

THE SHIPPING (CERTIFICATION OF MERCHANT  
NAVY DECK OFFICERS) REGULATIONS, 1992

Arrangement of Regulations

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Number*

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LEGAL NOTICE No. 70

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

THE SHIPPING (CERTIFICATION OF MERCHANT NAVY DECK  
OFFICERS) REGULATIONS, 1992

1. (1) These Regulations may be cited as the Shipping (Certification of Merchant Navy Deck Officers) Regulations, 1992. Citation  
and  
commence-  
ment

(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;

“Caribbean trading area” means the area specified as such in the Third Schedule; Interpre-  
tation  
  
Third  
Schedule

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

“certificate of service (deck officer)” means a certificate of service (deck officer) issued by the Minister under these Regulations;

“command endorsement” means a command endorsement endorsed on a certificate of competency by the Minister by virtue of 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.  
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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 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 sea-bed 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;

“offshore installation supply vessel” means a vessel which performs services, including the carriage of supplies and passengers in respect of an offshore installation;

“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;

“proper officer” has the same meaning as in section 2 of the Act;

- “qualified deck officer” means an officer of the deck department who is qualified in accordance with regulation 4(2);
- “restricted” when used in relation to command endorsements means restricted to a particular type or types or class or classes of vessels to be specified in the endorsement;
- “sail training ship” means a ship of twenty-four 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;
- “specified by the Minister” means specified in the Government Shipping Publication entitled “Certificates of Competency in the Merchant Navy—Deck Officer Requirements and Examination Syllabuses”; any reference to this publication includes a reference to any document amending it which is considered by the Minister to be relevant;
- “stand-by vessel” means a vessel designated to stand by an offshore installation for the purposes of rendering assistance in the event of an emergency on or near the installation;
- “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 locations 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 command endorsement shall be construed in accordance with regulations 7, 8 and 9.

3. (1) Subject to subregulation (3), Parts II and III apply to—

- (a) Trinidad and Tobago ships; and
- (b) ships registered outside of 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 of Trinidad and Tobago.

Application

(2) Subject to subregulation (3) Part IV applies to all Trinidad and Tobago ships.

(3) These Regulations do not apply to—

- (a) pleasure craft of under twenty-four metres in length; and
- (b) fishing vessels and Government fishery research vessels.

(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 Home Trade Certificate of Competency issued prior to the coming into force of these Regulations.

(6) Any Trinidad and Tobago Home Trade Certificate of Competency 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 DECK OFFICERS

Qualified  
deck officers  
and classes  
of  
certificates

4. (1) Every ship to which this Part applies shall carry such number of qualified deck officers as is required by Part III.

(2) For the purposes of these Regulations a deck officer shall be qualified if he is the holder for the time being of a certificate of competency or licence 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 deck officer's capacity in the ship.

(3) Certificates of competency of the following classes shall be issued in accordance with these Regulations and may be subject to any limitation endorsed thereon as to area of operation, description of ship or deck officer's capacity in the ship—

- Certificate of Competency (Deck Officer) Class 1 (Master Mariner)
- Certificate of Competency (Deck Officer) Class 2
- Certificate of Competency (Deck Officer) Class 3
- Certificate of Competency (Deck Officer) Class 4
- Certificate of Competency (Deck Officer) Class 5

(4) Command endorsements shall be issued, in accordance with these Regulations, as follows and may be subject to any limitation as to area of operation or description of ship endorsed thereon—

- Master (Caribbean) Endorsement
- Master (Limited) Endorsement
- Master (Restricted) Endorsement
- Master (Restricted) (Caribbean) Endorsement
- Master (Restricted) (Limited) Endorsement
- Tugmaster Endorsement
- Tugmaster (Caribbean) Endorsement
- Tugmaster (Limited) Endorsement

(5) 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 command 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.

(6) Where a certificate of competency has attached to it a command endorsement, then the holder shall, whilst serving as Master in accordance with the provisions of that endorsement, be considered as the holder of a higher certificate than those without a command endorsement.

5. (1) An existing certificate of competency granted under section 90 of the Merchant Shipping Act shall be deemed for the purposes of these Regulations and of the Act to be a certificate of competency issued under section 87 of the Act and to confer on the person to whom it was issued the qualifications specified in column 2 of Table I of the Fourth Schedule which are equivalent to the certificate of competency set out opposite thereto in column I of that Table.

