, area of operation or description of ship to be endorsed thereon, or the dispensation, to be issued by the Minister.

4. In reviewing the applications the Board may take such steps as may be necessary to satisfy itself as to the authenticity and standard of the certificates produced and the standard of competence of the applicant, which may include interviewing and examining the applicant.

5. The Board shall take into account the provisions of these Regulations when making its recommendations.

6. The recommendations shall be in writing to the Minister and the agreement of all the technical officers of the Board is required and any disagreement with the recommendations must be stated in writing and signed by the member disagreeing.

### SECOND SCHEDULE

(Regulations 11 and 14)

#### PART I

The provisions of column 3 of the Table below in so far as they impose a requirement with respect to the carrying in a ship of a qualified marine engineer officer who is the holder of a certificate of competency issued under these Regulations of a particular class, shall be treated as complied with (subject to the qualification in regulation 4(8) with regard to certificates with a service endorsement) if the engineer officer who is carried in pursuance of that requirement is the holder of a certificate of competency or licence issued under these Regulations of a higher class and in respect of the same type of machinery as that installed in the ship.

Minimum certification requirements of marine engineer officers

TABLE

COLUMN 1 <i>Area</i>	COLUMN 2 <i>Registered propulsion power of ships (kilowatt)</i>	COLUMN 3 <i>Class of Certification or licence required</i>		
		Chief Engineer	Second Engineer	Watchkeeping Officer
Unlimited	3000 and over	1	2	4
	1500 but under 3000	2(A)	3	4
	750 but under 1500	3(A)	3	4
	350 but under 750	4(A)	5(B)	—
Caribbean	3000 and over	1	2	4
	1500 but under 3000	2(A)	3	4
	750 but under 1500	3(A)	3	5(A)
	350 but under 750	5(A)	5(B)	—
Limited	6000 and over	1	2	4
	3000 but under 6000	2(A)	3	4
	1500 but under 3000	3(A)	4	4
	750 but under 1500	4(A)	4(B)	—
	350 but under 750	5(A)(C)	—	—

## NOTES

Where a number set out in the table is followed by the indication (A), (B) or (C), that provision of column 3 to which the number relates shall be construed—

- (a) in the case of indication (A), as requiring the certificate in question to be endorsed with the chief engineer officer service endorsement of the same class as the required certificate of competency;
- (b) in the case of indication (B) in ships which comply with Part II of this Schedule the second engineer may serve in a dual capacity in the deck and engine room department;
- (c) in the case of indication (C) the engineer officer must be a dedicated engineer or in ships which comply with Part II of this Schedule as enabling the engineer officer to serve in a dual purpose capacity in the deck and engine room departments.

[Regulation 11(4)]

## PART II

## SPECIAL PROVISIONS APPLICABLE TO PART I OF THIS SCHEDULE

The conditions referred to in the Notes to the Table concerning indication (B), under which the holder of a certificate of competency may serve in a dual capacity in deck and engineer departments, are that—

- (a) he shall not serve as Master;
- (b) the ship shall not carry in bulk a cargo consisting in whole or in part of—
  - (i) crude liquid petroleum or petroleum products;
  - (ii) liquid chemicals; or
  - (iii) liquefied gases;
- (c) the ship has either been assigned a classification society UMS notation for unmanned machinery space operation or fulfills the following criteria—
  - (i) it has full bridge control of main engine manoeuvring;
  - (ii) it is fitted with high level bilge alarms in machinery spaces;

- (iii) the engine-room alarm system, including the fire alarm, if fitted, is relayed to the accommodation or the bridge; and
- (d) when the routine operation of the ship's machinery is the responsibility of a crew member serving in a dual purpose capacity the ship's main and auxiliary systems essential for the safe navigation of the ship are subjected to regular shore maintenance to the satisfaction of a responsible representative of the owners taking into account the manufacturer's recommendations, and that comprehensive records are maintained and kept available for inspection by a person nominated by the Minister for that purpose.