Certificates equivalent to a certificate of competency Chap. 50:01 Fourth Schedule

(2) A certificate of service (deck officer) granted by the Minister of a description set out below shall be treated as equivalent to a certificate of competency issued under these Regulations subject to any limitations endorsed on the certificate of service:

Certificate of Service (Deck Officer)

- (a) Master Caribbean Trade;
- (b) Mate Caribbean Trade;
- (c) Second Mate Caribbean Trade;
- (d) Third Mate Caribbean Trade;
- (e) Master Limited Trade;
- (f) Mate Limited Trade;
- (g) Second Mate Limited Trade.

(3) A certificate of competency as a deck 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 recognised as being as equally effective as the standards and examinations required under regulation 6(1).

(4) A licence issued in accordance with regulation 6(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.

(5) A certificate of equivalence issued in accordance with regulation 6(8) shall be treated as equivalent to an existing certificate of competency as described in subregulation (1).

Standards  
and  
conditions  
applicable  
with respect  
to the issue  
of  
certificates  
or licences

6. (1) Subject to subregulation (9)—

- (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 command 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 that purpose and the conditions of admission to them,

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

(2) Subject to subregulation (9) 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 shall 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 such limitations as the Minister may deem appropriate.

(4) Subject to subregulation (9) a person who applies to be issued with a licence as a deck officer shall 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, command, 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 a 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 (9) the conditions to be satisfied by a person who applies to be issued with a certificate of service (deck officer) shall be:

- (a) that he has prior to the 30th April, 1991—
  - (i) served in an appropriate capacity of mate; or
  - (ii) served in the capacity of master; in a sea-going ship, registered in a Caricom State; and
- (b) that he has served as master or as a watchkeeping deck officer at sea for a period of not less than three years falling within the period of seven years between 3rd May, 1982 and the 3rd May, 1989;
- (c) that he has produced such evidence as the Minister may require in the particular case:
  - (i) of his having completed 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 in a watchkeeping capacity if this is not the same period;

so however, that notwithstanding that the conditions set out in paragraphs (a), (b) and (c) 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 (deck officer) subject to any limitation as to area of operation and description of ship endorsed thereon.

(8) Subject to subregulation (9) 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.

(9) Notwithstanding that an applicant for a certificate of competency, a licence, a command endorsement or a certificate of service (deck 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 a 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.

(10) 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.

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

(a) the Class of Licence, the command endorsement if any, and the limitations as to 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 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.

Command endorsements on certificates of competency and licences Fourth Schedule

7. On the issue of a certificate of competency or licence of any 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 in command of 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 command endorsement 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.

Certificates of competency, licences and command endorsements for tugs

8. (1) Where an applicant for a certificate of competency under these Regulations fails to satisfy the conditions specified by the Minister under regulation 6(1) in respect of the sea service in ships other than tugs but has performed the sea service so specified in tugs, and fulfills the other standards of competency and conditions so specified, he may be issued with a certificate of competency Class 2, 3, 4 or 5 as appropriate, endorsed "For Tug Service Only".

(2) On the issue of a certificate of competency of any class set out in column 1 of Table 3 of the Fourth Schedule, or subsequently, the Minister, if satisfied that the person to whom it is issued is competent to be in command of a tug of the description set out in column 3 of that Table, shall endorse the certificate to that effect as a certificate of competency with the command endorsement set out in column 2 of that Table.

(3) In the event that the holder of a Class 2, 3, 4 or 5 certificate of competency (deck officer) endorsed "For Tug Service Only" applies to have that endorsement removed, the Minister may, subject to the holder having fulfilled any conditions required by the Minister in the particular case, including sea service in ships other than tugs, from which the holder was previously exempted, delete the endorsement "For Tug Service Only" and that certificate shall then be treated in all respects as equivalent to a certificate of competency issued under these Regulations.

9. (1) Where an applicant for a certificate of competency under these Regulations fails to satisfy the conditions specified by the Minister under regulation 6(1) in respect of sea service in ships other than stand-by, seismic and oceanographic survey vessels but has performed the sea service so specified in such vessels and fulfills the other standards of competency and conditions so specified, he may be issued with a certificate of competency endorsed "For Stand-by, Seismic and Oceanographic Survey Vessels Only".

Certificates of competency, licences and command endorsement for stand-by, seismic and oceanographic survey vessels

(2) On the issue of a certificate of competency of any class set out in column 1 of Table 4 of the Fourth Schedule, or subsequently, the Minister, if satisfied that the person to whom it is issued is competent to be in command of a stand-by, seismic and oceanographic survey vessel of the description set out in column 3 of that Table, may endorse the certificate to that effect as a certificate of competency with the command endorsement set out in column 2 of that Table.

(3) In the event that the holder of a Class 2, 3, 4 or 5 certificate of competency (deck officer) endorsed "For Stand-by, Seismic and Oceanographic Survey Vessels Only" applies to have that endorsement removed, the Minister may, subject to the holder having fulfilled any conditions required by the Minister in the particular case, including sea service in ships other than stand-by, seismic and oceanographic survey vessels from which the holder was previously exempted, delete the endorsement "For Stand-by, Seismic and Oceanographic Survey Vessels Only" and that certificate shall then be treated in all respects as equivalent to a certificate of competency issued under these Regulations.

10. (1) A certificate of competency or service, or a licence shall remain valid for seagoing 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.

Validity and revalidation of certificates and licences  
L.N. No. 2 of 1991

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

11. (1) Certificates of competency, certificates of service and licences (deck officers) 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 (deck officers) 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 other 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 it to the Minister or to such person as the Minister directs, for cancellation.

12. Where a person entitled to a certificate of competency, a licence or a certificate of service (deck 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 so 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 directs to keep the record referred to in regulation 11(2).

### PART III

#### NUMBER OF DECK OFFICERS TO BE CARRIED

13. (1) Subject to subregulation (2) and to regulation 18, the minimum number of qualified deck officers of a particular class which ships, other than passenger ships, tugs, sail training ships or stand-by vessels or seismic and oceanographic survey vessels, of a description set out in column 2 of Table A of the Second Schedule, are required to carry 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 the Table, shall be the number set out in column 3 of that Table.

(2) The provisions of column 3 of Table A of the Second Schedule have effect subject to the preamble at the beginning of the Second Schedule and the Notes at the end of the Table, and subregulation (1) as read with the provisions of column 3, apply accordingly.

14. (1) Subject to subregulation (2) and to regulation 18, the minimum number of qualified deck officers of a particular class which passenger ships, being ships of a description set out in column 2 of Table B of the Second Schedule, are required to carry when engaged on a voyage to or from a location or between locations in a trading area set out in relation to that description of ship in column 1 of the Table, shall be the number set out in column 3 of that Table.

Loss of  
certifi-  
cate  
or licence

Minimum  
number of  
qualified  
deck  
officers  
to be  
carried  
in certain  
ships  
Second  
Schedule

Minimum  
number of  
qualified  
deck  
officers  
to be  
carried in  
passenger  
ships

(2) The provisions of column 3 of Table B of the Second Schedule have effect subject to the preamble at the beginning of the Second Schedule and the notes at the end of the Table, and subregulation (1) as read with the provisions of column 3, apply accordingly.

15. (1) Subject to subregulation (2) and to regulation 18, the minimum number of qualified deck officers of a particular class which tugs engaged on a voyage to and from a location or between locations in the trading area set out in column 1 of Table C of the Second Schedule are required to carry shall be the number set out in Column 3 of that Table.

Minimum number of qualified deck officers to be carried in tugs

(2) The provisions of column 3 of Table C of the Second Schedule have effect subject to the preamble at the beginning of the Second Schedule and the Notes at the end of the Table, and subregulation (1) as read with the provisions of column 3, apply accordingly.

16. Sail training ships shall carry a minimum number of two qualified deck officers of whom one shall be the holder of a Certificate of Competency Class 1 and the other the holder of a Certificate of Competency Class 2 so however, that in a particular case, the Minister may exempt a sail training ship from this requirement and permit particular officers, with qualifications appropriate to the command of sail training ships, to act in the capacity of master or second in command.

Minimum number of qualified deck officers to be carried in sail training ships

17. (1) Subject to subregulation (2) and to regulation 18, the minimum number of qualified deck officers of a particular class which stand-by, seismic and oceanographic survey vessels engaged on a voyage to or from a location or between locations in the trading area set out in column 1 of Table D of the Second Schedule are required to carry shall be the number set out in column 3 of that Table.

Minimum number of qualified deck officers to be carried in stand-by, seismic and oceanographic survey vessels

(2) The provisions of column 3 of Table D of the Second Schedule have effect subject to the preamble at the beginning of the Second Schedule and the Notes at the end of the Table, and subregulation (1) as read with the provisions of column 3, apply accordingly.