### THIRD SCHEDULE

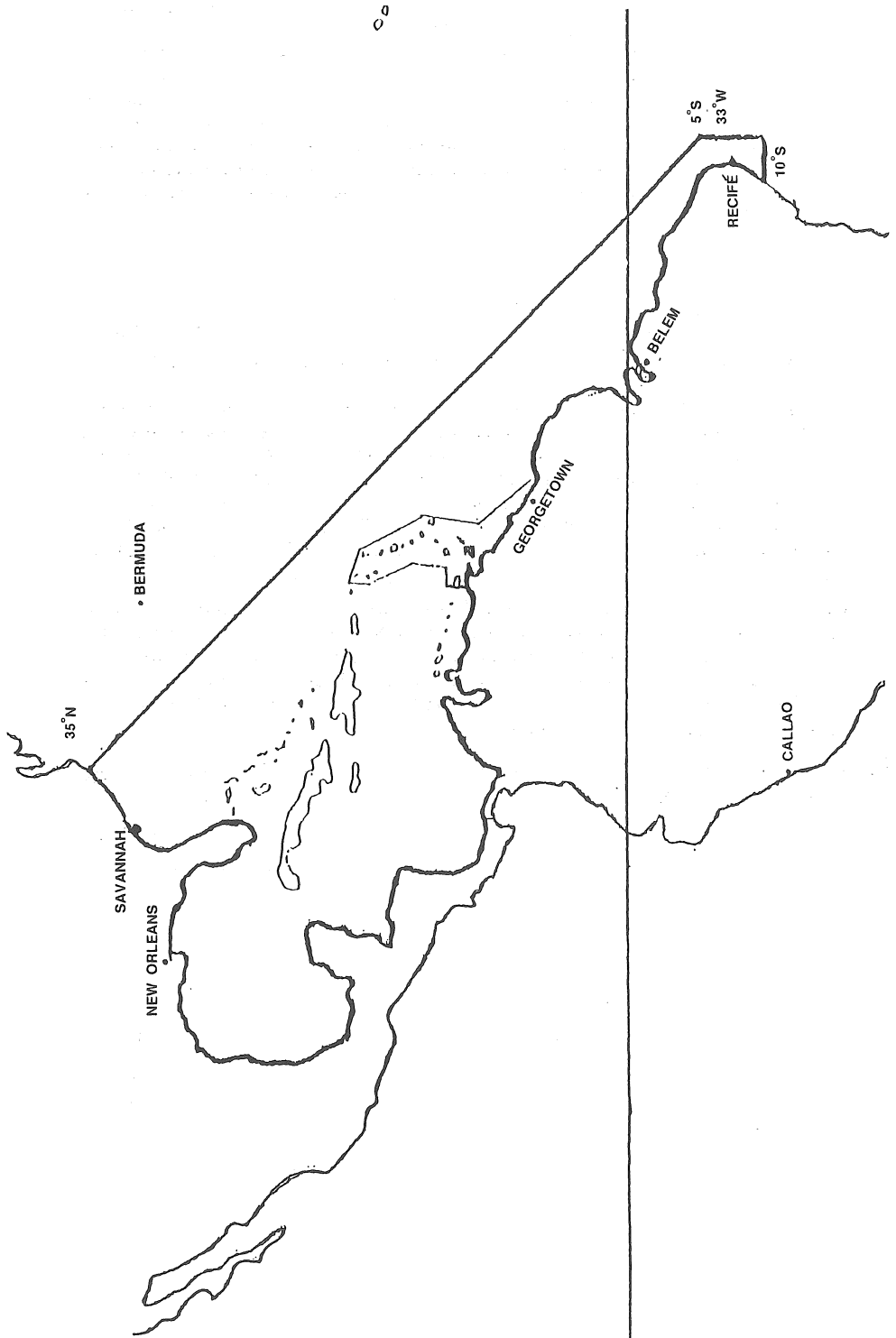
(Regulation 2)

#### DEFINITION OF "LIMITED TRADING AREA" AND "CARIBBEAN TRADING AREA"

"Limited trading area" means an area bounded by a line from a point on the Suriname coast in longitude 57° 00' West, to a point 6° 30' North, 57° 00' West; thence to a point 10° 00' North, 59° 30' West; thence to a point 13° 00' North, 59° 00' West; thence to a point 18° 00' North, 61° 30' West; thence to a point 18° 30' North, 63° 30' West, thence a point 17° 30' North, 63° 30' West; thence to a point 15° 00' North, 62° 30' West; thence to a point 12° 00' North, 62° 30' West; thence to a point 11° 30' North, 64° 00' West; thence to a point on the north coast of Venezuela in longitude 64° 00' West.

"Caribbean trading area" means an area bounded by a line from a point on the East coast of the United States of America in latitude 35° 00' North; to a point 5° 00' South, 33° 00' West; thence to a point 10° 00' South, 33° 00' West; thence to a point on the coast of Brazil in latitude 10° 00' South; thence northward along the coast of Continental America to a point in latitude 35° 00' North on the East coast of the United States of America; including the Limited trading area.

**NOTE:** By way of illustration only, a map showing the Limited and Caribbean trading areas is annexed hereto.



## FOURTH SCHEDULE

(Regulations 5 and 7)

TABLE 1

<i>Column 1</i>	<i>Column 2</i>
Class of 1959 Certificate	Equivalent class of certificate of competency issued under these Regulations.
First Class Engineer	Class 1 in the Caribbean Trading Area; and Class 2, in any Trading Area.
Second Class Engineer	Class 2 with a service endorsement in the Caribbean Trading Area; and Class 3 in any Trading Area.

TABLE 2

<i>COLUMN 1</i> <i>Class of certificate of competency</i>	<i>COLUMN 2</i> <i>Class of service endorsement</i>	<i>COLUMN 3</i> <i>Description of Ship</i>
Class 2	Class 2	In ships of less than 3,000 kilowatt registered power in any trading area. In ships of less than 6,000 kilowatt registered power in the Limited trading area.
Class 2 or 3	Class 3	In ships of less than 1,500 kilowatt registered power in any trading area. In ships of less than 3,000 kilowatt registered power in the Limited trading area.
Class 3 or 4	Class 4	In ships of less than 750 kilowatt registered power in any trading area. In ships of less than 1,500 kilowatt registered power in the Limited trading area.
Class 4 or 5	Class 5	In ships of less than 750 kilowatt registered power in the Caribbean trading area.

Made this 19th day of February, 1992.

C. IMBERT

*Minister of Works and Transport*