18. (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 and one of the qualified deck 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 deck officer, so much of the provisions of these Regulations as require such a ship on such a voyage to carry that deck officer shall not, subject to compliance with the conditions of subregulation (2), apply to the ship during whichever is the shorter of the

Exception to requirements relating to qualified deck officers

following periods, beginning with the day on which the ship goes to sea from that location on that occasion, that is to say—

- (a) a period ending with the day on which the ship does carry a qualified deck officer as that deck officer, 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 of 5,000 GT and over 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 under 5,000 GT going to sea from a location beyond the limited trading area but within the Caribbean trading area . . . fourteen days;
  - (iv) in the case of a ship going to sea from a location beyond Trinidad and Tobago but within the limited trading area and which is required by these Regulations to carry not less than three qualified deck officers . . . 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 deck 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 deck officer; and
- (b) make an entry of that notification in the ship's official log book.

(3) Notwithstanding subregulation (1), a ship such as is referred to in subregulation (1)(b) (iii) or (iv) may go to sea on such a voyage carrying one deck officer less than is required by these Regulations only if, at the time, the ship carries the full number of qualified marine engineer officers required by the Shipping (Certification of Marine Engineer Officers) Regulations, 1992.

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

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

shall carry as officer in command and as second in command respectively, deck officers qualified under these Regulations whose certificates of competency or of

Additional  
conditions  
in respect  
of ships  
carrying  
dangerous  
cargoes

service or licences have been endorsed to show that they have satisfied such conditions as to training and service as may be specified by the Minister and if a deck officer, other than the officers in command and second in command, 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 or licence.

## PART IV

### WATCHKEEPING REQUIREMENT

20. (1) No person shall act in the capacity of master or second in command unless he holds an appropriate certificate of competency, licence or certificate of service, save that in the event of—

Requirement to act only in capacity for which certificated or licenced

(a) the death or incapacity of the master or the second in command while the ship is at sea; or

(b) a ship going to sea without a duly certificated master or second in command in the circumstances specified in regulation 18,

a deck officer may act in the capacity of master or second in command until the ship reaches the next intended port of call or during the period allowed by regulation 18(1)(b).

(2) The master of a ship shall not permit any person to be in charge of a navigational watch unless he holds a certificate of competency, licence or certificate of service of a class required by regulations 13 to 17, read with the Second Schedule, to be held by a deck officer required to be carried in that ship at that time.

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

21. Any person who contravenes regulation 20(1) or (3) or any master who contravenes regulation 20(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(10))]

#### 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.

*Shipping (Certification of Merchant Navy Deck Officers)  
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2. The Technical Members of the Board shall all be Deck Officers when reviewing applications for Deck Officer's certificates or licences and Engineer Officer's when reviewing applications for Engineer 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 licences, 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 shall be stated in writing and signed by the member disagreeing.

SECOND SCHEDULE

(Regulations 13, 14, 15, 17 and 20)

MINIMUM NUMBER OF DECK OFFICERS TO BE CARRIED

The provisions of column 3 of each of the following Tables in so far as they impose a requirement with respect to the carrying in a ship of a qualified deck 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(5) with regard to certificates with a command endorsement) if the 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.

TABLE A

(Regulation 13)

(SHIPS OTHER THAN PASSENGER SHIPS, TUGS, STAND-BY VESSELS AND SEISMIC AND OCEANOGRAPHIC SURVEY VESSELS)

COLUMN 1	COLUMN 2	COLUMN 3				
Trading Area	Description of Ships	Minimum Number of Certificated Officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
Unlimited	1,600 GT and over ...	1	1	1	1	—
	Under 1,600 GT	1	1	1	—	—
Caribbean	10,000 GT and over ...	1	1	1	1	—
	5,000 GT but under 10,000 GT	—	1(A)+1	1	1	—
	1,600 GT but under 5,000 GT	—	—	1(A)	1(W)+1	—
	Under 1,600 GT	—	—	—	1(A)+2	—

TABLE A—CONTINUED

(Regulation 13)

(SHIPS OTHER THAN PASSENGER SHIPS, TUGS, STAND-BY VESSELS AND SEISMIC AND OCEANOGRAPHIC SURVEY VESSELS)—Continued

COLUMN 1 Trading Area	COLUMN 2 Description of Ships	COLUMN 3 Minimum Number of Certificated Officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
		Limited ...	10,000 GT and over ...	1	1	1
	5,000 GT but under 10,000 GT	—	1(A)	1(W)	1	—
	1,600 GT but under 5,000 GT	—	—	—	1(A)+ 1(W)	1
	1,000 GT but under 1,600 GT	—	—	—	—	1(B)+2
	200 GT but under 1,000 GT	—	—	—	—	1(B)+1
	Under 200 GT ...	—	—	—	—	1(B)+ 1(D)

NOTES

Where a number set out in Table A is followed by the indication (A), (B), (D) or (W), 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 Master (Caribbean) endorsement;
- (b) in the case of indication (B), as requiring the certificate in question to be endorsed with the Master (Limited) endorsement;
- (c) in the case of indication (D), where the vessel is on a voyage of less than 6 hours duration, as not requiring an officer to be carried;
- (d) in the case of indication (W), as requiring the certificate holder in question serving as second-in-command (unless his certificate is endorsed with a command endorsement) to have previously served as an officer in charge of a navigational watch on a ship of 200 GT or more for a period of not less than 18 months.

TABLE B

(Regulation 14)

(PASSENGER SHIPS)

COLUMN 1 Trading Area	COLUMN 2 Description of Passenger Ships	COLUMN 3 Minimum Number of Certificated Officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
		Unlimited or Caribbean	Any tonnage ...	1	1	1
	10,000 GT and over ...	1	1	—	*2	—

\*Holders of Mate Home Trade Certificates issued under section 90 of the Merchant Shipping Act will only be allowed to sail as 3rd Officer in these ships.

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TABLE B—CONTINUED

(Regulation 14)

(PASSENGER SHIPS)—Continued

COLUMN 1  Trading Area	COLUMN 2  Description of Passenger Ships	COLUMN 3  Minimum Number of Certificated Officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
		Limited	5,000 GT but under 10,000 GT	—	1(A) + 1	1
	1,600 GT but under 5,000 GT	—	1(A)	1(B)	1	1
	1,000 GT but under 1,600 GT	—	—	1(A)	1(W) + 1	1
	200 GT but under 1,000 GT	—	—	—	1(B)	1 + 1(D)
	Under 200 GT ... ..	1	—	—	—	1(B) + 1(D)

## NOTES

Where a number set out in Table B is followed by the indication (A), (B), (W) or (D), 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 Master (Caribbean) endorsement;
- (b) in the case of indication (B), as requiring the certificate in question to be endorsed with the Master (Limited) endorsement;
- (c) in the case of indication (W) as requiring the certificate holder in question to have previously served as an officer in charge of a navigational watch on a ship of 200 GT or more for a period of not less than 18 months;
- (d) in the case of indication (D), where the vessel is on a voyage of less than 6 hours duration, as not requiring this officer to be carried.

TABLE C

(Regulation 15)

(TUGS)

COLUMN 1  Trading Area	COLUMN 2  Description of Tugs	COLUMN 3  Minimum Number of Certificated Officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
		Unlimited	Any tug ... ..	—	1(A) + 1	1
Caribbean	1,600 GT or over ...	—	—	1(A)	1(W) + 1	—
	Under 1600 GT ...	—	—	—	1(B) + 2	—
Limited ...	Any tug ... ..	—	—	—	—	1(C) + 1(W)

**NOTES:**

Where a number set out in Table C is followed by the indication (A), (B), (C) or (W), 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 Tugmaster Endorsement;
- (b) in the case of indication (B), as requiring the certificate in question to be endorsed with the Tugmaster (Caribbean) or Master (Caribbean) Endorsement;
- (c) in the case of indication (C), as requiring one of the certificates in question to be endorsed with the Tugmaster (Limited) or Master (Limited) Endorsement;
- (d) in the case of indication (W), as requiring the certificate holder in question serving as second-in-command, if the tug is of 1,600 GT or more (unless his certificate is endorsed with a command endorsement) to have previously served as an officer in charge of a navigational watch on a ship of 200 GT or more for a period of not less than 18 months.

TABLE D

(Regulation 17)

(STAND-BY, SEISMIC AND OCEANOGRAPHIC SURVEY VESSELS)

COLUMN 1	COLUMN 2	COLUMN 3				
Trading Area	Description of Stand-by, Seismic or Oceanographic Survey Vessels	Minimum Number of Certificated Officers to be carried				
		Class 1	Class 2	Class 3	Class 4	Class 5
Unlimited	Any tonnage ... ..	—	1(P) + 1(W)	1	—	—
Caribbean	1,600 GT or over ... ..	—	—	1(Q)	1(W) +1	—
	Under 1,600 GT ... ..	—	—	—	1(Q) +2	—
Limited ...	Any tonnage ... ..	—	—	—	—	1(R) + 1(W)

**NOTES**

Where a number set out in column 3 of Table D is followed by the indication (P), (Q), (R) or (W), that provision of column 3 to which the number relates shall be construed—

- (a) in the case of indication (P), as requiring the certificate in question to be endorsed with the Master (Restricted) or Master (Caribbean) Endorsement;
- (b) in the case of indication (Q), as requiring the certificate in question to be endorsed with the Master (Restricted) (Caribbean) or Master (Caribbean) Endorsement;
- (c) in the case of indication (R), as requiring the certificate in question to be endorsed with the Master (Restricted) (Limited) or Master (Limited) Endorsement;
- (d) in the case of indication (W), as requiring the certificate holder in question serving as second-in-command, if the vessel is of 1600 GT or more (unless his certificate is endorsed with a command endorsement) to have previously served as an officer in charge of a navigational watch on a ship of 200 GT or more for a period of not less than 18 months.

THIRD SCHEDULE

(Regulation 2)

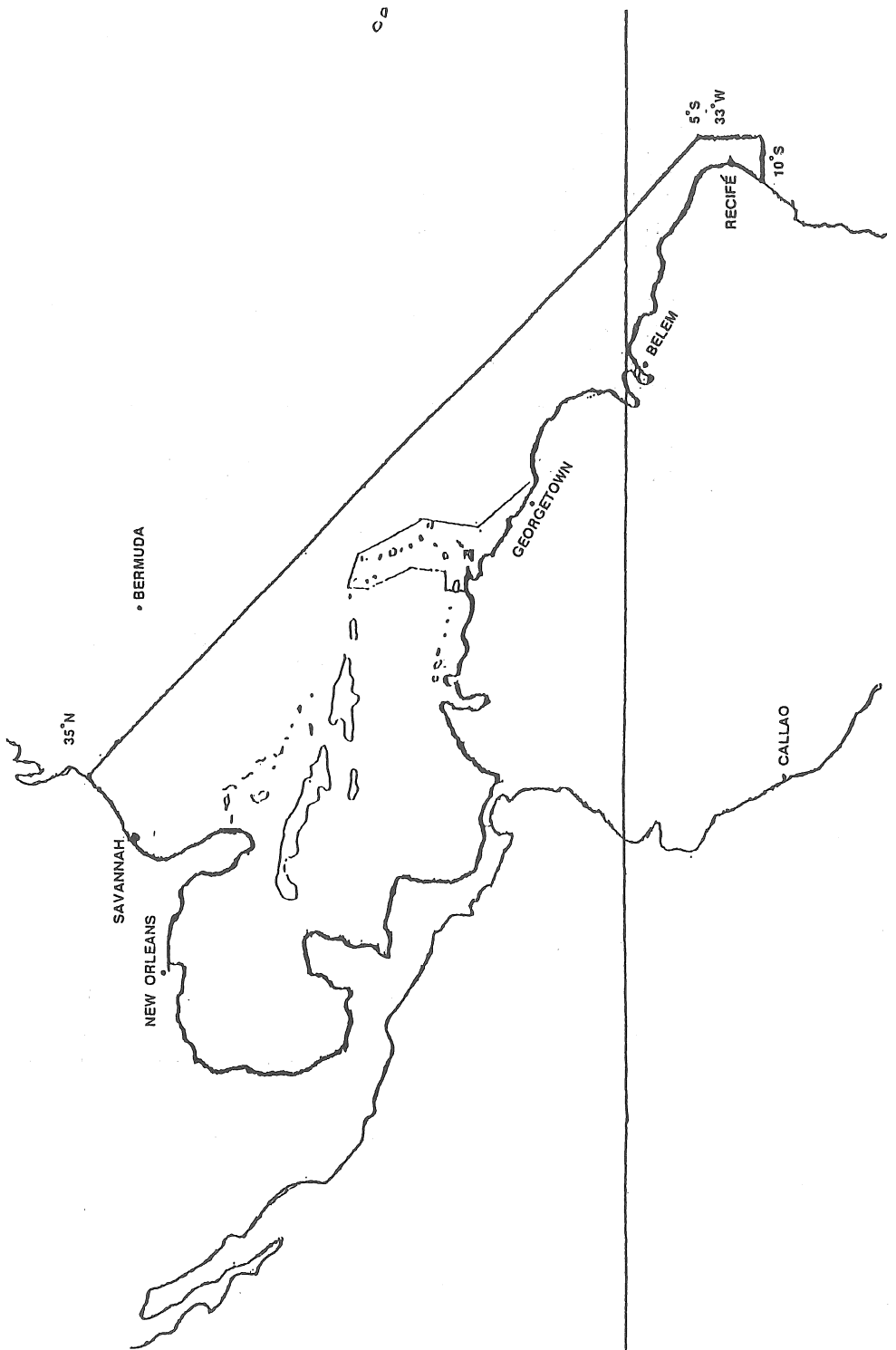
DEFINITION OF "LIMITED TRADING AREA" AND "CARIBBEAN  
TRADING AREA"

"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 to a point 17° 00' 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.



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FOURTH SCHEDULE

(Regulations 5, 7, 8 and 9)

TABLE 1

COLUMN 1	COLUMN 2
Class of 1959 Certificate	Equivalent class of certificate of competency issued under these Regulations
MASTER HOME TRADE	Class 1 in passenger ships less than 1000 GT  OR  Class 2 in passenger ships less than 1600 GT  OR  Class 4 with a Master (Caribbean) endorsement in any ship  IN THE CARIBBEAN TRADING AREA  AND  Class 3 with a Master (Caribbean) endorsement passenger ships  OR  Class 4 with a Master (Caribbean) endorsement in ships other than passenger ships  IN THE LIMITED TRADING AREA  AND  Class 4 in any ship  IN ANY TRADING AREA
MATE HOME TRADE	Class 2 in passenger ships less than 1000 GT  OR  Class 3 in passenger ships less than 1600 GT  OR  Class 4 in passenger ships under 5000 GT and in any other ship  IN THE CARIBBEAN TRADING AREA  AND  CLASS 4 IN ANY SHIP  IN THE LIMITED TRADING AREA

TABLE 2

COLUMN 1	COLUMN 2	COLUMN 3
Certificate of Competency (Deck Officer)	Command Endorsement	Description of Ship
Class 2	Master (Caribbean)	Ships (other than passenger ships) of less than 10,000 GT going between locations in the Caribbean trading area. Passenger ships of less than 10,000 GT going between locations in the limited trading area.
Class 3	Master (Caribbean)	Ships (other than passenger ships) of less than 5,000 GT going between locations in the Caribbean trading area. Passenger ships of less than 1,600 GT going between locations in the limited trading area.
Class 4	Master (Caribbean)	Ships (other than passenger ships) of less than 1,600 GT going between locations in the Caribbean trading area and less than 5,000 GT in the limited trading area. Passenger ships of less than 1,000 GT going between locations in the limited trading area.
Class 2, Class 3 or Class 4	Master (Limited)	Ships (other than passenger ships) of less than 1,600 GT going between locations in the limited trading area. Passenger ships of less than 1,000 GT going between locations in the limited trading area.
Class 5	Master (Limited)	Ships (other than passenger ships) of less than 1,600 GT going between locations in the limited trading area. Passenger ships of less than 200 GT going between locations in the limited trading area.

TABLE 3

COLUMN 1	COLUMN 2	COLUMN 3
Certificate of Competency (Deck Officer) Endorsed for Tug Service only	Command endorsement	Description of Tug
Class 2	Tugmaster	Tugs going to sea from any location
Class 3 or Class 4	Tugmaster (Caribbean)	Tugs going between locations in the Caribbean trading area.
Class 3, 4 or 5	Tugmaster (Limited)	Tugs going between locations in the limited trading area.

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COLUMN 1	COLUMN 2	COLUMN 3
Certificate of Competency (Deck Officer) endorsed for Stand-by, Research, Seismic and Oceanographic Survey Vessel only	Command Endorsement	Description of Stand-by Vessel, Research or Seismic and Oceanographic Survey Vessel
Class 2	Master (Restricted)	Vessels going to sea from any location
Class 3 or Class 4	Master (Restricted) Caribbean	Vessels going between locations in the Caribbean trading area
Class 3, 4 or Class 5	Master (Restricted) Limited	Vessels going between locations in the limited trading area

Made this 19th day of February, 1992.

**C. IMBERT**  
*Minister of Works and Transport*